

# ARIZONA STATE TRANSPORTATION BOARD

Katie Hobbs, Governor

Richard Searle, Chairman  
Jenn Daniels, Vice Chair  
Ted Maxwell, Member  
Jesse Thompson, Member  
Jenny Howard, Member  
Gary Knight, Member  
Jackie Meck, 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 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, March 15, 2024, at 9:00 a.m. 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 may attend in person, or by telephone or video conference. The Board may modify the agenda order, if necessary.

### EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. 38-431.02, notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation of legal advice with legal counsel at its meeting on Friday, March 15, 2024, relating to any items on the agenda. Pursuant to A.R.S. 38-431.03(A), the Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

### CIVIL RIGHTS

Pursuant to Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, sex or disability. Persons that require a reasonable accommodation based on language or disability should contact the Civil Rights Office at (602) 712-8946 or email

[CivilRightsOffice@azdot.gov](mailto:CivilRightsOffice@azdot.gov). Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

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

### AGENDA

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

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

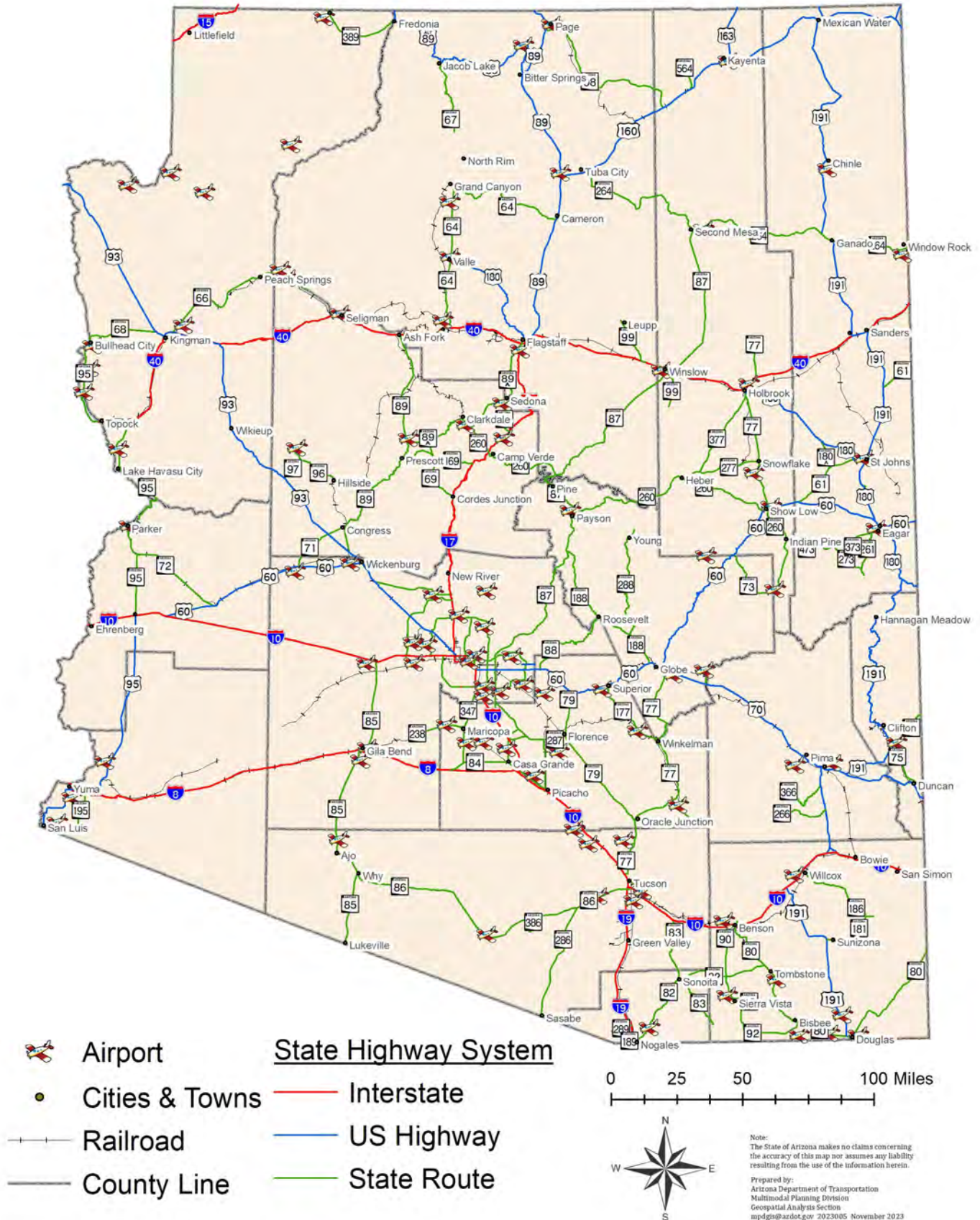
In the interest of efficiency and economy of time, the Arizona Transportation Board, having already had the opportunity to become conversant with items on its agenda, will likely defer action in relation to certain items until after agenda items requiring discussion have been considered and voted upon 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 8th day of March, 2024**



# State Highway System with Railroads & Airports



# ARIZONA STATE TRANSPORTATION BOARD

STATE TRANSPORTATION BOARD  
 IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE  
 BOARD MEETING  
 City of Casa Grande  
 Council Chambers  
 510 E. Florence Blvd.  
 Casa Grande, Arizona 85122  
 9:00 a.m., Friday, March 15, 2024

**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, March 15, 2024, at 9:00 a.m. 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 510 E. Florence Blvd. Casa Grande, Arizona 85122 or by telephone or video conference call. 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](http://www.aztransportationboard.gov). Join the meeting as a participant and follow the instruction to use your telephone to enable audio. For members of the public attending in person, physical access to the meeting place begins at 8:00 a.m.

## EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. 38-431.03 (A)(3), notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation for legal advice with legal counsel at its meeting on Friday, March 15, 2024. 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 Chairman Searle

## 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/1FAIpQLSdr7eC3VJShEFhDFijBRREvZGFhxJWP68MpJrUYlhRXcZVqVg/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](mailto:boardinfo@azdot.gov). The form is located on the Transportation Board's website <https://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.

## **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 — Jennifer Toth, Director)

#### **A) Overview of successes and current activities**

#### **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 Report—No Report This Month**

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

(For information and discussion only — No report this month.)

### **\*ITEM 3: Consent Agenda**

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

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#### **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: Multimodal Planning Division Report**

Pursuant to A.R.S. 28-506, staff will present an update on the current planning activities, to include the following:

- A) Tribal Transportation Update
- B) Various Statewide Planning Studies Update
- C) Public Comment Period for Tentative Five-Year Program
- D) Last Minute Items

(For information and discussion only — Paul Patane, Division Director, Multimodal Planning Division)

**\*ITEM 6: Priority Planning Advisory Committee (PPAC)**

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Staff will present recommended PPAC actions to the Board including consideration of changes to the FY2024 - 2028 Statewide Transportation Facilities Construction Program.

(For discussion and possible action — Paul Patane, Division Director, Multimodal Planning Division)

**\*ITEM 7: AZ State Match Advantage for Rural Transportation (AZ SMART) Fund Program**

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Staff will present AZ SMART fund program applications from various eligible applicants for the Transportation Board's consideration and approval. Representatives from the applicants may be available for questions.

- A) Navajo County—Reidhead Street
  - B) ADOT—Yuma Multimodal Transportation Center
  - C) Santa Cruz County—RCPP 2023
  - D) Pinetop-Lakeside—RAISE 2024
  - E) Town of Quartzsite—Rural Surface Transportation Grant Program 2024-2025
- (For discussion and possible action — Paul Patane, Division Director, Multimodal Planning Division)

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

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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**

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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 and any topics for the next board meeting. Staff will remind everyone of the location for the next board meeting.

**\*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 exceed 15% or \$200,000, whichever is lesser.

RIGHT OF WAY RESOLUTIONS (action as noted)

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*ITEM 3a: RES. NO.	2024-03-A-009
PROJECTS:	F-028-1(8); BP-028-1-710; and 060 MA 181 H6015 01R / U 060-C-808
HIGHWAY:	SUPERSTITION FREEWAY (PHOENIX – GLOBE HIGHWAY)
SECTION:	Lindsay Road to Pierpont Drive Traffic Interchanges
ROUTE NO.:	U. S. Route 60
DISTRICT:	Central
COUNTY:	Maricopa
DISPOSAL:	D – C – 117-C
RECOMMENDATION:	Abandon to the City of Mesa, in accordance with City Resolution No. 12135, dated December 11, 2023; and Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated January 08, 2024, rights of way at certain cross street traffic interchanges that are no longer needed for the State Transportation System and can be better managed by the Local Public Agency.
*ITEM 3b: RES. NO.	2024-03-A-010
PROJECT:	093 MO 106 F0601 / 093-B(223)T
HIGHWAY:	WICKENBURG – KINGMAN
SECTION:	Cane Springs
ROUTE NO.:	U. S. Route 93
DISTRICT:	Northwest
COUNTY:	Mohave
PARCELS:	8-1995 and 8-1996
RECOMMENDATION:	Establish new temporary construction easement right of way under the above referenced project to be utilized for intersection improvements for this recently reconfigured four-lane divided highway at Cane Springs Ranch Road, necessary to enhance convenience and safety for the traveling public.

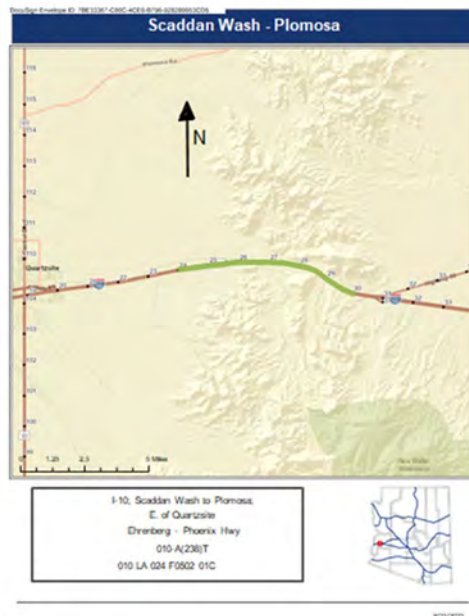
- \*ITEM 3c: RES. NO. 2024-03-A-011  
 PROJECT: 087 MA 171 F0555 / NHPP-087-A(216)T  
 HIGHWAY: PICACHO – COOLIDGE – CHANDLER – MESA  
 SECTION: Western Canal – Baseline Road  
 ROUTE NO.: State Route 87  
 DISTRICT: Central  
 COUNTY: Maricopa  
 PARCELS: 7-12952 through 7-12970, inclusive  
 RECOMMENDATION: Establish new temporary construction easement rights of way under the above referenced project to be utilized for resurfacing and related improvements along this segment of State Route 87, necessary to enhance convenience and safety for the traveling public.
- \*ITEM 3d: RES. NO. 2024-03-A-012  
 PROJECTS: 010 MA 161 F0252 / 010-C(222)S; 010 PN 173 F0270 / 010-C(224)S;  
 010 PN 176 F0336 / 010-C(227)T; and 010 PN 181 F0337 / 010-C(228)T  
 HIGHWAY: PHOENIX – CASA GRANDE  
 SECTIONS: S.R. 202L – Maricopa County Line; Gila River Bridge;  
 Maricopa County Line – Dirk Lay Road; and Dirk Lay Road – South of S.R. 387  
 ROUTE NO.: Interstate Route 10  
 DISTRICTS: Central and Southcentral  
 COUNTIES: Maricopa and Pinal  
 RECOMMENDATION: Establish new right of way as a state route under the above referenced projects to be utilized for widening and related improvements for increased traffic capacity on the heavily traveled Phoenix – Tucson Corridor, necessary to enhance convenience and safety for the traveling public.

## CONSENT CONTRACTS: (Action As Noted)

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

\*ITEM 3e: BOARD DISTRICT NO.: 6  
 BIDS OPENED: FEBRUARY 02, 2024  
 HIGHWAY: EHRENBERG-PHOENIX HWY (I-10)  
 SECTION: SCADDAN WASH - PLOMOSA  
 COUNTY: LA PAZ  
 ROUTE NO.: I-10  
 PROJECT : TRACS: 010-A(238)T: 010 LA 024 F050201C  
 FUNDING: 94.34% FEDS 5.66% STATE  
 LOW BIDDER: FNF CONSTRUCTION, INC.  
 LOW BID AMOUNT: \$ 16,146,915.37  
 STATE ESTIMATE: \$ 17,843,619.20  
 \$ UNDER ESTIMATE: \$ 1,696,703.83  
 % UNDER ESTIMATE: 9.5%  
 PROJECT DBE GOAL: 10.16%  
 BIDDER DBE PLEDGE: 10.17%  
 NO. BIDDERS: 3  
 RECOMMENDATION: AWARD

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

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BIDS OPENED: FEBRUARY 09, 2024

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

SECTION: HAPPY VALLEY ROAD – SR 74

COUNTY: MARICOPA

ROUTE NO.: I-17

PROJECT : TRACS: 017-A(261)T: 017 MA 218 F049501C

FUNDING: 94.34% FED 5.66% STATE

LOW BIDDER: ACME CONCRETE PAVING, INC.

LOW BID AMOUNT: \$ 10,245,358.47

STATE ESTIMATE: \$ 9,391,523.00

\$ OVER ESTIMATE: \$ 853,835.47

% OVER ESTIMATE: 9.1%

PROJECT DBE GOAL: 4.94%

BIDDER DBE PLEDGE: 22.54%

NO. BIDDERS: 4

RECOMMENDATION: AWARD

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## VICINITY MAP

LOCATION: I 17: Happy Valley Rd to SR 74

PROJECT NO: 017 MA 218 F0495 01C

FEDERAL ID: 017 A(261)T



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

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BIDS OPENED: FEBRUARY 23, 2024

HIGHWAY: TOPOCK – KINGMAN HIGHWAY (I-40)

SECTION: US 93/I-40 WEST KINGMAN TI

COUNTY: MOHAVE

ROUTE NO.: I-40

PROJECT : TRACS: 040-A(212)T: 040 MO 048 H799301C

FUNDING: 99.34% FEDS 0.66% STATE

LOW BIDDER: FISHER SAND & GRAVEL CO.

LOW BID AMOUNT: \$ 106,543,210.00

STATE ESTIMATE: \$ 115,819,806.00

\$ UNDER ESTIMATE: \$ 9,276,596.00

% UNDER ESTIMATE: 8.0%

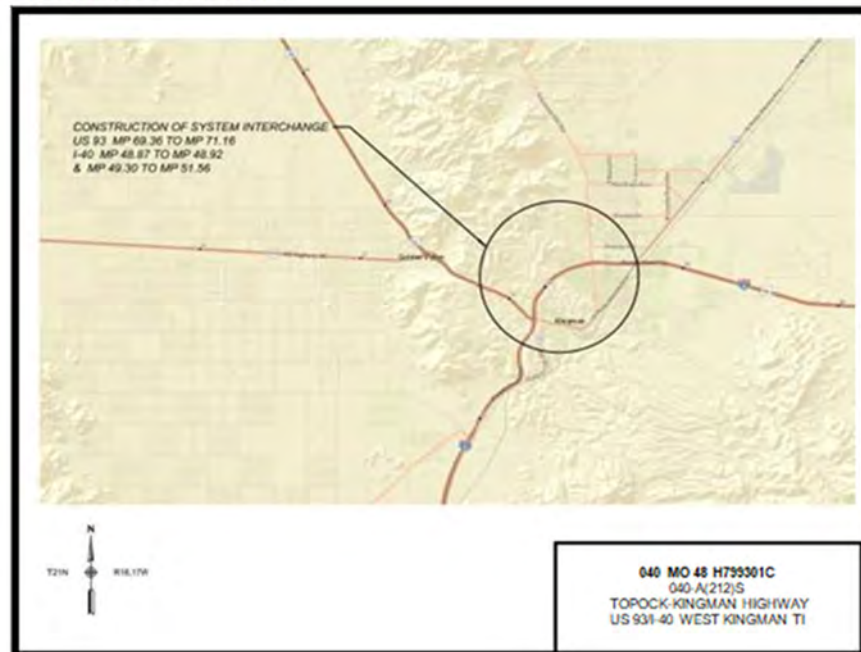
PROJECT DBE GOAL: 8.36%

BIDDER DBE PLEDGE: 8.45%

NO. BIDDERS: 4

RECOMMENDATION: AWARD

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

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BIDS OPENED: FEBRUARY 02, 2024

HIGHWAY: QUARTZSITE – WICKENBURG HIGHWAY (US 60)

SECTION: EAST OF VICKSBURG ROAD – JCT SR 72

COUNTY: LA PAZ

ROUTE NO.: US 60

PROJECT : TRACS: 060-A(216)T: 060 LA 045 F050301C

FUNDING: 94.3% FEDS 5.7% LOCAL

LOW BIDDER: FANN CONTRACTING, INC.

LOW BID AMOUNT: \$ 4,888,888.00

STATE ESTIMATE: \$ 5,641,858.00

\$ UNDER ESTIMATE: \$ 752,970.00

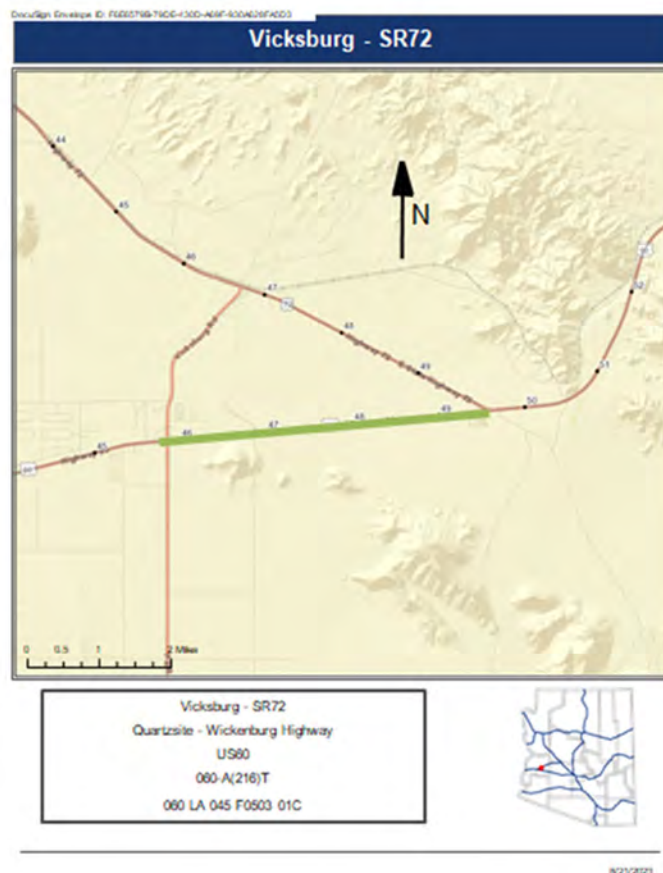
% UNDER ESTIMATE: 13.3%

PROJECT DBE GOAL: 5.91%

BIDDER DBE PLEDGE: 6.02%

NO. BIDDERS: 6

RECOMMENDATION: AWARD



\*ITEM 3i: BOARD DISTRICT NO.: 4

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BIDS OPENED: FEBRUARY 09, 2024

HIGHWAY: SAFFORD – SPRINGERVILLE HIGHWAY (US 191)

SECTION: US 70 TO BLACK HILLS COUNTRY BYWAY

COUNTY: GRAHAM

ROUTE NO.: US 191

PROJECT : TRACS: 191-C(226)T: 191 GH 131 F056701C

FUNDING: 94.3% FEDS 5.7% LOCAL

LOW BIDDER: CACTUS TRANSPORT II, INC.

LOW BID AMOUNT: \$ 2,167,799.47

STATE ESTIMATE: \$ 2,270,417.30

\$ UNDER ESTIMATE: \$ 102,617.83

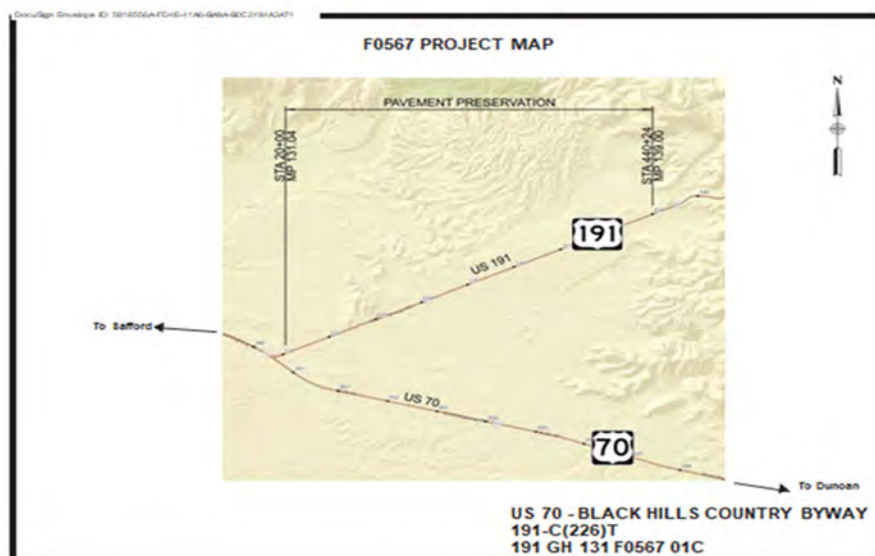
% UNDER ESTIMATE: 4.5%

PROJECT DBE GOAL: 3.75%

BIDDER DBE PLEDGE: 5.64%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



March 15, 2024

RES. NO. 2024-03-A-009  
PROJECTS: F-028-1(8); BP-028-1-710; and  
060 MA 181 H6015 01R / U 060-C-808  
HIGHWAY: SUPERSTITION FREEWAY (PHOENIX - GLOBE HIGHWAY)  
SECTION: Lindsay Road to Pierpont Drive Traffic Interchanges  
ROUTE NO.: U. S. Route 60  
DISTRICT: Central  
COUNTY: Maricopa  
DISPOSAL: D - C - 117-C

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the abandonment of certain rights of way acquired for the Superstition Freeway, U. S. Route 60, within the above referenced projects.

The rights of way to be abandoned were previously established as a state route by State Highway Commission Resolution 62-97 of May 24, 1962, designated State Route 360; and were established as a state highway by Resolution 63-6 of January 18, 1963. The alignment of the Superstition Freeway Corridor Concept Report was adopted and approved in Arizona State Transportation Board Resolution 74-6-A-16 of September 06, 1974. Resolution 75-05-A-20, dated April 04, 1975, established new right of way for the Gilbert Rd. - Power Rd. Section as a controlled-access state route and a state highway under the above referenced Project F-028-1(8). Resolution 83-03-A-06 of February 18, 1983, established new right of way as a controlled-access state route and a state highway for the construction of the Greenfield Road Traffic Interchange under Project F-028-1(24), which was later merged with the above referenced Project F-BP-028-1-710. The S. R. 360 designation was eliminated, and the freeway was renumbered and redesignated U. S. Route 60 by Resolution 92-09-A-60, dated September 18, 1992; and Resolution 93-11-A-66 of November 19, 1993. Under the above referenced Project 060 MA 181 H6015 01R / U 060-C-808, additional right of way for improvements at the Val Vista Drive Interchange was established as a state route by Resolution 2003-12-A-074, dated December 19, 2003; and as a state highway by Resolution 2004-06-A-028, dated June 18, 2004.

March 15, 2024

RES. NO. 2024-03-A-009  
PROJECTS: F-028-1(8); BP-028-1-710; and  
060 MA 181 H6015 01R / U 060-C-808  
HIGHWAY: SUPERSTITION FREEWAY (PHOENIX - GLOBE HIGHWAY)  
SECTION: Lindsay Road to Pierpont Drive Traffic Interchanges  
ROUTE NO.: U.S. Route 60  
DISTRICT: Central  
COUNTY: Maricopa  
DISPOSAL: D - C - 117-C

The rights of way to be abandoned are no longer needed for state transportation purposes. The City of Mesa has agreed to accept jurisdiction, ownership and maintenance responsibilities for these rights of way in accordance with City Resolution No. 12135, dated December 11, 2023; and Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated January 08, 2024, executed pursuant to the provisions of Arizona Revised Statutes § 28-7209.

Accordingly, I recommend that the State's interest in the right of way be abandoned, as depicted on the attached Appendix "A" and on the maps and plans of the above referenced projects.

The rights of way to be abandoned are delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plan of the SUPERSTITION FREEWAY, Gilbert Rd.-Val Vista Dr., Project F-028-1(8);" on those entitled: "Right of Way Plan of the SUPERSTITION FREEWAY, Val Vista Dr.-Higley Rd., Project BP-028-1-710;" and on those entitled: "Right of Way Plans of the SUPERSTITION FREEWAY, Stapley, Gilbert and Val Vista T.I.s, Project 060 MA 181 H6015 01R / U 060-C-808," and as shown on Appendix "A" attached hereto.

March 15, 2024

RES. NO. 2024-03-A-009  
PROJECTS: F-028-1(8); BP-028-1-710; and  
060 MA 181 H6015 01R / U 060-C-808  
HIGHWAY: SUPERSTITION FREEWAY (PHOENIX - GLOBE HIGHWAY)  
SECTION: Lindsay Road to Pierpont Drive Traffic Interchanges  
ROUTE NO.: U.S. Route 60  
DISTRICT: Central  
COUNTY: Maricopa  
DISPOSAL: D - C - 117-C

I further recommend that the rights of way depicted on Appendix "A" be removed from the State Highway System and abandoned to the City of Mesa, in accordance with City Resolution No. 12135, dated December 11, 2023; and Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated January 08, 2024, and as provided in Arizona Revised Statutes §§ 28-7207 and 28-7209; subject to the retention of existing access control and all other currently existing facilities and structures of the State Transportation System; and subject to the reservation of perpetual easements for ingress, egress and maintenance of said existing facilities and structures, including, but not limited to: said access control, soundwalls, drainage, signage, utilities, and any and all appurtenances thereto, which shall remain intact and under the control of the Arizona Department of Transportation, as depicted on said Appendix "A" attached and on the maps and plans of the above referenced projects.

All other rights of way, easements and appurtenances thereto, subject to the provisions of Arizona Revised Statutes § 28-7210, shall continue as they existed prior to the disposal of the right of way depicted on Appendix "A".

The abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213.

This resolution is considered the conveying document for the rights of way to be abandoned; and no further conveyance is legally required.



March 15, 2024

RES. NO. 2024-03-A-009  
PROJECTS: F-028-1(8); BP-028-1-710; and  
060 MA 181 H6015 01R / U 060-C-808  
HIGHWAY: SUPERSTITION FREEWAY (PHOENIX - GLOBE HIGHWAY)  
SECTION: Lindsay Road to Pierpont Drive Traffic Interchanges  
ROUTE NO.: U.S. Route 60  
DISTRICT: Central  
COUNTY: Maricopa  
DISPOSAL: D - C - 117-C

Pursuant to Arizona Revised Statutes § 28-7046, I recommend that the Arizona State Transportation Board adopt 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

March 15, 2024

RES. NO. 2024-03-A-009  
PROJECTS: F-028-1(8); BP-028-1-710; and  
060 MA 181 H6015 01R / U 060-C-808  
HIGHWAY: SUPERSTITION FREEWAY (PHOENIX - GLOBE HIGHWAY)  
SECTION: Lindsay Road to Pierpont Drive Traffic Interchanges  
ROUTE NO.: U.S. Route 60  
DISTRICT: Central  
COUNTY: Maricopa  
DISPOSAL: D - C - 117-C

RESOLUTION OF ABANDONMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on March 15, 2024, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes §28-7046, recommending the abandonment of certain rights of way to the City of Mesa within the above referenced projects.

The rights of way to be abandoned are no longer needed for state transportation purposes. The City of Mesa has agreed to accept jurisdiction, ownership and maintenance responsibilities for the rights of way in accordance with City Resolution No. 12135, dated December 11, 2023; and Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated January 08, 2024, executed pursuant to the provisions of Arizona Revised Statutes § 28-7209.

Accordingly, it is recommended that the State's interest in these rights of way be abandoned.

The rights of way to be abandoned are delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plan of the SUPERSTITION FREEWAY, Gilbert Rd. - Val Vista Dr., Project F-028-1(8);" on those entitled: "Right of Way Plan of the SUPERSTITION FREEWAY, Val Vista Dr. - Higley Rd., Project BP-028-1-710;" and on those entitled: "Right of Way Plans of the SUPERSTITION FREEWAY, Stapley, Gilbert and Val Vista T.I.s, Project 060 MA 181 H6015 01R / U 060-C-808," and as shown on Appendix "A" attached hereto.

March 15, 2024

RES. NO. 2024-03-A-009  
PROJECTS: F-028-1(8); BP-028-1-710; and  
060 MA 181 H6015 01R / U 060-C-808  
HIGHWAY: SUPERSTITION FREEWAY (PHOENIX - GLOBE HIGHWAY)  
SECTION: Lindsay Road to Pierpont Drive Traffic Interchanges  
ROUTE NO.: U.S. Route 60  
DISTRICT: Central  
COUNTY: Maricopa  
DISPOSAL: D - C - 117-C

WHEREAS said rights of way are no longer needed for state transportation purposes; and

WHEREAS the City of Mesa has agreed to accept jurisdiction, ownership and maintenance responsibilities for the rights of way in accordance with City Resolution No. 12135, dated December 11, 2023; and Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated January 08, 2024, executed pursuant to the provisions of Arizona Revised Statutes § 28-7209; and

WHEREAS for the convenience and safety of the traveling public, it is necessary that within the areas of abandonment, the State of Arizona, acting by and through its Department of Transportation, shall retain existing access control and all other currently existing facilities and structures of the State Transportation System; and shall reserve perpetual easements for ingress, egress and maintenance of said existing facilities and structures, including, but not limited to: said access control, soundwalls, drainage, signage, utilities, and any and all appurtenances thereto, which shall remain intact and under the control of the Arizona Department of Transportation, as depicted on the attached Appendix "A" and on said maps and plans; and

WHEREAS this resolution is considered the conveying document for such rights of way; and no further conveyance is legally required; and

WHEREAS this Board finds that public safety, necessity and convenience will be served by accepting the Deputy Director's report; therefore, be it

March 15, 2024

RES. NO. 2024-03-A-009  
PROJECTS: F-028-1(8); BP-028-1-710; and  
060 MA 181 H6015 01R / U 060-C-808  
HIGHWAY: SUPERSTITION FREEWAY (PHOENIX - GLOBE HIGHWAY)  
SECTION: Lindsay Road to Pierpont Drive Traffic Interchanges  
ROUTE NO.: U.S. Route 60  
DISTRICT: Central  
COUNTY: Maricopa  
DISPOSAL: D - C - 117-C

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

RESOLVED that the rights of way depicted on Appendix "A" are hereby removed from the State Highway System and abandoned to the City of Mesa, in accordance with City Resolution No. 12135, dated December 11, 2023; and Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated January 08, 2024, and as provided in Arizona Revised Statutes §§ 28-7207, 28-7209 and 28-7210; be it further

RESOLVED that within the areas of abandonment, the State of Arizona, acting by and through its Department of Transportation, hereby retains existing access control and all other currently existing facilities and structures of the State Transportation System; and reserves perpetual easements for ingress, egress and maintenance of said existing facilities and structures, including, but not limited to: said access control, soundwalls, drainage, signage, utilities, and any and all appurtenances thereto, which shall remain intact and under the control of the Arizona Department of Transportation, as depicted on the attached Appendix "A" and on the maps and plans of the above referenced projects; be it further

RESOLVED that this abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213; and that this resolution is the conveying document for the right of way abandoned herein; and no further conveyance is legally required; be it further

RESOLVED that the Deputy Director provide written notice to the City of Mesa, evidencing the abandonment of the State's interest.

March 15, 2024

RES. NO. 2024-03-A-009  
PROJECTS: F-028-1(8); BP-028-1-710; and  
060 MA 181 H6015 01R / U 060-C-808  
HIGHWAY: SUPERSTITION FREEWAY (PHOENIX - GLOBE HIGHWAY)  
SECTION: Lindsay Road to Pierpont Drive Traffic Interchanges  
ROUTE NO.: U. S. Route 60  
DISTRICT: Central  
COUNTY: Maricopa  
DISPOSAL: D - C - 117-C

CERTIFICATION

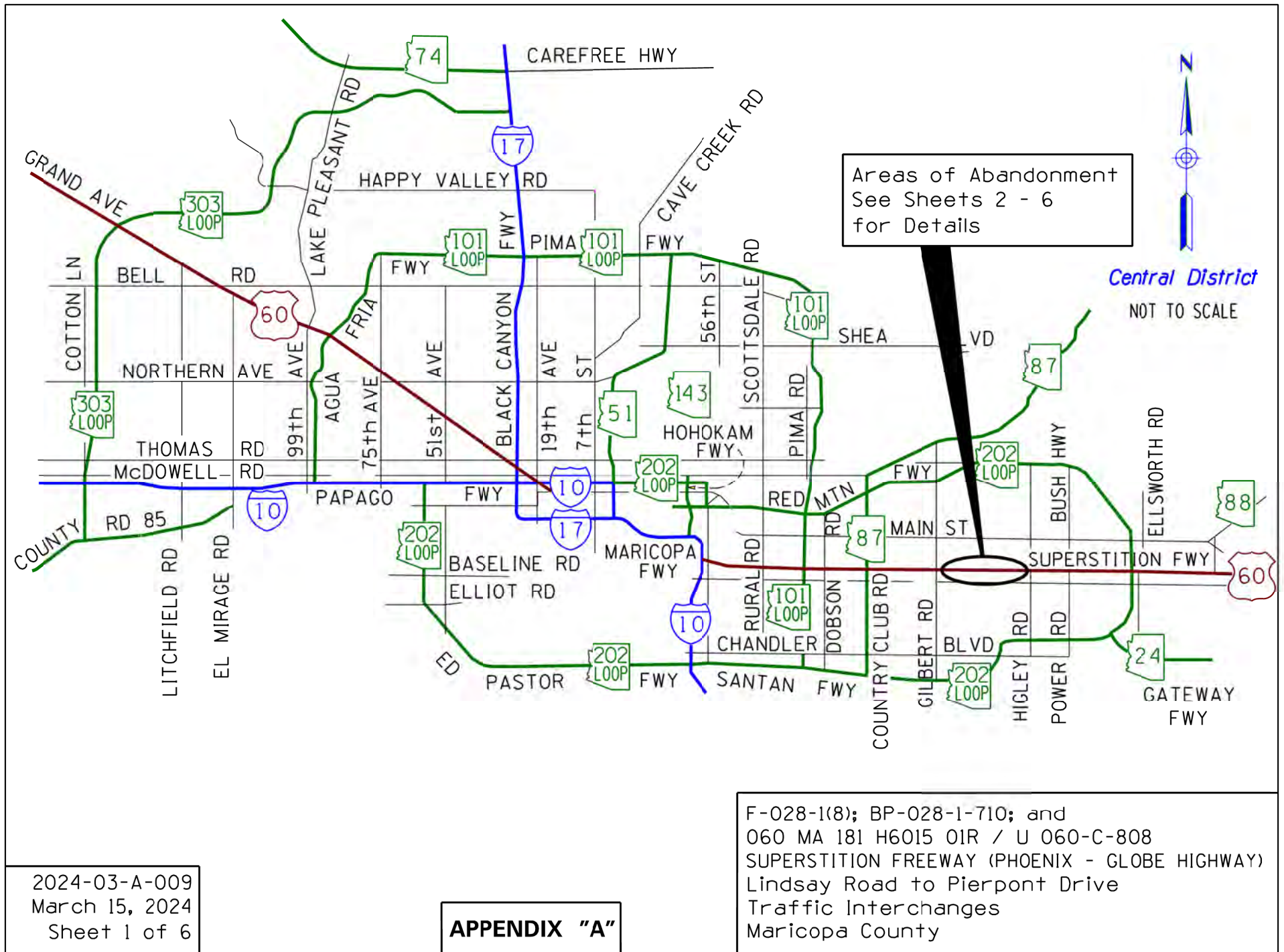
I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on March 15, 2024.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on March 15, 2024.

GREGORY D. BYRES, P. E., Deputy Director  
for Transportation / State Engineer  
Arizona Department of Transportation

**Seal**





CITY

NE<sup>4</sup>

NW<sup>4</sup>

P.O.T. 600+67.28

650.36' Lt. U.S. 60 Survey &  
and Mid-Section Line

P.O.T. 600+40.58

400.00' Lt. U.S. 60 Survey &  
and Mid-Section Line

Existing R/W

P.O.T. 601+76.19

649.60' Lt. U.S. 60 Survey &  
and Mid-Section Line

P.O.T. 601+99.46

400.00' Lt. U.S. 60 Survey &  
and Mid-Section Line

Lindsay Rd

U. S. 60

OF

U.S. 60 Survey &

and Mid-Section Line

31

32

T 1 N R 6 E

Section Line

Central District

NOT TO SCALE

Existing R/W

P.O.T. 600+15.93

300.00' Rt. U.S. 60 Survey &  
and Mid-Section Line

P.O.T. 600+59.00

599.63' Rt. U.S. 60 Survey &  
and Mid-Section Line

P.O.T. 602+14.71

300.00' Rt. U.S. 60 Survey &  
and Mid-Section Line

P.O.T. 601+67.72

600.35' Rt. U.S. 60 Survey &  
and Mid-Section Line

MESA

SE<sup>4</sup>

SW<sup>4</sup>

Areas of  
Abandonment



2024-03-A-009

March 15, 2024

Sheet 2 of 6

**APPENDIX "A"**

F-028-1(8); BP-028-1-710; and  
060 MA 181 H6015 01R / U 060-C-808  
SUPERSTITION FREEWAY (PHOENIX - GLOBE HIGHWAY)  
Lindsay Road to Pierpont Drive  
Traffic Interchanges  
Maricopa County

CITY

NW<sup>4</sup>

NE<sup>4</sup>

P.O.T. 627+17.33

650.54' Lt. U.S. 60 Survey &  
and Mid-Section Line

P.O.T. 626+89.67

400.00' Lt. U.S. 60 Survey &  
and Mid-Section Line

Existing R/W

P.O.T. 628+27.33

649.38' Lt. U.S. 60 Survey &  
and Mid-Section Line

P.O.T. 628+49.68

400.00' Lt. U.S. 60 Survey &  
and Mid-Section Line

U. S. 60

OF

U.S. 60 Survey &

and Mid-Section Line

32nd St

Mid-Sec Line

32

T 1 N R 6 E

Section 32

Central District

NOT TO SCALE

Existing R/W

P.O.T. 626+62.68

260.00' Rt. U.S. 60 Survey &  
and Mid-Section Line

P.O.T. 627+04.10

599.39' Rt. U.S. 60 Survey &  
and Mid-Section Line

P.O.T. 628+62.68

260.00' Rt. U.S. 60 Survey &  
and Mid-Section Line

P.O.T. 628+14.12

600.55' Rt. U.S. 60 Survey &  
and Mid-Section Line

SW<sup>4</sup>

SE<sup>4</sup>

MESA

Areas of  
Abandonment

2024-03-A-009  
March 15, 2024  
Sheet 3 of 6

APPENDIX "A"

F-028-1(8); BP-028-1-710; and  
060 MA 181 H6015 01R / U 060-C-808  
SUPERSTITION FREEWAY (PHOENIX - GLOBE HIGHWAY)  
Lindsay Road to Pierpont Drive  
Traffic Interchanges  
Maricopa County



CITY

NE<sup>4</sup>

P.O.T. 23+98.90  
80.00' Lt. Section Line

P.O.T. 653+39.86  
400.00' Lt. U.S. 60 Survey &  
and Mid-Section Line

Existing R/W

P.O.T. 27+93

Section Line

NW<sup>4</sup>

P.O.T. 24+01.09

80.01' Rt. Section Line

P.O.T. 654+99.19  
400.00' Lt. U.S. 60 Survey &  
and Mid-Section Line

U. S. 60

OF

U.S. 60 Survey &  
and Mid-Section Line

32

33

Section Line

Val Vista Dr

T 1 N R 6 E

Central District  
NOT TO SCALE

Existing R/W

P.O.T. 653+10.08  
290.00 Rt. U.S. 60 Survey &  
and Mid-Section Line

P.O.T. 17+08.56  
100.01' Lt. Section Line

SE<sup>4</sup>

P.O.T. 655+30.05

288.68' Rt. U.S. 60 Survey &  
and Mid-Section Line

P.O.T. 17+12.87  
119.92' Rt. Section Line

MESA

SW<sup>4</sup>

P.O.T. 13+50.00

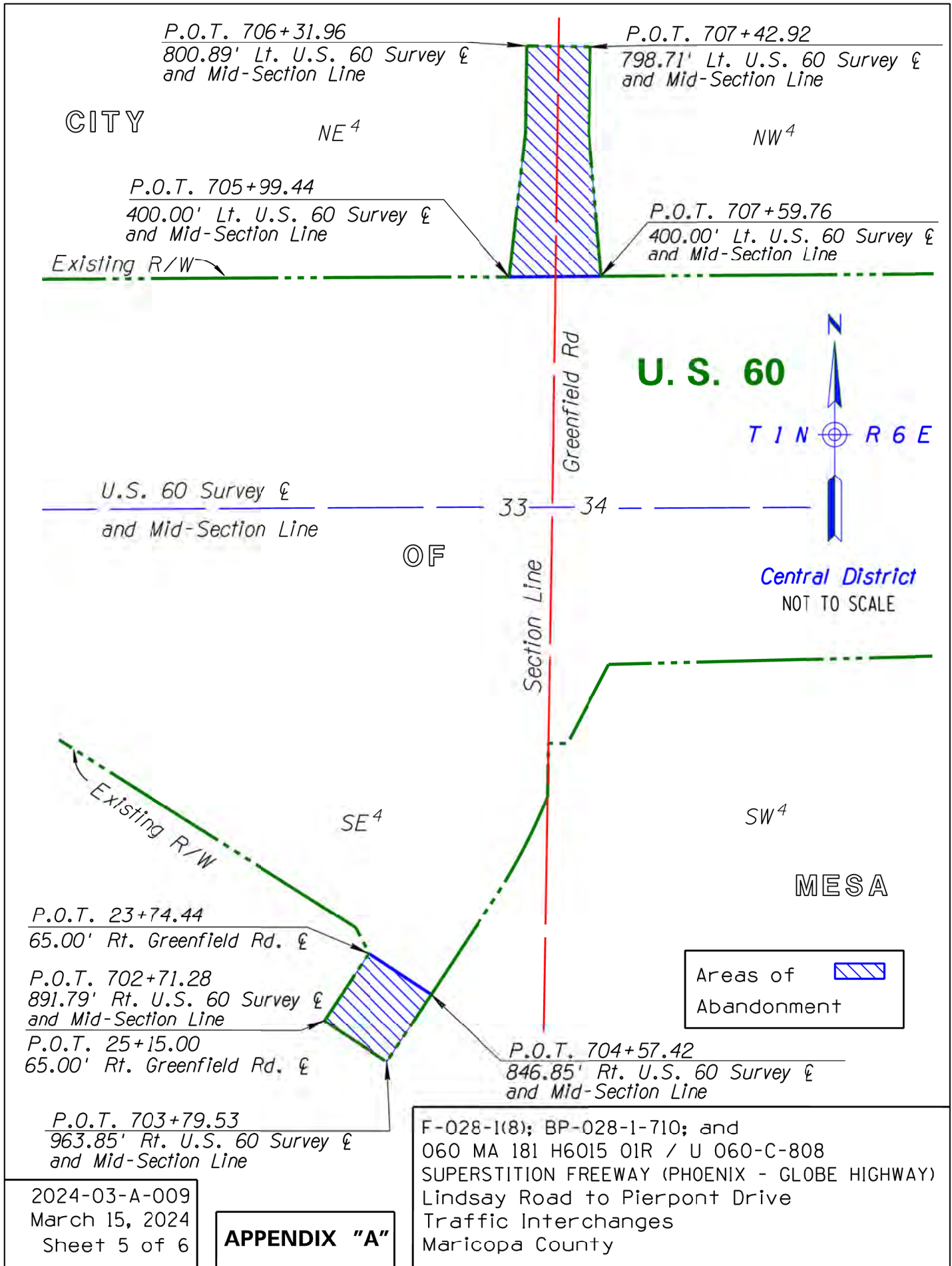
Section Line

Areas of  
Abandonment

2024-03-A-009  
March 15, 2024  
Sheet 4 of 6

APPENDIX "A"

F-028-1(8); BP-028-1-710; and  
060 MA 181 H6015 01R / U 060-C-808  
SUPERSTITION FREEWAY (PHOENIX - GLOBE HIGHWAY)  
Lindsay Road to Pierpont Drive  
Traffic Interchanges  
Maricopa County



CITY

NW<sup>4</sup>

NE<sup>4</sup>

P.O.T. 732+65.20

650.74' Lt. U.S. 60 Survey & Mid-Section Line

P.O.T. 733+75.18

649.12' Lt. U.S. 60 Survey & Mid-Section Line

P.O.T. 732+36.52

400.00' Lt. U.S. 60 Survey & Mid-Section Line

P.O.T. 733+96.53

400.00' Lt. U.S. 60 Survey & Mid-Section Line

Existing R/W

Pierpont Dr

U. S. 60

T 1 N R 6 E

U.S. 60 Survey &

OF

and Mid-Section Line

34

Mid-Sec Line

Section 34

Central District

NOT TO SCALE

Existing R/W

P.O.T. 732+06.82

260.00' Rt. U.S. 60 Survey & Mid-Section Line

P.O.T. 734+06.84

260.00' Rt. U.S. 60 Survey & Mid-Section Line

P.O.T. 732+46.83

599.13' Rt. U.S. 60 Survey & Mid-Section Line

P.O.T. 733+56.83

600.74' Rt. U.S. 60 Survey & Mid-Section Line

SW<sup>4</sup>

SE<sup>4</sup>

MESA

Areas of  
Abandonment



2024-03-A-009  
March 15, 2024  
Sheet 6 of 6

APPENDIX "A"

F-028-1(8); BP-028-1-710; and  
060 MA 181 H6015 01R / U 060-C-808  
SUPERSTITION FREEWAY (PHOENIX - GLOBE HIGHWAY)  
Lindsay Road to Pierpont Drive  
Traffic Interchanges  
Maricopa County

March 15, 2024

RES. NO. 2024-03-A-010  
PROJECT: 093 MO 106 F0601 / 093-B(223)T  
HIGHWAY: WICKENBURG - KINGMAN  
SECTION: Cane Springs  
ROUTE NO.: U. S. Route 93  
DISTRICT: Northwest  
COUNTY: Mohave  
PARCELS: 8-1995 and 8-1996

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment and improvement of a portion of the Wickenburg-Kingman Highway, U. S. Route 93, within the above referenced project.

This portion was previously designated Highway 93 from Kingman to Phoenix by an administrative action, as disclosed on Page 487 of the Official Minutes of the meeting of the Arizona State Highway Commission held on January 27, 1936. The highway was taken into the State Highway System by Resolution of the Commission entered on Page 41 of its Official Minutes of October 11, 1946. Under Federal Secondary Project 58, new right of way for the location, relocation, alteration, and widening of the Wickenburg-Kingman Highway was established as a state highway by the Resolution dated July 03, 1953, shown on Page 192 of the Official Minutes. Additional improvements were later made under Project F-035-1(1), with new right of way established as a state highway in the Commission's Resolution 60-112, dated June 07, 1960. Thereafter, Arizona State Transportation Board Resolution 2001-08-A-064, dated August 17, 2001, established new right of way along the Hackberry Spring - Deluge Wash Section of U. S. Route 93 as a state route. It also authorized early and advance acquisition, and adopted and approved the Wickenburg-Kingman Highway State Route Plan for a future access controlled highway at this location under Project 093 MO 105 H5924 02R / U 093-B-802.

March 15, 2024

RES. NO. 2024-03-A-010  
PROJECT: 093 MO 106 F0601 / 093-B(223)T  
HIGHWAY: WICKENBURG - KINGMAN  
SECTION: Cane Springs  
ROUTE NO.: U. S. Route 93  
DISTRICT: Northwest  
COUNTY: Mohave  
PARCELS: 8-1995 and 8-1996

This project involves improvements of the existing right of way. Temporary construction easements outside the existing right of way are needed to be utilized for intersection improvements for this recently reconfigured four-lane divided highway at Cane Springs Ranch Road to enhance convenience and safety for the traveling public.

Accordingly, it is now necessary to establish and acquire the temporary construction easement right of way needed.

The area of temporary construction easement right of way required for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Stage III Design Plans, dated February 2024, WICKENBURG-KINGMAN HIGHWAY, Cane Springs, Project 093 MO 105 F0601 01C / 093-B(223)T".

In the interest of public safety, necessity and convenience, I recommend that the temporary construction easement right of way depicted in Appendix "A" be acquired in order to improve this portion of Wickenburg-Kingman Highway.

I further recommend the acquisition of material for construction, haul roads and various easements necessary for or incidental to the improvement.



March 15, 2024

RES. NO. 2024-03-A-010  
PROJECT: 093 MO 106 F0601 / 093-B(223)T  
HIGHWAY: WICKENBURG - KINGMAN  
SECTION: Cane Springs  
ROUTE NO.: U.S. Route 93  
DISTRICT: Northwest  
COUNTY: Mohave  
PARCELS: 8-1995 and 8-1996

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

March 15, 2024

RES. NO. 2024-03-A-010  
PROJECT: 093 MO 106 F0601 / 093-B(223)T  
HIGHWAY: WICKENBURG - KINGMAN  
SECTION: Cane Springs  
ROUTE NO.: U. S. Route 93  
DISTRICT: Northwest  
COUNTY: Mohave  
PARCELS: 8-1995 and 8-1996

RESOLUTION OF ESTABLISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on March 15, 2024, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes §28-7046, recommending the establishment of temporary construction easement right of way necessary for the improvement of the Wickenburg-Kingman Highway, U.S. Route 93, as set forth in the above referenced project.

This project involves improvements of the existing right of way. Temporary construction easements outside the existing right of way are needed to be utilized for intersection improvements for this recently reconfigured four-lane divided highway at Cane Springs Ranch Road to enhance convenience and safety for the traveling public.

Accordingly, it is now necessary to establish and acquire the temporary construction easement right of way needed.

The area of temporary construction easement right of way required for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Stage III Design Plans, dated February 2024, WICKENBURG-KINGMAN HIGHWAY, Cane Springs, Project 093 MO 105 F0601 01C / 093-B(223)T".

WHEREAS temporary construction easement right of way is needed beyond the existing right of way to be utilized for improvements at the Cane Springs Ranch Road intersection; and

March 15, 2024

RES. NO. 2024-03-A-010  
PROJECT: 093 MO 106 F0601 / 093-B(223)T  
HIGHWAY: WICKENBURG - KINGMAN  
SECTION: Cane Springs  
ROUTE NO.: U. S. Route 93  
DISTRICT: Northwest  
COUNTY: Mohave  
PARCELS: 8-1995 and 8-1996

WHEREAS because of these premises, this Board finds that public safety, necessity and convenience require the recommended improvement of said highway; therefore, be it

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

RESOLVED that the Deputy Director is hereby authorized to acquire by lawful means including condemnation authority, in accordance with Arizona Revised Statutes § 28-7092, temporary construction easements or such other interest as is required, including material for construction, haul roads, and various easements in any property necessary for or incidental to the improvements as delineated on said maps and plans; be it further

RESOLVED that the Deputy Director compensate the necessary parties for the temporary construction easement right of way to be acquired. Upon failure to acquire said lands by other lawful means, the Deputy Director is authorized to initiate condemnation proceedings.

March 15, 2024

RES. NO. 2024-03-A-010  
PROJECT: 093 MO 106 F0601 / 093-B(223)T  
HIGHWAY: WICKENBURG - KINGMAN  
SECTION: Cane Springs  
ROUTE NO.: U.S. Route 93  
DISTRICT: Northwest  
COUNTY: Mohave  
PARCELS: 8-1995 and 8-1996

CERTIFICATION

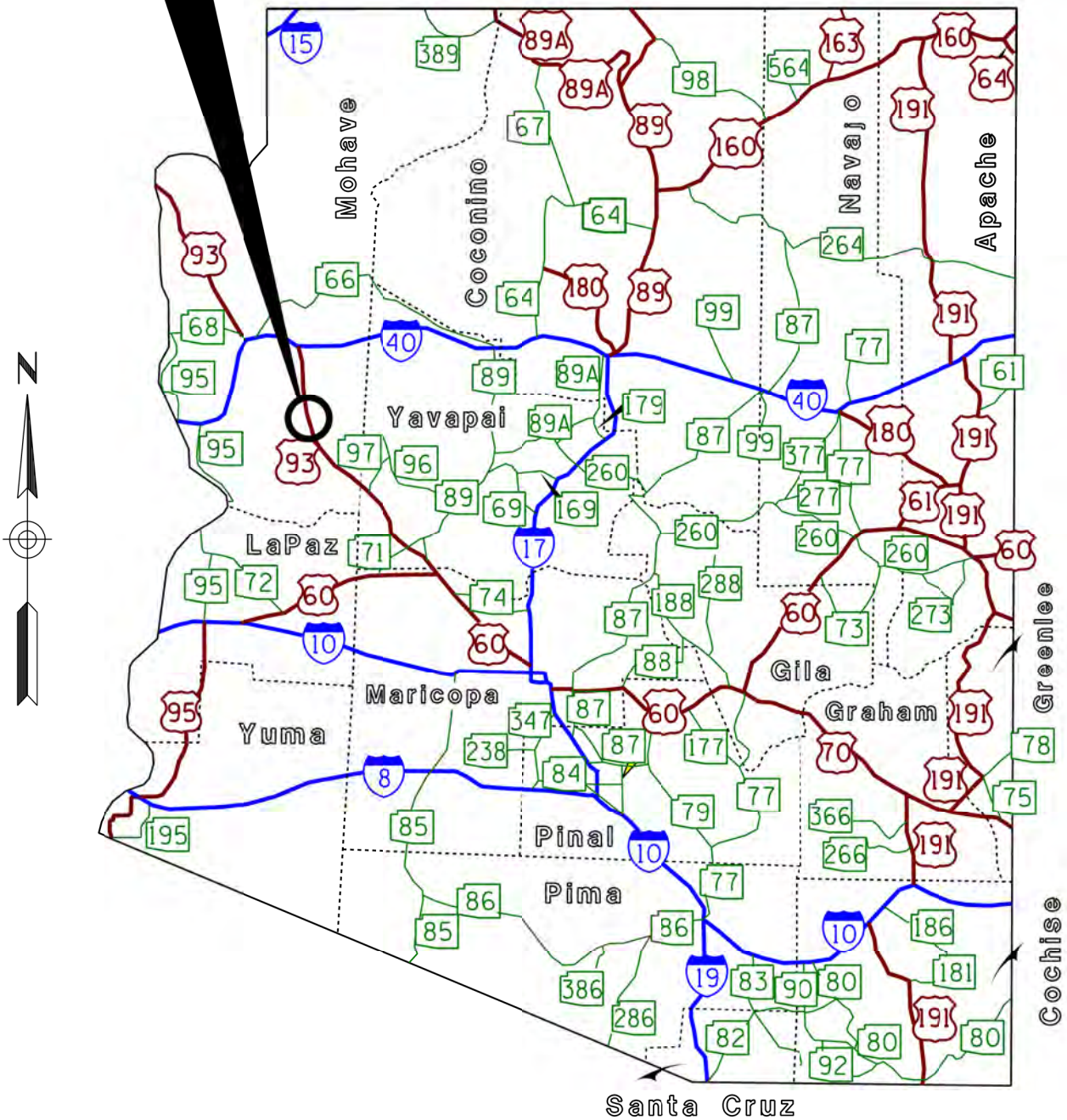
I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on March 15, 2024.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on March 15, 2024.

GREGORY D. BYRES, P. E., Deputy Director  
for Transportation / State Engineer  
Arizona Department of Transportation

**Seal**

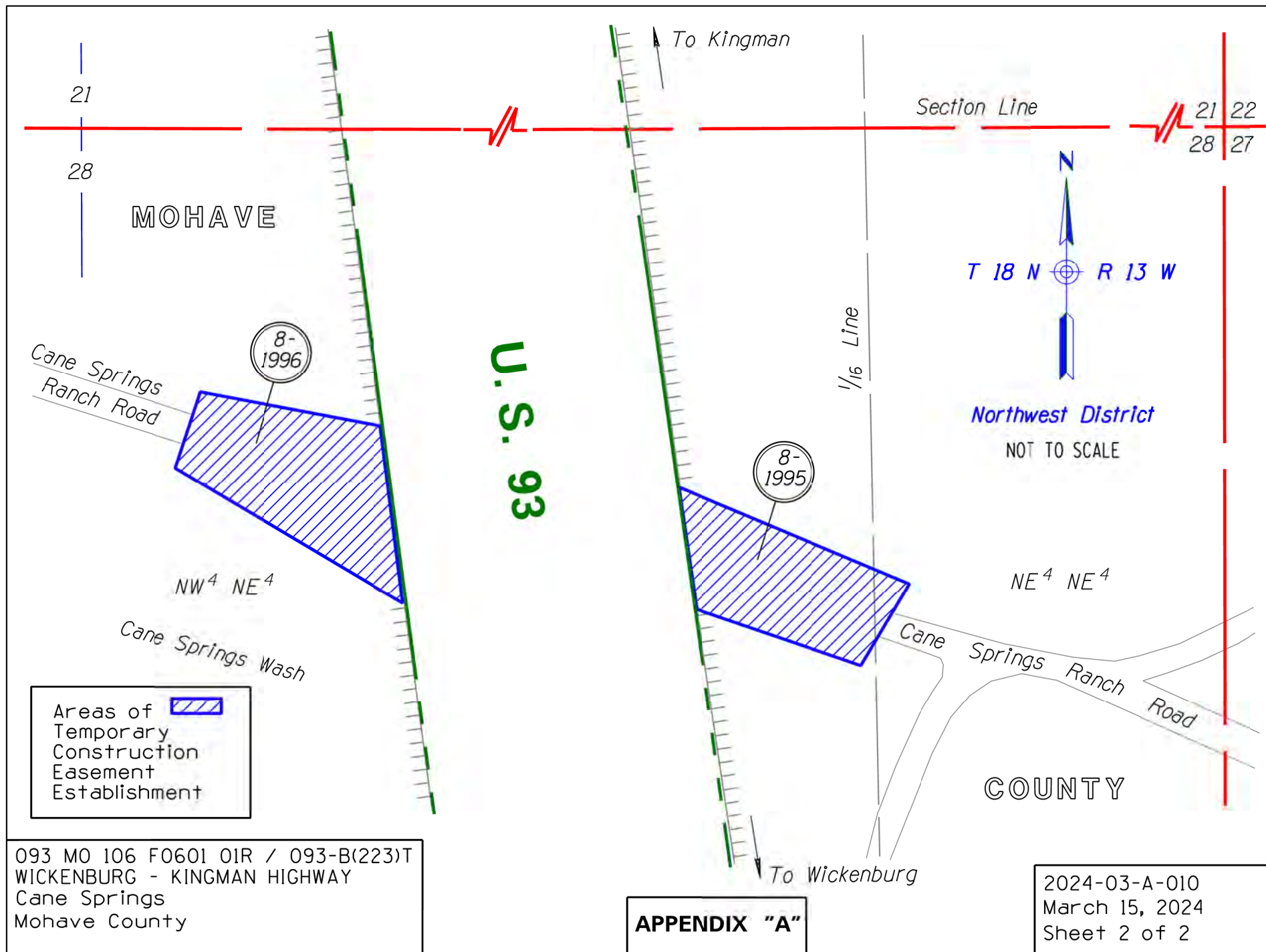
Areas of Establishment  
See Sheet 2 of 2  
for Details



093 MO 106 F0601 01R / 093-B(223)T  
WICKENBURG - KINGMAN HIGHWAY  
Cane Springs  
Mohave County

# **APPENDIX "A"**

2024-03-A-010  
March 15, 2024  
Sheet 1 of 2



March 15, 2024

RES. NO. 2024-03-A-011  
PROJECT: 087 MA 171 F0555 / NHPP-087-A(216)T  
HIGHWAY: PICACHO - COOLIDGE - CHANDLER - MESA  
SECTION: Western Canal - Baseline Road  
ROUTE NO.: State Route 87  
DISTRICT: Central  
COUNTY: Maricopa  
PARCELS: 7-12952 through 7-12970, inclusive

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment and improvement of a portion of the Picacho - Coolidge - Chandler - Mesa Highway, State Route 87, within the above referenced project.

The existing alignment was previously established as a state route, designated State Route 87, by Resolution of the Arizona State Highway Commission, dated September 09, 1927, entered on Page 26 of its Official Minutes, and depicted on its Official Map of State Routes and State Highways, incorporated by reference therein. It was established as a state highway by the Resolutions of May 23, 1934, on Page 626; and June 18, 1934, on Page 694 of the Official Minutes. The Resolution of April 01, 1954, on Page 401 of the Minutes, established new right of way for the location, alteration, and widening of a portion of the highway. Resolutions 65-30 and 65-31, dated April 02, 1965, established new right of way as a state highway for improvement of the intersection at Baseline Road. On December 19, 1975, State Transportation Board Resolution 75-21-A-89 made the Elliot and Guadalupe Road intersections part of the State Highway System for irrigation channelization and signalization improvements. Resolution 87-04-A-23 of April 17, 1987, amended by Resolution 87-09-A-82, dated September 18, 1987, established additional right of way as a state route and state highway for widening improvements between Elliot and Baseline Roads. Resolution 2016-02-A-011 of February 19, 2016, established donated right of way as a state route and state highway to accommodate access to the new Kiowa Apartment Complex, encompassing newly completed improvements constructed by the developer under ADOT Permit.

March 15, 2024

RES. NO. 2024-03-A-011  
PROJECT: 087 MA 171 F0555 / NHPP-087-A(216)T  
HIGHWAY: PICACHO - COOLIDGE - CHANDLER - MESA  
SECTION: Western Canal - Baseline Road  
ROUTE NO.: State Route 87  
DISTRICT: Central  
COUNTY: Maricopa  
PARCELS: 7-12952 through 7-12970, inclusive

This project involves improvements of the existing right of way. Temporary construction easements outside the existing right of way are needed to be utilized for resurfacing and related improvements along this segment of State Route 87 to enhance convenience and safety for the traveling public.

Accordingly, it is now necessary to establish and acquire the temporary construction easement right of way needed.

The area of temporary construction easement right of way required for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Stage III Design Plans, dated January 2024, PICACHO - COOLIDGE - CHANDLER - MESA HIGHWAY, Western Canal to Baseline Road, Project 087 MA 170 F0555 / NHPP-087-A(216)T".

In the interest of public safety, necessity and convenience, I recommend that the temporary construction easement right of way depicted in Appendix "A" be acquired in order to improve this portion of State Route 87.

I further recommend the acquisition of material for construction, haul roads and various easements necessary for or incidental to the improvement.



March 15, 2024

RES. NO. 2024-03-A-011  
PROJECT: 087 MA 171 F0555 / NHPP-087-A(216)T  
HIGHWAY: PICACHO - COOLIDGE - CHANDLER - MESA  
SECTION: Western Canal - Baseline Road  
ROUTE NO.: State Route 87  
DISTRICT: Central  
COUNTY: Maricopa  
PARCELS: 7-12952 through 7-12970, inclusive

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

March 15, 2024

RES. NO. 2024-03-A-011  
PROJECT: 087 MA 171 F0555 / NHPP-087-A(216)T  
HIGHWAY: PICACHO - COOLIDGE - CHANDLER - MESA  
SECTION: Western Canal - Baseline Road  
ROUTE NO.: State Route 87  
DISTRICT: Central  
COUNTY: Maricopa  
PARCELS: 7-12952 through 7-12970, inclusive

RESOLUTION OF ESTABLISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on March 15, 2024, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes §28-7046, recommending the establishment of temporary construction easement right of way necessary for the improvement of the Picacho - Coolidge - Chandler - Mesa Highway, State Route 87, as set forth in the above referenced project.

This project involves improvements of the existing right of way. Temporary construction easements outside the existing right of way are needed to be utilized for resurfacing and related improvements along this segment of State Route 87 to enhance convenience and safety for the traveling public.

Accordingly, it is now necessary to establish and acquire the temporary construction easement right of way needed.

The area of temporary construction easement right of way required for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Stage III Design Plans, dated January 2024, PICACHO - COOLIDGE - CHANDLER - MESA HIGHWAY, Western Canal to Baseline Road, Project 087 MA 170 F0555 / NHPP-087-A(216)T".

WHEREAS temporary construction easement right of way is needed beyond the existing right of way to be utilized for resurfacing and related improvements; and

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DISTRICT: Central  
COUNTY: Maricopa  
PARCELS: 7-12952 through 7-12970, inclusive

WHEREAS because of these premises, this Board finds that public safety, necessity and convenience require the recommended improvement of said highway; therefore, be it

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

RESOLVED that the Deputy Director is hereby authorized to acquire by lawful means including condemnation authority, in accordance with Arizona Revised Statutes § 28-7092, temporary construction easements or such other interest as is required, including material for construction, haul roads, and various easements in any property necessary for or incidental to the improvements as delineated on said maps and plans; be it further

RESOLVED that the Deputy Director compensate the necessary parties for the temporary construction easement right of way to be acquired. Upon failure to acquire said lands by other lawful means, the Deputy Director is authorized to initiate condemnation proceedings.

March 15, 2024

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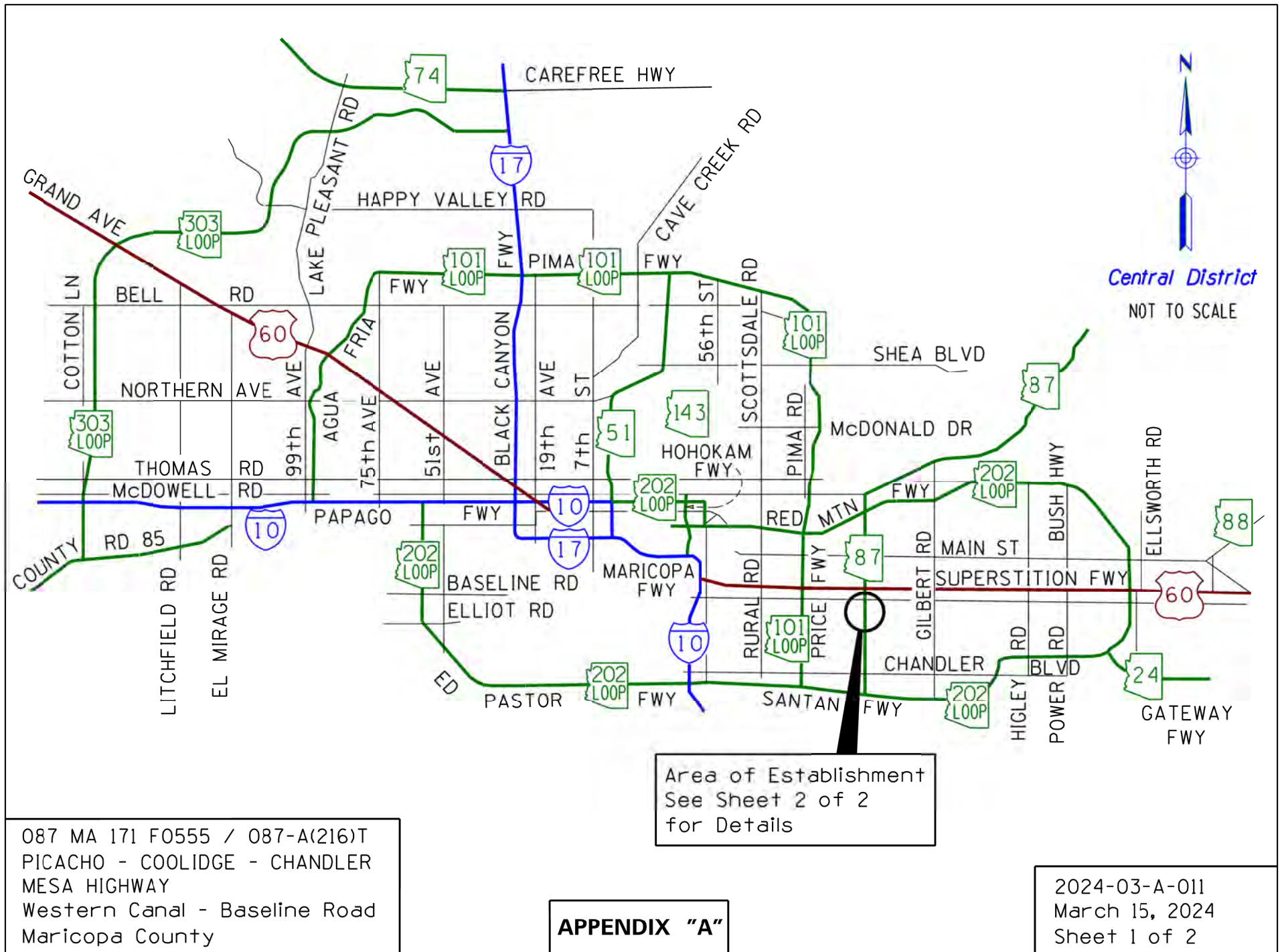
CERTIFICATION

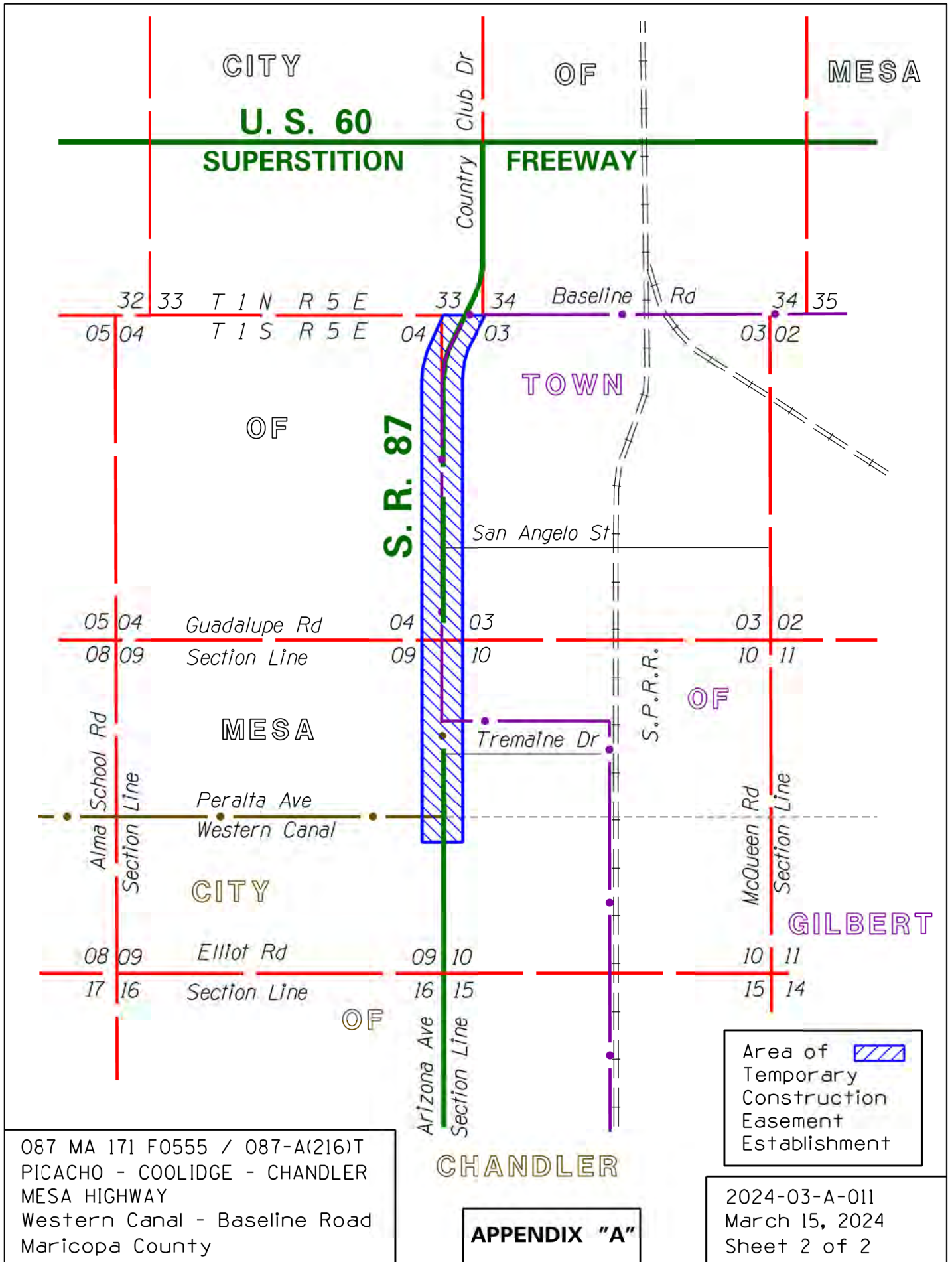
I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on March 15, 2024.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on March 15, 2024.

GREGORY D. BYRES, P. E., Deputy Director  
for Transportation / State Engineer  
Arizona Department of Transportation

**Seal**





March 15, 2024

RES. NO. 2024-02-A-012  
PROJECTS: 010 MA 161 F0252 / 010-C(222)S; 010 PN 173 F0270 /  
010-C(224)S; 010 PN 176 F0336 / 010-C(227)T; and  
010 PN 181 F0337 / 010-C(228)T  
HIGHWAY: PHOENIX - CASA GRANDE  
SECTIONS: S. R. 202L-Maricopa County Line; Gila River Bridge;  
Maricopa County Line-Dirk Lay Road; and  
Dirk Lay Road-South of S. R. 87  
ROUTE NO.: Interstate Route 10  
DISTRICTS: Central and Southcentral  
COUNTIES: Maricopa and Pinal

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment and improvement of the Phoenix-Casa Grande Highway, Interstate Route 10, within the above referenced projects.

The Arizona State Highway Commission recommended the existing alignment for inclusion in the National System of Interstate and Defense Highways in the Resolution of June 08, 1945, entered on Page 70 of its Official Minutes. Citing Section 108(d) of the Federal Aid Highway Act of 1956, the Commission declared that all Interstate Highways throughout the State of Arizona shall be controlled access highways in Resolution 57-54 of May 02, 1957. Rights of way along this twenty-plus mile segment of Interstate Route 10 were established as a controlled access state route and state highway for several major construction projects by numerous Resolutions of Establishment. Prime among them are the following: Resolution 62-72 of January 26, 1962, amended April 10, 1962 by Resolution 62-89 for Project I-10-3(16)155; Resolutions 63-36; and 63-37, dated April 02, 1963 for Projects I-10-3(37)168 and I-10-3(39)172, respectively; Resolution 65-66 of August 06, 1965 for Project I-10-3(35)161; Resolution 65-82 of November 05, 1965 for Project I-10-3(41)180; and thereafter, State Transportation Board Resolutions 85-01-A-04 of January 21, 1985 for Project ER-10-3(212); 95-10-A-090 of October 13, 1995 for Project 010 PN 173 H0888 01R / ER-10-3(202); and 2000-05-A-047 of May 19, 2000 for Project 202L MA 000 H4608 01R / RAM-600-6-702.

March 15, 2024

RES. NO. 2024-02-A-012  
PROJECTS: 010 MA 161 F0252 / 010-C(222)S; 010 PN 173 F0270 /  
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010 PN 181 F0337 / 010-C(228)T  
HIGHWAY: PHOENIX - CASA GRANDE  
SECTIONS: S. R. 202L - Maricopa County Line; Gila River Bridge;  
Maricopa County Line - Dirk Lay Road; and  
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ROUTE NO.: Interstate Route 10  
DISTRICTS: Central and Southcentral  
COUNTIES: Maricopa and Pinal

New right of way is now needed for widening and related improvements under the above referenced projects for increased traffic capacity on the heavily travelled Phoenix-Tucson Corridor 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 that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and acquired for this improvement, including access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Draft Design Concept Report, dated August of 2022, PHOENIX-CASA GRANDE HIGHWAY, Interstate 10 Corridor: State Route 202L to State Route 387, ADOT Project Nos. F0252 01L and F0252 02L, Federal Aid No. 010-C(222)S".

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

I further recommend the acquisition of the new right of way pursuant to Arizona Revised Statutes §§ 28-7092 and 28-7094 as required, including advance, future and early acquisition, access rights, exchanges, donations, haul roads, material for construction, and various easements in any property necessary



March 15, 2024

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

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

March 15, 2024

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RESOLUTION OF ESTABLISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on March 15, 2024, 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 for the improvement of the Phoenix-Casa Grande Highway, Interstate Route 10, as set forth in the above referenced projects.

New right of way is now needed for widening and related improvements under the above referenced projects for increased traffic capacity on the heavily travelled Phoenix-Tucson Corridor 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 that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Draft Design Concept Report, dated August of 2022, PHOENIX-CASA GRANDE HIGHWAY, Interstate 10 Corridor: State Route 202L to State Route 387, ADOT Project Nos. F0252 01L and F0252 02L, Federal Aid No. 010-C(222)S".

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WHEREAS establishment as a state route, and acquisition of the new right of way 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 needed for this improvement, and that access to the highway be controlled as delineated on the maps and plans; therefore, be it

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

RESOLVED that the new right of way as depicted in Appendix "A" is hereby designated a controlled access state route, that the new right of way shall be established as a state highway prior to construction, and that ingress and egress to and from the highway and to and from abutting, adjacent, or other lands be denied, controlled or regulated as indicated by the maps and plans. Where no access is shown, none will be allowed to exist; be it further

RESOLVED that the Deputy Director is hereby authorized to acquire by lawful means pursuant to Arizona Revised Statutes §§ 28-7092 and 28-7094 as required, to include advance, future and early acquisition, access rights, exchanges or donations, haul

March 15, 2024

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roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans; be it further

RESOLVED that the Deputy Director secure an appraisal of the property to be acquired and that necessary parties be compensated.

March 15, 2024

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010-C(224)S; 010 PN 176 F0336 / 010-C(227)T; and  
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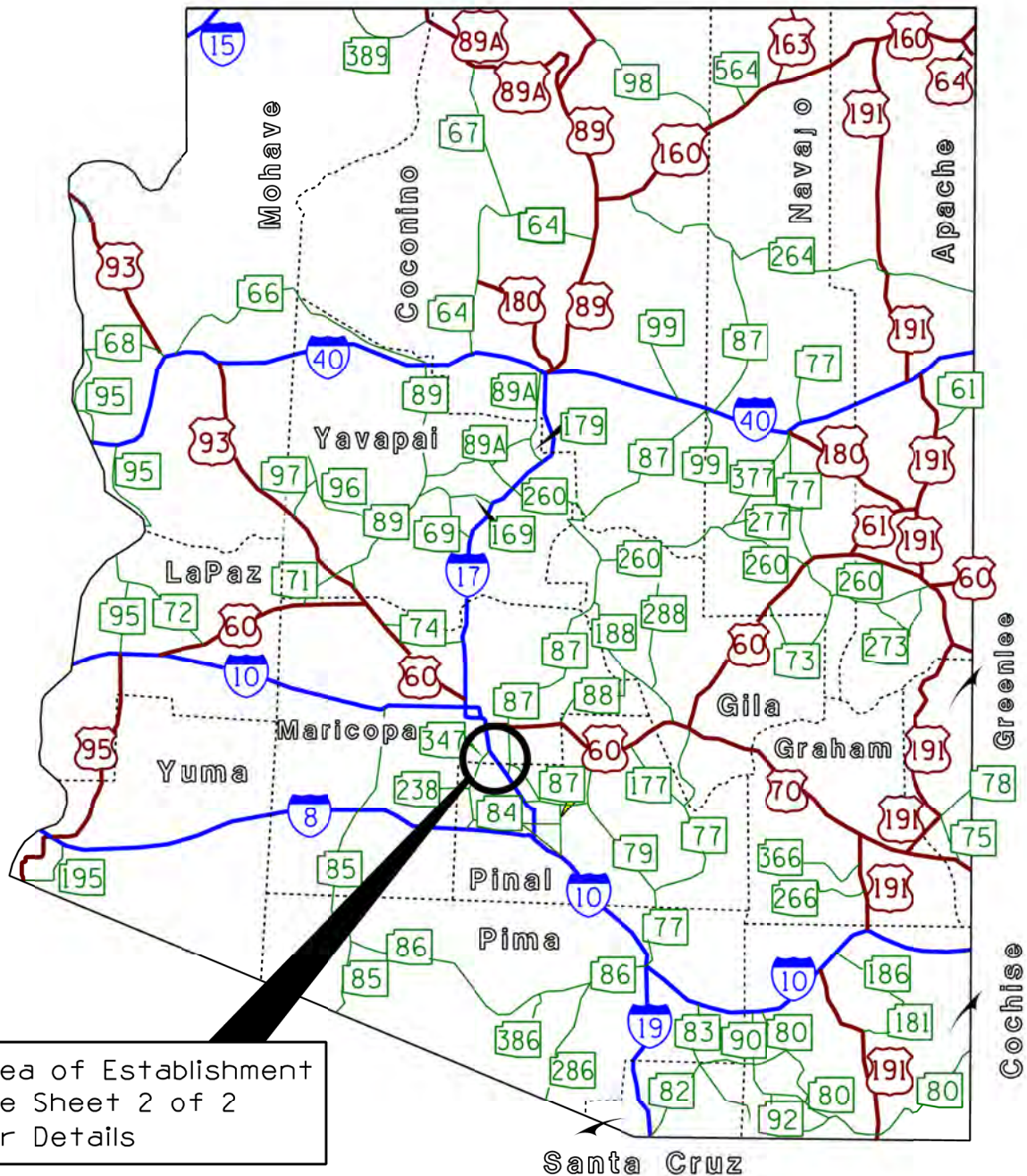
CERTIFICATION

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 March 15, 2024.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on March 15, 2024.

GREGORY D. BYRES, P. E., Deputy Director  
for Transportation / State Engineer  
Arizona Department of Transportation

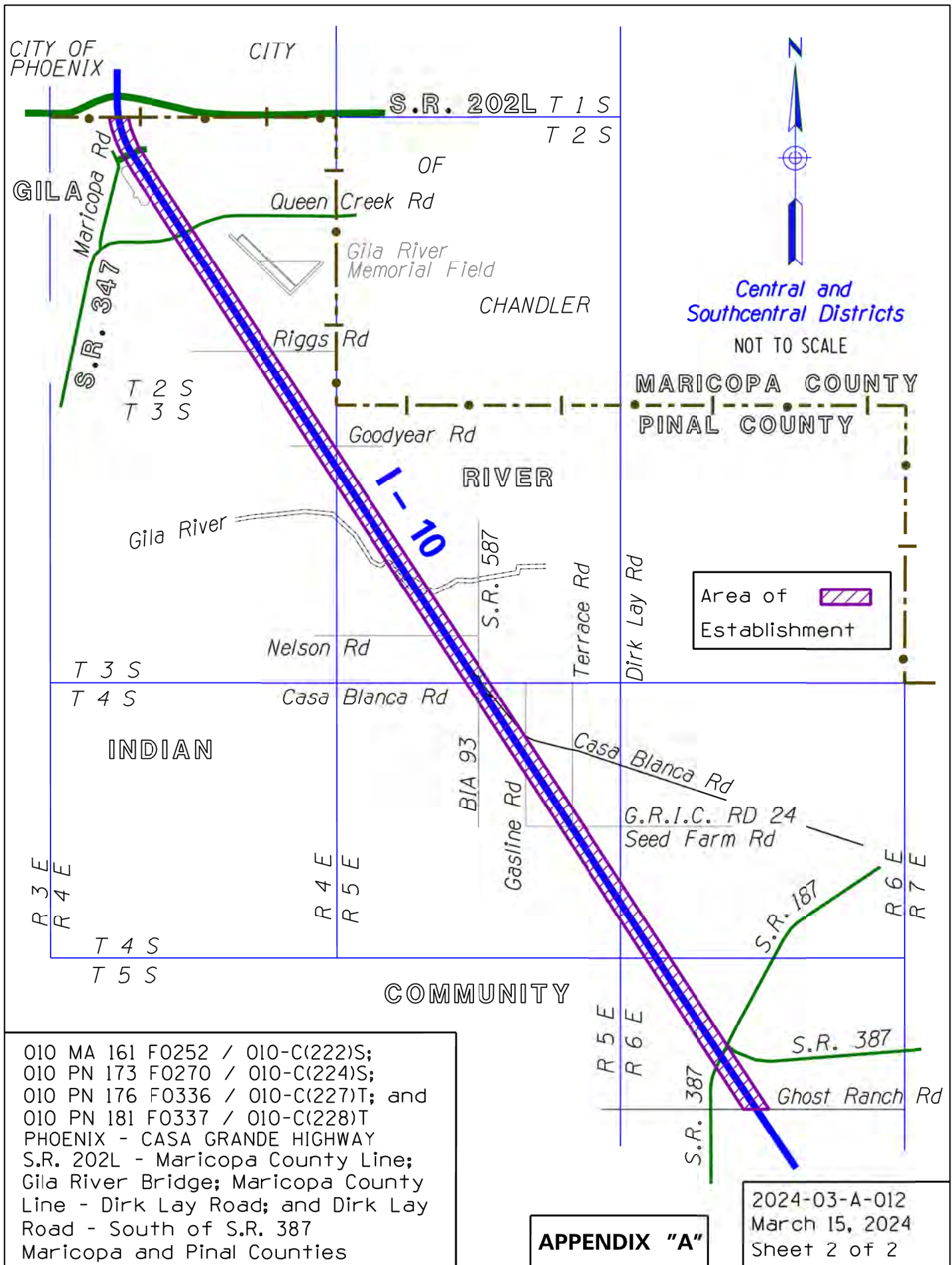
**Seal**



010 MA 161 F0252 / 010-C(222)S;  
 010 PN 173 F0270 / 010-C(224)S;  
 010 PN 176 F0336 / 010-C(227)T; and  
 010 PN 181 F0337 / 010-C(228)T  
 PHOENIX - CASA GRANDE HIGHWAY  
 S.R. 202L - Maricopa County Line;  
 Gila River Bridge; Maricopa County  
 Line - Dirk Lay Road; and Dirk Lay  
 Road - South of S.R. 387  
 Maricopa and Pinal Counties

## APPENDIX "A"

2024-03-A-012  
 March 15, 2024  
 Sheet 1 of 2



**STATE TRANSPORTATION BOARD MEETING  
IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE  
9:00am, November 17, 2023  
Town of Wickenburg  
155 N. Tegner Street, Suite A  
Wickenburg, Arizona 85390**

**Call to Order**

Chairman Gary Knight called the State Transportation Board Meeting to order at 9:02 a.m.

**Pledge**

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

**Roll Call by Board Secretary, Linda Hogan**

A quorum of the State Transportation Board was present. **In attendance (in person):** Chairman Gary Knight, Vice Chairman Richard Searle, Board Member Ted Maxwell, Board Member Jenn Daniels, Board Member Jesse Thompson, and Board Member Jackie Meck. Board Member Jenny Howard participated virtually via WebEx. There were approximately 40 members of the public on-line and approximately 54 attendees in person.

**Opening Remarks**

Chairman Knight 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 Title VI of the Civil Rights Act of 1964, as amended. Floyd, also reminded individuals to fill out survey cards, with the 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  
BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

BOARD MEETING

VIA WEBEX AND IN PERSON AT:

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

November 17, 2023  
9:02 a.m.

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

PREPARED FOR:  
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

Perfecta Reporting  
(602) 421-3602

1 REPORTER'S TRANSCRIPT OF EXCERPT OF ELECTRONIC  
2 PROCEEDINGS, ADOT - STATE TRANSPORTATION BOARD MEETING, was  
3 reported from electronic media by TERESA A. WATSON, Registered  
4 Merit Reporter and a Certified Reporter in and for the State of  
5 Arizona.

6  
7 PARTICIPANTS:

8 Board Members:

9 Gary Knight, Chairman  
Richard Searle, Vice Chairman  
10 Jenn Daniels, Board Member  
Jackie Meck, Board Member  
11 Ted Maxwell, Board Member  
Jesse Thompson, Board Member  
12 Jenny Howard, Board Member (via WebEx)

13  
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25

## CALL TO THE AUDIENCE

SPEAKER:	PAGE:
Kristi Henson, Wickenburg Vice Mayor.....	5
BG Bratcher, Wickenburg Council Member.....	6
Bruce Bracker, Santa Cruz County Supervisor.....	8
Steven Latoski, Mohave County Public Works Director.....	10
Jennifer Thompson, Freeport-McMoRan Bagdad (via WebEx).....	12

## AGENDA ITEMS

Item 1 - Director's Report, Floyd Roehrich, Junior.....	13
Legislative Update, Anthony Casselman.....	14
Item 2 - District Engineer's Report (No Report).....	XX
Item 3 - Consent Agenda.....	21
Item 4 - Financial Report, Floyd Roehrich, Junior.....	23
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Item 6 - Priority Planning Advisory Committee (PPAC), Paul Patane.....	54
Item 7 - State Engineer's Report, Audra Merrick, Deputy State Engineer.....	58
Item 8 - Construction Projects, Audra Merrick.....	65
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1 (Beginning of excerpt.)

2 CHAIRMAN KNIGHT: We'll move on to call to the  
3 audience. Everyone -- for those of you that are calling in,  
4 everyone will be muted when they call in to the meeting. When  
5 your name is called to provide your comments, will you indicate  
6 your presence by virtually raising your hand using your phone  
7 keypad or through the WebEx application? The WebEx host will  
8 guide you through the unmuting or muting process following the  
9 instructions included with the meeting agenda.

10 In person -- I understand we have more in-person  
11 today than we do virtually, so there is an opportunity for  
12 members of the public to discuss items of interest with the  
13 Board. Please fill out a Request for Public Input Form and give  
14 it to the Board secretary if you wish to address the Board.

15 In the interest of time, all speakers, whether  
16 telephonically or in person, will be limited to three minutes.  
17 You'll hear a -- an alarm at the end --

18 MR. ROEHRICH: A faint alarm. It's not that  
19 imposing.

20 CHAIRMAN KNIGHT: -- at the end of three minutes.  
21 Please, so that everybody gets adequate time, try to stick to  
22 the three minutes.

23 So if you would please call the first speaker,  
24 Floyd.

25 MR. ROEHRICH: Yes, Mr. Chairman. And as you

1 noted, we will go with the in-person speakers first, then go  
2 online.

3 Our first speaker is Vice Mayor Kristi Henson.  
4 Ms. Henson.

5 VICE MAYOR HENSON: Hi. My name is Kristi  
6 Henson. I'm vice mayor of Wickenburg. The mayor of Wickenburg  
7 is unable to attend today, as he has recently fell off a ladder  
8 and broke his foot in multiple places, and he is -- he is flat  
9 on his back, and he is healing, and I hope that he's up and  
10 around real soon.

11 I had the pleasure of greeting you all last year,  
12 and I wanted to extend that thought process yet again to this --  
13 to this comments here, is that over the years that I've been  
14 involved with the Chamber of Commerce and Town Hall, I probably  
15 have been to possibly 15 of those ADOT meetings, and it's so  
16 lovely to see some of the familiar faces and some new faces for  
17 last night's event. I breezed in and breezed out, as my  
18 daughter had just returned from Australia, and I needed to spend  
19 some time with her after not seeing her for four years. So  
20 pardon my absence from last night.

21 But many faces, looking here, looking very  
22 familiar, as well as in the crowd, and as you all know, you have  
23 come a long way in those meetings, and things that we attended  
24 years ago are finally coming to fruition, and I can't thank you  
25 for your decision, your dedication on trying to get those things

1 done, most prevalent the widening of 93 to avoid slaughter  
2 highway (phonetic) from continuing its antics. So thank you for  
3 that.

4 And there's many more things that need to be  
5 addressed, and I know you guys are all charged with doing the  
6 best that you absolutely can, and I thank you for your time and  
7 your diligence. And I want to welcome you to Wickenburg, and if  
8 you get a break -- I don't know how long Gary's going to keep  
9 you to the floor, but we'll invite you to explore our downtown  
10 and meet some of our citizens as well. So thank you. Welcome,  
11 and have a great meeting.

12 CHAIRMAN KNIGHT: Thank you. Thank you.

13 MR. ROEHRICH: Our next speaker is Ms. Bratcher.  
14 Ms. Bratcher.

15 MS. BRATCHER: Thank you, Chairman Knight and  
16 board members. I am B.G. Bratcher. I am a Town of Wickenburg  
17 council member. I'm speaking not on behalf of the council or  
18 authorization from them. I'm speaking on behalf of myself and  
19 from resident comments.

20 So I did want to thank you for prioritizing 93.  
21 There's lots and lots of construction going on out there, and it  
22 is just great to see how fast you're moving. I know it's  
23 supposed to be about a two-year project, but it's looking well,  
24 and we're really anxious to get that done. Very grateful for  
25 you -- to you for that.

1                   One of the concerns that I wanted to bring to you  
2 is the delay in the roundabout at the 93/89 junction, which is  
3 the turnoff to Prescott. My understanding is that's been  
4 delayed. There was a contract recently finalized between ADOT  
5 and the developers, which is the Wickenburg Ranch development  
6 and 667 development where they have paid over \$10 million. They  
7 have paid their entire sum, as I understand it. So hoping you  
8 can get that back on the schedule quickly so that that can  
9 happen.

10                  Another concern is the massive amount of truck  
11 traffic that is anticipated when BNSF does their intermodal  
12 facility that is in Whitmann, just south of the 74. Don't know  
13 the time frame for the -- even the start of the construction for  
14 that or the buildout of what they're doing, but just wanted to  
15 mention that to make sure that it was on your radar. The number  
16 of trucks that they're anticipating is many thousands an hour,  
17 just say, and so just wanted to mention that.

18                  And then lastly, in reference to the construction  
19 that's going on now, there is a multiuse path that has been  
20 authorized in part of the deal through Peaceful Ridge, up to  
21 Peaceful Ridge. There is about a third of a mile that is not  
22 included, which would take the path, the multiuse path, all the  
23 way to Wickenburg Ranch. And I don't know if there is a way for  
24 the Board to get that consideration in there, but there are  
25 many, many residents who have commented to us as council people

1 the urgency of that, and it just seems to make sense to do it  
2 now with everything else going on as opposed to waiting and come  
3 back and trying to finish that in the future.

4 Thank you very much.

5 CHAIRMAN KNIGHT: Thank you.

6 MR. ROEHRICH: Our next speaker is Mr. Bruce  
7 Bracker. Mr. Bracker.

8 MR. BRACKER: Good morning, Chairman Knight,  
9 members of the Board. My name is Bruce Bracker, and I am the  
10 vice chair of the Santa Cruz County Board of Supervisors.

11 I'm here this morning to support the submittal of  
12 the -- by Santa Cruz County for an Arizona SMART grant  
13 application for \$3.2 million to pay for the design phase for the  
14 I-19 interchanges at Ruby Road and Rio Rico Drive. This project  
15 also includes the east frontage road and how it interconnects  
16 with these two interchanges to ensure the safe, efficient flow  
17 of traffic at these key junctures.

18 Santa Cruz County is proud to have the working  
19 relationship we have had with the Arizona Department of  
20 Transportation. Last year, we had the ribbon cutting for  
21 SR-189, a project that was many years in the making, but the  
22 safety and throughput impacts in our community are significant.  
23 What happens in our community cannot be seen as just a local  
24 issue. We are the gateway for over \$30 billion in trade, making  
25 Nogales a critical nexus for the national and global supply



1 chains.

2 With more than 380,000 trucks and \$30 billion,  
3 3.7 million cars, you would think that we were a major  
4 metropolitan community, but the reality is our entire county is  
5 just under 50,000 people. We are a small community, but what  
6 happens here is felt all over Arizona and North America.

7 In 2018, ADOT completed a DCR for this project,  
8 providing us with a cost estimate of \$26.4 million, but due to  
9 inflationary impacts and the supply chain challenges of the past  
10 five years, ADOT is now estimating this project bid close to  
11 \$56 million, and the need for the project simply continues to  
12 grow.

13 Earlier this year, by working with members of the  
14 ADOT -- the Arizona State Legislature, the budget was approved  
15 by -- signed by the Governor. It included \$8.6 billion to help  
16 pay for the modernization of these key interchanges. We are  
17 proposing to use half a million dollars of the funding that the  
18 State awarded us as a match for the AZ SMART grant application.  
19 Additionally, as a SMART grant requires, we are also -- we will  
20 also be applying for the additional federal grants to help pay  
21 for the other aspects of the project, including completion of  
22 the frontage roads that connects these interchanges.

23 In closing, for those of you who have been to  
24 Nogales, know that the volume of trucks that rely on these  
25 interchanges grow by day, but also, the regular car traffic is

1 increasing, as this is the fastest region of growth in our  
2 county. We are greatly concerned that the outdated interchanges  
3 will result in the safety hazards to the traveling public and a  
4 major congestion point to our most routes for trade and tourism.  
5 That's why I'm asking you to approve the AZ SMART grant  
6 application in the next meeting. And I thank you for your time,  
7 and I'd be happy to answer any questions. Thank you.

8 CHAIRMAN KNIGHT: Thank you, Bruce.

9 MR. ROEHRICH: Our next speaker is Mr. Steven  
10 Latoski. Mr. Latoski.

11 MR. LATOSKI: Good morning, Chairman Knight,  
12 members of the Board. Thank you so much for this opportunity.  
13 I'm here representing Mohave County Public Works under Item 6H,  
14 the transportation alternatives funding projects.

15 Mohave County (indiscernible) transportation  
16 alternatives funding for approximately \$4 million, sidewalks  
17 throughout our Northern Avenue corridor. It's a 2.5 mile  
18 corridor from Stockton Hill Road to Castle Rock Road, the north  
19 Kingman-Butler area. It is a road that is part of a complete  
20 streets project that is underway.

21 What happened was in -- just before the pandemic,  
22 in approximately 2019, Mohave County put together a robust  
23 application. In fact, one that was so impressive, the Federal  
24 Highways Office of Traffic Safety endorsed our application. At  
25 that point in time, prepandemic, we (inaudible) a cost estimate

1 and scope to develop a complete street project that would  
2 provide for continuous bike lanes in both directions, traffic  
3 signal modifications, high visibility crosswalk crossings, and  
4 to complete the sidewalks on both sides of Northern Avenue.

5 This particular corridor really is a main street  
6 of north Kingman-Butler. It's a community of about 15,000  
7 people. It's really the commercial center. You know, that  
8 area, we really wish to make it more pedestrian centered, people  
9 centered, because that particular corridor connects to a Mohave  
10 channel pathway, a four-mile pathway, multiuse pathway, that  
11 traverses both north Kingman as well as the city of Kingman. So  
12 we find that the corridor continually has high rates of crashes,  
13 and we do trust if this project is complete, streets project,  
14 will indeed make some important safety modifications that,  
15 again, bring that more people-centered focus back in this  
16 project.

17 So we put forth and kindly consider the Board to  
18 approve the sidewalk project, as the complete streets funding  
19 simply was insufficient to (inaudible) the sidewalk. So we hope  
20 to integrate the TA-funded sidewalk project with the complete  
21 streets project, which is in the process of being bid by ADOT.

22 So thank you so much for your consideration.  
23 I'll be available for questions.

24 CHAIRMAN KNIGHT: Thank you.

25 MR. ROEHRICH: Mr. Chairman, that's the in-person

1 speakers. Our next speaker request is online, and it's  
2 Ms. Jennifer Thompson. Ms. Thompson, please raise your hand.

3 WEBEX HOST: Ms. Thompson, you are now unmuted.  
4 You may speak.

5 MR. ROEHRICH: Ms. Thompson, we can't hear you if  
6 you're speaking. So Ms. Thompson, we still can't hear you.

7 WEBEX HOST: Ms. Thompson, you might want to  
8 check your settings to make sure you have the correct audio  
9 output. I did see your green mic. Try one more time.

10 MS. THOMPSON: Can you hear me?

11 WEBEX HOST: We can hear you now.

12 MR. ROEHRICH: Yes, Ms. Thompson.

13 MS. THOMPSON: Okay.

14 MR. ROEHRICH: We can hear you now.

15 MS. THOMPSON: Okay. Okay. Good morning,  
16 Chairman Knight and members of the Board. I'm Jennifer Thompson  
17 with the Freeport McMoRan copper mine in Bagdad.

18 Our business and townsite residents are impacted  
19 by US-93 and State Route 97. I know we've got some -- I've  
20 heard some folks talk about US-93 there on these calls. We've  
21 mostly spoken about State Route 97 realignment and  
22 modernization, for which we've submitted a rural grant  
23 application.

24 I've had the opportunity to drive to the valley  
25 frequently, especially lately, on the US-93 and Wickenburg, and

1 through the construction that others have talked about there, I  
2 just want to thank you for acknowledging that those changes  
3 needed to take place to make this highway safer and also look  
4 forward to more widening projects along that very dangerous  
5 road.

6 I also want to take this opportunity to thank you  
7 for your continued support and partnership on the State Route 97  
8 project proposal, as we await the grant award announcements in  
9 the spring of 2024.

10 We'll make this short. Just want to thank  
11 Mr. Chairman and the members of the Board and the continued  
12 partnership with the Northwest District of ADOT and also Yavapai  
13 County, and for also giving me the opportunity to speak this  
14 morning, and I wish you all have a happy Thanksgiving and safe  
15 holidays.

16 CHAIRMAN KNIGHT: Thank you. Thank you for your  
17 comments.

18 MR. ROEHRICH: Mr. Chairman, that is all the  
19 requests to speak.

20 CHAIRMAN KNIGHT: Okay. Then we'll move on to  
21 Item Number 1, the director's report. I understand that will be  
22 very, very short this morning, but go ahead, Floyd.

23 MR. ROEHRICH: Mr. Chairman, board members, the  
24 director does send her apologies for not being here. She did  
25 not have really any items or last minute items to discuss, but

1 she did want Anthony to give a short legislative update, kind of  
2 where we're at, especially with the -- at the federal level, the  
3 continuing resolution and any issues that he may have, but I  
4 didn't see Anthony earlier. So with that, we'll go to the  
5 legislative update.

6 MR. CASSELMAN: Good morning, Mr. Chairman, Board  
7 Members. Yeah. Just a really quick update on some of the  
8 things that are going on in the government. Specifically, I'm  
9 going to focus on the federal level. I don't have a ton of  
10 updates at the state legislative level, but I'd be happy to  
11 answer any questions about that.

12 There have been a few updates at the federal  
13 level that occurred since our last meeting. As many of you  
14 probably have heard, the House did elect a new speaker. That's  
15 Republican Mike Johnson from Louisiana. The U.S. House and  
16 Senate also passed a continuing resolution this week to avert  
17 the shutdown of the federal government, which was signed by the  
18 President, I believe, this morning.

19 The bill is a little bit unique. It provides  
20 funding at current spending levels and contains sort of a  
21 ladder approach for financing. So it staggers the funding  
22 expiration dates for different federal agencies. Some of them  
23 would expire on January 19th, and some of them would expire on  
24 February 2nd. And just for your reference, under the continuing  
25 resolution, USDOT would have funding through January 19th, 2024.

1                   So just wanted to provide that quick update.  
2           Again, happy to answer any questions.

3                   CHAIRMAN KNIGHT: Are there any questions from  
4           the Board? Yes. Member Daniels.

5                   MS. DANIELS: Thanks. Thanks, Anthony.

6                   I know there's a lot of preparatory work that  
7           goes into legislative session, and I'm already hearing some  
8           dialogue and conversation behind the scenes from transportation  
9           committees in the House and the Senate as far as bills that may  
10          be considered or may be presented that would affect ADOT and/or  
11          some of the different projects that we have across the state.  
12          Have you gained any intelligence in that space? Are you meeting  
13          with leadership in that area between now and when session  
14          starts, and can we sort of coalesce around some of the ideas  
15          that are being presented? I always feel like weighing in before  
16          they're all written, and (inaudible) is better than trying to  
17          make adaptations or amendments after the fact, so...

18                  MR. CASSELMAN: Yeah. Mr. Chairman, Board Member  
19          Daniels, this is a great question. You know, I haven't had --  
20          heard a ton of talk about specific bills that are going to be  
21          dropped just yet. I think we're sort of in that time period  
22          where you'll start to see some of those bill folders being  
23          opened by legislators. So we'll certainly start to get  
24          involved. You know, obviously there's also a process for ADOT  
25          to pursue our own legislative changes that we feel are necessary



1 for the statutes. Specifically, in Title 28, we're looking at a  
2 few different things there. I'd be happy to keep the Board  
3 updated on the progress as that moves along as well.

4 Other than that, again, we -- you know, we track  
5 every single bill that comes through. So every bill that gets  
6 dropped, I read through it and analyze it to see its impact on  
7 ADOT. And again, once the bills start getting dropped, we'll  
8 continue that weekly reporting on the bills that I send out  
9 through Floyd as well. And we can continue to do that for  
10 projects as well.

11 MS. DANIELS: Are you having any precursory  
12 conversation with Kevin Adams or others who are working with the  
13 metropolitan planning organizations for potential desires or  
14 their sort of list of projects? What I'm getting at, Anthony,  
15 is I see a lot of sort of piecemealing together through the  
16 Legislature, which is totally within their purview to create  
17 and/or identify funds for specific projects.

18 We are anticipating a budget shortfall this next  
19 legislative session, so that kind of curbs some of that  
20 activity, but what sort of preparatory work are we doing as an  
21 agency in order to ensure that we're herding the cats, as you --  
22 I mean, we all are focused on the same things, but having a  
23 collective effort makes such a difference in our ability to  
24 accomplish our goals.

25 MR. CASSELMAN: Agreed. And Mr. Chairman, Board

1 Member Daniels, yeah, I have -- I've met with Kevin and RTAC  
2 about their proposals. They did share their packet with me.  
3 We're certainly going to take a look at all the projects that  
4 are on the state system or would have an impact on the state  
5 system and evaluate that to make sure, again, you know, the  
6 costs are accurate and they're -- and make sure all the  
7 information that they put out in their packet is accurate and  
8 up-to-date.

9 MR. ROEHRICH: Anthony, you want to talk about  
10 the summit Monday, the one that industry is sponsoring, a quick  
11 update there?

12 MR. CASSELMAN: Yeah. That's a great -- a great  
13 point. So just for the Board's knowledge, we are working to put  
14 on a legislative summit on Monday. This is a -- it's an idea  
15 that's been in the works for a couple years they've been trying  
16 to put together. The purpose of it is sort of a partnership  
17 with industry folks. So ACEC, the council, engineering  
18 companies, the General Contractors' Association, Rock Products  
19 Association and the Arizona Chamber have partnered with us to  
20 put on this legislative summit.

21 The main purpose of this summit is -- it's a  
22 half-day event where we're going to talk through some of the big  
23 ADOT items. Specifically, we want to talk about project  
24 programming, project delivery, funding, and then we also want to  
25 give a little bit of information about pavement conditions

1 statewide as well.

2                   So it's going to be a half-day event on Monday.  
3 We're going to go through a bunch of those topics. We'll have a  
4 quick Q and A session with some of the industry panel folks as  
5 well. We've got representation from suppliers, contractors,  
6 consultants. So hopefully it's going to be a good event on  
7 Monday, and we'll get some good education out there. Again,  
8 this is a targeted -- a targeted audience of legislators and  
9 staff. That's what our focus was on for this year, but  
10 certainly, if it's successful, my goal would be to expand that  
11 out and have more electeds and other stakeholders and partners  
12 in the room in future years.

13                   MS. DANIELS: Yeah. I think -- I speak probably  
14 only maybe for myself, but that's something that I would be  
15 really interested in, like, hearing more about and even  
16 participating in in future years. I think that's a critical  
17 component, making sure we're hearing from the business  
18 community, particularly as we see some of our bids coming  
19 through with only one or two or sometimes not any bidders. I  
20 think that speaks to a challenge maybe within our procurement  
21 processes, and I'd love to hear from the business community  
22 where some of the pain points are as it relates to being able  
23 to, you know, respond to some of our requests for proposals  
24 and/or to bid on different projects. So I -- that's just sort  
25 of a side note, but I'm really glad you guys are doing it.

1 MR. CASSELMAN: Mr. Chairman, Board Member  
2 Daniels, again, a great point, and part of the reason we  
3 broadened the industry was to get that different perspective.  
4 You know, ADOT, we certainly do our best to educate legislators,  
5 but I think having them here from the industry folks is  
6 extremely important.

7 MS. DANIELS: Okay.

8 CHAIRMAN KNIGHT: Board Member Maxwell, I believe  
9 you had a question.

10 MR. MAXWELL: I did. It's really a follow-up to  
11 what Member Daniels is talking about. When the potentially  
12 \$400 million shortfall was announced, Speaker Toma was very  
13 clear right away that you're going to have to look at some of  
14 the things from last year's budget to remove, and a lot of the  
15 funding that hasn't been allocated from that budget has to do  
16 with infrastructure projects. He specifically cited those  
17 projects. That's -- I guess that's a concern.

18 I -- I'm not sure if that's where you were going  
19 with it, but I know you were talking about how quickly  
20 sometimes, you know, when we've got this -- the funding coming  
21 from the Legislature, they like to see it executed. And are  
22 we -- have you heard anything about them, or Floyd, this may be  
23 you've got more information on this, about them pulling back  
24 some of the projects that they approved last year because  
25 they -- the money's still available to try to meet budgetary

1 restrictions?

2 MR. CASSELMAN: Mr. Chairman, Board Member  
3 Maxwell, yes, we've heard discussion about, you know, the budget  
4 deficit, and certainly the Governor and the Legislature are  
5 looking at ways to address that. I think, again, our role in  
6 that process is to make sure they're provided with up-to-date  
7 information about, you know, what's left in the budget for each  
8 of the projects, where the project stands in its current status,  
9 and at that point allow them to make the decisions as to where  
10 that funding to make up that deficit's going to come from.

11 MR. MAXWELL: Thank you.

12 CHAIRMAN KNIGHT: Any other member of the Board  
13 have a question? Very good. Thank you so much.

14 There are no last minute items; is that correct?

15 MR. ROEHRICH: Mr. Chairman, there are no last  
16 minute items.

17 CHAIRMAN KNIGHT: Then we'll move on to Agenda  
18 Item Number 2, the district report.

19 MR. ROEHRICH: So, Mr. Chairman, since this is in  
20 the Northwest District's, and they've given multiple reports  
21 this year, twice -- two reports already -- there's no district  
22 report.

23 CHAIRMAN KNIGHT: Yes.

24 MR. ROEHRICH: There will be one next month in  
25 Yuma. We'll get a report there, but nothing for this month.

1                   CHAIRMAN KNIGHT: Okay. And I'll -- we'll save  
2 it for next time.

3                   Item Number 3, the consent agenda. There is --  
4 there has been one item -- there's a change to the agenda. It's  
5 been amended, and Item 3F has been removed.

6                   Do any board members have a question, discussion  
7 on any of the items on the consent agenda?

8                   VICE CHAIR SEARLE: I'll just make a comment.

9                   CHAIRMAN KNIGHT: Yes. Go ahead.

10                  VICE CHAIR SEARLE: I'm a little disappointed  
11 that 3F was removed. You know, that is a project on Highway 90  
12 by Sierra Vista, and it's -- Senator Gowan got in the money for  
13 it two years ago, and they have been anxiously looking for this  
14 for a long time, and -- so I realize it's only a month, but  
15 still, it's another month. So with that, I'll make a motion to  
16 approve the consent agenda.

17                  CHAIRMAN KNIGHT: With the exception of Item 3F.

18                  MR. ROEHRICH: The removal of Item 4F. The  
19 consent agenda as presented with the removal of Item 4F. 3F.  
20 3F. 3F excuse me.

21                  VICE CHAIR SEARLE: That's what I -- that's what  
22 I said.

23                  CHAIRMAN KNIGHT: There we go.

24                  MS. DANIELS: Second.

25                  CHAIRMAN KNIGHT: I have a motion from Board

1 Member Searle and a second from Board Member Daniels to approve  
2 the consent agenda with the exception of Item 3F, which has been  
3 removed.

4 All those in favor signify by saying aye.

5 BOARD MEMBERS: Aye.

6 CHAIRMAN KNIGHT: Any opposed? Motion carries.

7 MR. ROEHRICH: Mr. Chairman, I would like to  
8 verify Board Member Howard since she's --

9 CHAIRMAN KNIGHT: Oh, I'm sorry. That's right.  
10 I keep...

11 MR. ROEHRICH: Yes, sir. I understand.

12 CHAIRMAN KNIGHT: Go ahead. Our virtual -- our  
13 virtual board member.

14 MR. ROEHRICH: Board Member Howard --

15 MS. HOWARD: Aye.

16 MR. ROEHRICH: -- did you hear the vote? Aye?  
17 Thank you. Thank you, Ms. Howard. Motion carries.

18 CHAIRMAN KNIGHT: Sorry, Jenny. It won't happen  
19 again.

20 MS. HOWARD: No worries. I wish I could be  
21 there.

22 CHAIRMAN KNIGHT: Yeah. We wish you could be  
23 here too.

24 MR. ROEHRICH: Jeremy, could we get the  
25 presentation for Item 4, the financial report?



1                   CHAIRMAN KNIGHT: Okay. We'll move on to Agenda  
2 Item Number 4. This is for information and discussion only, and  
3 this will be the financial report.

4                   MR. ROEHRICH: Good morning, Chairman Knight and  
5 Board Members. I'd like to look over and see the door open and  
6 Kristine walk in, but it ain't going to happen. I apologize.  
7 She is -- something has come up. She had to travel today.

8                   So the financial report is we have money. Don't  
9 know if we're going to have money in the future. (Inaudible)  
10 continuing resolution to help, make sure that we got money at  
11 least until maybe February, but hopefully we'll have money after  
12 that.

13                  VICE CHAIR SEARLE: I think that's the best  
14 report we've had.

15                  CHAIRMAN KNIGHT: Yeah.

16                  VICE CHAIR SEARLE: I like it. I like it.

17                  MR. ROEHRICH: I almost (inaudible) go through  
18 the slides. I'd like to quick point -- you know, leave it  
19 there, but I would like to go next slide, please.

20                  CHAIRMAN KNIGHT: Well, we'll let Kristine take  
21 care of it.

22                  MR. ROEHRICH: (Inaudible) next month. I guess  
23 what she did want to show is we're really right on with the  
24 forecast. She, you know, kind of did want to point out the fact  
25 that as we've kind of looked at the economy and looked at where

1 we're at, she -- the program is still healthy. We're on  
2 forecast. Expenditures and revenues are very consistent. So  
3 she feels very comfortable, especially as she looks at moving  
4 forward with the tentative five-year program and then funding  
5 for that. She'll talk more about that next month.

6 Next slide.

7 So the -- again, Highway User Fund, you can see  
8 that the actuals are just a little bit above forecast. We're --  
9 so she's right on. Very comfortable with that.

10 Next slide, please.

11 The RARF fund, the Regional Area Road Fund in  
12 Maricopa County, it's actually still pretty strong. It's a  
13 little bit ahead of forecast, which really helps that program.  
14 The point here to be made, though, is if you remember, that does  
15 expire the tax on the -- the half-cent sales tax does expire at  
16 the end of 2025. They collect it until 2026 to wrap it up. So  
17 again, without an extension of that tax, that's why she's got  
18 the little caution sign there. It's strong right now, but it --  
19 the RARF funding for Maricopa County does have a precipice  
20 holding here in the near future.

21 Next slide, please.

22 CHAIRMAN KNIGHT: That will be up for -- that  
23 will be up for vote in 2024, right?

24 MR. ROEHRICH: It is going to be up for vote.  
25 Yes, sir. It did make it through the process to be on the

1 ballot, and so the citizens will get a chance to address it. I  
2 do believe it even has a number now. 467? Yeah. I knew that  
3 they had -- 479?

4 (Inaudible conversation.)

5 MR. ROEHRICH: But they do -- but they -- it is  
6 going to the voters, so they'll address it there.

7 Next slide, please.

8 Federal program, we're still good. Obviously,  
9 the IIJA gave us a boost again, which goes until about 2026. So  
10 as long as they -- continuing resolution and they continue the  
11 funding, we have the funding within the five-year program. She  
12 will have more of an update as we get closer to the five-year  
13 program, which we normally present to the Board late January,  
14 February at the study session as we start the tentative program  
15 cycle.

16 So with that, that's what she has from a  
17 financial report. She does plan to be back next month. She'll  
18 be able to give you more in-depth discussion.

19 CHAIRMAN KNIGHT: Does any member of the Board  
20 want to dare ask Floyd a question, a financial question, or  
21 shall we move on?

22 MR. ROEHRICH: I would like you to move on  
23 myself. I would like to -- I'll take any questions, obviously.  
24 I double I'll be able to answer them, but I'll take them back,  
25 get Kristine working on them. She should be back in office, I

1 do believe, next week.

2 CHAIRMAN KNIGHT: Thank you, Floyd.

3 We'll move on to Agenda Item Number 5 with Paul  
4 Patane. This is for information and discussion only. The  
5 Multimodal Planning Division report.

6 MR. PATANE: Good morning, Chairman Knight, Board  
7 Members. Good morning. Welcome to Wickenburg. So today I'll  
8 go through the Multimodal Planning Division report.

9 Next slide, please.

10 MR. ROEHRICH: Real quick. Jeremy, that's not  
11 being shown on the WebEx.

12 UNIDENTIFIED SPEAKER: One second.

13 MR. ROEHRICH: Okay.

14 MR. PATANE: And so the items what we'll cover  
15 today are the tribal transportation update. We'll give an  
16 update on the truck parking plan, along with one of the new IIJA  
17 programs, the transportation alternative program we'll cover  
18 today as well.

19 Next slide, please.

20 Some of the internal activities related to the  
21 tribal transportation update is (inaudible) ADOT the Native  
22 American Heritage Month, did some internal publication related  
23 to the Native American Heritage Month. On these two bullets  
24 here, our goal is to do more internal outreach, because we do so  
25 much interaction with the tribal communities. That just -- in

1 project development, maintenance, operations, and along with  
2 planning. So we're just trying to increase our cultural  
3 awareness related to the Native Americans.

4 Next slide, please.

5 So there was a couple webinars. This is the  
6 Native -- national Native American Heritage Month, and so the  
7 FHWA hosted a webinar that a lot of the staff participated in,  
8 but also, the local FHWA office division, they have hired a new  
9 travel coordinator, Mr. Dan Gabiou. He's a former ADOT  
10 employee, so he should be a good asset there (indiscernible)  
11 FHWA that we can use to enhance our partnership and  
12 collaboration with our tribal partners.

13 Next slide, please.

14 Just some of the activities for the northern  
15 region this month. We met with the Navajo Nation Round Rock and  
16 Rocky Point Chapters. We had a meeting that covered areas  
17 related to an update on the overview of the Long Range  
18 Transportation Plan, along with the planning to programming  
19 processes. So again (indiscernible) see many of the tribes  
20 (inaudible) engagement in the planning to programming process,  
21 because this is -- this is an opportunity to understand how to  
22 get their projects (inaudible).

23 Next slide, please.

24 This is the southern region activities. This  
25 kind of fed off from the Rural Transportation Summit that was

1 hosted in the Yuma. It was attend by the Fort Yuma Quechan  
2 Business Development chairman there, and he extended outreach to  
3 our staff, and we attended the grand opening of their business  
4 development center, and so that was a good way to (inaudible).

5 Next slide, please. This is a little update of  
6 the truck parking plan. So just -- next slide.

7 A quick recap. As you may recall, our 2022 state  
8 freight plan allocated \$50 million set aside for truck parking,  
9 which made it into the current five-year program. Then in 2023,  
10 we completed -- or finalized and finished up our statewide rest  
11 area, which further prioritized truck parking expansion within  
12 the rest areas. And currently, we have the five projects  
13 currently programmed for FY '24 at 18 million.

14 Then today's information is related to the truck  
15 parking plan that shows additional truck parking locations  
16 identified throughout the state.

17 Next slide, please.

18 So what this slide is showing here is the results  
19 of our parking analysis that the corridor with the most  
20 undesignated parking has shifted from I-10, from our 2019 plan,  
21 has shifted up to I-40. And so there is still a need for truck  
22 parking on I-10, but as you can see from the clusters there,  
23 I-40 and I-10 are the two main corridors we're finding that in  
24 truck parking and a lot of undesignated parking clusters  
25 throughout the state there. So the map does show the seven

1 highest density clusters for undesignated parking. As you can  
2 see, four of those are on 40. Then we have two on I-10 -- or  
3 three on I-10.

4 Next slide, please.

5 So what the map is showing here is identifying  
6 where the trucks are parked within the cluster. Okay. And a  
7 lot of them, the green dots is where they're parking on on and  
8 off ramps throughout the corridor, I-40 corridor and I-10 as  
9 well. Then the tail color is kind of where -- along the rest  
10 areas where we're getting some undesignated parking clusters  
11 (indiscernible) will be referred to as the last mile trip. We  
12 have 17 percent, and a lot of those are in the -- in the -- in  
13 the metro region of Phoenix. Then near truck stops, they have  
14 just a small number. About 2 percent there.

15 Next slide, please.

16 And so, you know, one of the end results of the  
17 truck parking plan is a list of priority projects, and so we  
18 felt it was necessary to develop an evaluation, scoring criteria  
19 for these projects, and as you can see on the slide here, these  
20 are the seven areas -- or six areas that we use for prioritizing  
21 criteria, from -- vary from parking demand to benefit cost  
22 analysis. You can see the percentages as far as funding as  
23 well.

24 Next slide, please.

25 So we did look at different types of materials,

1 and so they vary in cost. The soil, cement. The  
2 alternative-type materials is very similar to the pavement  
3 costs. Actually, the concrete pavement is the highest, and for  
4 these estimates, we used asphalt and what we -- the  
5 alternative-type materials. And in talking with operations, the  
6 gravel wasn't the way to go because of the additional  
7 maintenance, and that needs -- that does come into play, because  
8 some of these -- as I show you in the upcoming photos, some of  
9 these lots were, you know, going to hold 200 additional trucks,  
10 and so the gravel is not the way -- in our opinion, not the way  
11 to go at this time.

12 So next slide, please.

13 So what -- based on the truck parking plan and  
14 the current projects in the program, this photo here shows all  
15 the -- all the areas where -- have been targeted for future  
16 truck parking projects, and what I like -- what I like about  
17 this photo, it's really -- geographically, we're hitting a lot  
18 of areas of the state. You know, the ones that are kind of  
19 in -- have the white font, those are the ones that -- there's  
20 five there that are current in the 2024 program. Then we have  
21 the rest areas that are additional expansion within the rest  
22 areas as proposed, along with additional safe lots. And those  
23 safe lots are areas that are in between rest areas. They're --  
24 could be adjacent to traffic interchanges or they -- they're  
25 located in areas where ADOT has bought efficient right-of-way



1 when we built the state system. A lot of those -- a lot of  
2 those times, that right-of-way was for future rest areas.

3 Next slide, please.

4 So based on just the distribution and the  
5 priority, you know, we have -- these are the projects -- as far  
6 as the ranking of the projects, and so as you can see, the ones  
7 up on top in the faded fonts, those are the ones in the current  
8 program at 18 million. Then we felt -- you know, we had -- we  
9 programmed 50 million in this year's program. So as we looked  
10 at the priorities, you know, what can we get for the remainder  
11 of the balance of that 50 million, and so we came up with the  
12 three projects that are approaching 29 million, the I-10, Burnt  
13 Wells, Meteor Crater and the B-10 and SR-86, the safe lot there.  
14 So those are additional 370 spots at approximately 29 million  
15 that we hope to get with that 50 million that was part of the  
16 current program. So that would put us, the total, a little over  
17 600, 600 additional truck parking stalls with that 50 million.

18 Next slide, please.

19 So these are some of the examples. Just want to  
20 run quick through a few slides showing where we're doing  
21 expansion. This is an I-10, Burnt Wells, Milepost 86 and U.S.  
22 to Phoenix, the Tolleson area -- or 50 miles west of Tolleson.  
23 It's near Tonopah. And so there we're looking at adding an  
24 additional total of 100 spaces, a little over 9.1 million.  
25 There is some additional right-of-way needed as well.

1                   Next slide, please.

2                   We move up to Meteor Crater on I-40. Another  
3 expansion of the existing parking lot there. Looking at total  
4 of additional 140 spaces with around approaching \$11 million  
5 there. And there's the right-of-way needed there as well.

6                   Next slide, please.

7                   This is what the -- the safe lot near Business 10  
8 and SR-186, and so it's -- the -- close to Willcox. We're  
9 looking at an additional 127 spaces at 8.9 million.

10                  Next slide, please.

11                  So this is in Crazy Creek. It's on I-40, about  
12 40 miles west of Painted Cliffs, and this -- as you can see how  
13 the right-of-way kind of flares out there, this was a future  
14 location of the rest area. So we were looking at adding  
15 additional parking there, about 61 or 60 spaces both directions.  
16 A cost of \$10 million. And with these -- with these new ones  
17 here, these ones were (indiscernible) rest area, a lot of the  
18 cost is in the ramps, because you have to account for the  
19 deceleration/acceleration of the trucks going to -- off and on  
20 on the interstate system. And these rest areas, the estimates  
21 do include what we call solar lighting, along with -- there are  
22 restroom facilities, but I forgot the term they use for those.

23                  UNIDENTIFIED SPEAKER: Portajohn?

24                  MR. PATANE: Yeah, portajohns. They're --  
25 portajohns, they're like compost-type restrooms, so...

1                   Next slide, please.

2                   So this is -- we looked at, you know, expansion  
3 too as well, but the current projections to 2032, but looking at  
4 ten more years out to 2042, you can also expand the same  
5 location to get additional 50 plus -- about -- additional 60  
6 spots there. So you'd have a total of close to 176 for the  
7 Crazy Creek safe lot area.

8                   And we did -- we've had extensive collaboration  
9 with the trucking association, Mr. Bradley. We've met twice  
10 during the development of the study, and both times the meetings  
11 have been positive. And he left -- you know, he's had his  
12 support for what we're showing here today.

13                   Next slide, please.

14                   So back to I-10, this is the Ehrenberg rest area.  
15 You know, it's expanding existing rest area, and really no  
16 upgrade to facilities. Just here on the -- on the parking --  
17 additional parking stalls. Total of 51 for additional 5.95  
18 million.

19                   Next slide, please.

20                   This is San Simon near Willcox, (indiscernible)  
21 10. Looking at additional parking here close to 80 spaces at a  
22 total of 7.85 million, which includes the additional right-  
23 of-way.

24                   Next slide.

25                   Then we're looking at Bouse Wash. This is on

1 I-10. We're in the Vicksburg area. An additional 55 spaces  
2 here, potential. Then they have -- those around \$5 million  
3 dollars. This is for the additional expansion there.

4 Then next slide.

5 Then I-40, these are -- these are in priority.  
6 That's why that's kind of bouncing, and the next one is in  
7 Seligman. Looking at an additional 72 spaces at \$8.3 million,  
8 both eastbound direction and westbound.

9 And finally, Heber, this is one of the lower  
10 priorities, because it's kind of really close to Meteor Crater,  
11 but the advantage here is -- it may be close, but the -- as you  
12 can see, the right-of-way is flared out there. So it's a good  
13 opportunity to build another safe lot for parking as well.

14 Next slide.

15 That's my next slide. Hibbard, same.

16 Next slide, please.

17 Just explanation going to 2042, where we can  
18 increase it from 50 -- increase it from 53, adding another 56  
19 spaces as well.

20 Next slide.

21 So these are the four locations that are  
22 currently programmed, and so we're looking at close to an  
23 additional 240 spaces with these five projects, and these are  
24 within existing rest areas that we are expanding. So we  
25 anticipate -- we're using an integrated design build. It's a

1 type of -- it's the first one we're doing within the state, and  
2 we're looking to do some innovation here on delivery, and so  
3 we're looking to be in construction by June of '24 for these  
4 five locations.

5 Okay. Any questions related to truck parking?

6 CHAIRMAN KNIGHT: Are there any questions from  
7 the Board? Yes. Board Member Searle.

8 VICE CHAIR SEARLE: Good morning, Paul.

9 MR. PATANE: Good morning.

10 VICE CHAIR SEARLE: It's good to see this  
11 project -- this going forward. I would say that, you know,  
12 something that we've discussed before, and I think Jenn brought  
13 it up is the cost per space seems a little -- I don't want to  
14 call it prohibitive, but it's pretty high when you look at the  
15 cost per space. And I think one thing that we haven't explored,  
16 and it might be interesting to see what it would do is possibly  
17 using some of these funds as grant funding for private spots. I  
18 noticed there was a new truck stop that went into Willcox this  
19 past year, and they put a whole lot of truck parking in there.

20 And I'm wondering how much we could acquire, and  
21 I'm -- additional truck parking we could acquire by offering  
22 some grant funding to some of these truck stops that might have  
23 space, where you're not having to get right-of-way and offset  
24 the costs per parking spot. I don't know. It's something that  
25 I'd like to see us explore if we could.

1 MR. PATANE: Chairman Knight, Board Member  
2 Searle, yes, we can definitely look into that. The -- I don't  
3 know the name, but there is a private coalition that is part of  
4 the Freight Advisory Committee, so we are getting input from  
5 them. And so they're aware of what -- you know, what we can do,  
6 and what I've shown today is just on the state system, what --  
7 you know, we can add almost 1,200 additional spots on the state  
8 system, but if the issue continues to grow, yes, we'll have to  
9 look at alternative ways to increase the parking that would  
10 include P3 partnerships, public private partnerships.

11 VICE CHAIR SEARLE: Okay. Thank you, Paul.

12 MR. PATANE: Yes, sir.

13 CHAIRMAN KNIGHT: Any other questions from the  
14 Board?

15 MR. MAXWELL: One quick one.

16 CHAIRMAN KNIGHT: Yes, Ted.

17 MR. MAXWELL: So just -- I was -- Richard asked  
18 some great questions there, and I agree the cost is what -- I  
19 think there's got to be a way to try to see if we can bring some  
20 of those down, because it varies even from spot to spot to spot  
21 considerably. But 50 million we've got programmed through,  
22 obviously, but that only takes about -- you know, on your chart  
23 with all the funding on it, it only took -- probably not even  
24 half of the project's done. So we've got the plan for 1,200,  
25 but do we have the funds and -- or is this going to be something

1 we're going to have to look at every year five-year plan  
2 incorporating some of those funds into the truck parking plan?

3 MR. PATANE: Chairman Knight, Board Member  
4 Maxwell, the plan is to look at the discretionary grants as an  
5 alternative to fund these, because, you know, our resources are  
6 definitely, you know, competitive. You know, there's lots of  
7 money. We've -- sure we would like to get more money in truck  
8 parking within the program, but it's -- you're going to make  
9 your decision at a later date, but we are -- I actually did talk  
10 to staff very recently to look at what grants can we target  
11 truck parking for, because I was at AASHTO earlier this week,  
12 and a representative from ATA was presenting, and the number two  
13 item -- besides the economy is number one -- the number two item  
14 on their list on the national level is the truck parking. So we  
15 definitely are -- we want to keep this going, the momentum going  
16 that we have and continue to expand where we have available  
17 funding to.

18 MR. MAXWELL: Okay. Thank you.

19 CHAIRMAN KNIGHT: Thank you.

20 I do have one comment. Looking at this last  
21 chart, I notice on I-40 we get 50 spaces for 2.6 million. I-17,  
22 we got 60 spaces for 3.3 million. And at Milepost 296 on I-17,  
23 we get 6 to 10 spaces for 2.7 million. Seems like -- and I know  
24 each one of these has got to be considered on its individual  
25 merits, but that's a huge cost per space compared to the first

1 three or four. So is it maybe there's a better plan for  
2 those -- for -- to get -- to get more out of that 2. -- to get  
3 more out of that 2.7 million? I'm just -- it just seems like  
4 that's a huge difference in space cost. It's the highest space  
5 cost of any project on that chart.

6 MR. PATANE: A lot of them kind of depends on how  
7 the expansion -- you know, how the topography is, because if  
8 you're in an area where you're expanding, and you've got to do a  
9 lot of preparation work before you can actually, you know, do  
10 any paving, the costs are going to go up, versus, you know, if  
11 it's this flat land and extending the parking. So each location  
12 is unique and --

13 CHAIRMAN KNIGHT: Yes.

14 MR. PATANE: -- be assured we are doing our due  
15 diligence to get these prices as reasonable as possible in these  
16 quotes.

17 MR. ROEHRICH: Mr. Chairman, Board Members, if  
18 you remember kind of from Paul's presentation, we're trying to  
19 look at where the better need is, because we do think we could  
20 put parking cheaper in other areas, but there isn't as much need  
21 as in these locations. So it is going to have to be a balance  
22 of where the need is, the terrain, the constructability in that  
23 terrain and then the funding that we have available to do that.

24 CHAIRMAN KNIGHT: Correct.

25 MR. ROEHRICH: We're trying to meet industry



1 needs, and as, you know, Paul had pointed out, meeting with ATA,  
2 we're trying to target in the priority areas that they see as  
3 well to make it as most effective as possible.

4 CHAIRMAN KNIGHT: Sure. I understand. I  
5 think -- Board Member Daniels.

6 MS. DANIELS: Thanks.

7 Just looking a little bit farther ahead, once  
8 constructions's done, we have maintenance costs that will be  
9 associated with maintaining these different facilities, and so  
10 just ensuring that we are keeping sort of an eye on the longer  
11 lens. I'm curious, though, why we would build overflow lots  
12 instead of making current -- like, when I saw your maps and sort  
13 of diagrams of how we would construct those, we're constructing  
14 a lot of additional roadway in addition to -- and connector  
15 roadway, I should say, to get these trucks to and from overflow  
16 lots. Why not just expand existing lots?

17 MR. PATANE: Existing truck parking lots? Well,  
18 we don't --

19 MS. DANIELS: I mean, I know they're all  
20 different, but...

21 MR. PATANE: Right now we don't have any, you  
22 know, P3 partnerships in mind. The task was just to look within  
23 the ADOT system how much additional --

24 MS. DANIELS: No, I mean -- excuse me. I  
25 probably misspoke. When -- like the Haviland, I-40, for

1 example, you're constructing overflow lots in addition, like --

2 MR. PATANE: Right.

3 MS. DANIELS: -- adjacent to existing truck  
4 parking. Why not just expand the current truck parking? Then  
5 you don't have to have the additional connector roads to get  
6 back to the highway.

7 MR. PATANE: Well, when you -- when you start --  
8 because any time you start expanding within the rest area, then  
9 you start getting into the ramp geometry. Then it starts -- you  
10 know, your costs are going to go up more because you're --

11 MS. DANIELS: (Indiscernible) ramp.

12 MR. PATANE: Affecting the main line,  
13 affecting --

14 MS. DANIELS: Okay.

15 MR. PATANE: -- the on and off ramps. And so the  
16 overflow, I think the one that I'm referring to is in Bouse,  
17 it's kind of off, off to the side where, you know, it's cheaper  
18 to build that connector road versus getting onto the ramps where  
19 you're talking high speed (indiscernible) everything gets  
20 lengthened because of the speed that you're working with.  
21 (Inaudible.)

22 MS. DANIELS: Understood. Yeah. Just -- I like  
23 your idea, Board Member Searle, as well as partnering with the  
24 private sector to ensure that there's access

25 VICE CHAIR SEARLE: Yeah. I think --

1 MS. DANIELS: It can usually --

2 VICE CHAIR SEARLE: -- a grant -- a grant-type  
3 program could be a efficient -- a more efficient way of getting  
4 parking out there at a lower cost per space.

5 MS. DANIELS: Uh-huh.

6 VICE CHAIR SEARLE: Without the maintenance  
7 issue.

8 MR. PATANE: Right. That's a big concern. When  
9 we were showing these to our operations folks and our  
10 maintenance, especially when we started talking alternative  
11 materials, they get concerned --

12 MS. DANIELS: Well, I wonder if as part of that  
13 grant process, you know, ADOT's providing the grant to build the  
14 capital expense, and the private sector is now required to  
15 maintain that facility moving forward, and that's a win-win.  
16 There's an economic development benefit as well, when they're  
17 able to utilize, you know, private sector utilities and things  
18 like that. So -- I don't know. Just -- I really like that  
19 idea. Well done.

20 MR. PATANE: No, and Mr. Bradley has made those  
21 type of comments as well, where there could be a joint-type  
22 partnership.

23 MS. DANIELS: We're not going to give Mr. Bradley  
24 the credit.

25 MR. ROEHRICH: No.

1 MS. DANIELS: We're going to give Mr. Searle the  
2 credit for that great idea.

3 MR. ROEHRICH: Board Members, we have literally  
4 talks about that. There are some limitations that we have using  
5 federal aid, because it does go to private industry as opposed  
6 to within the state. So there are things that we have to look  
7 at in order to move forward. It is an option. It is absolutely  
8 something we've discussed, but it's going to depend upon what's  
9 eligible, whether we have the state funds for it, what's  
10 eligible federal aid wise or how we fit it within the program  
11 without detracting from what's already in the program. So  
12 absolutely it's an option, but it's one that really needs a lot  
13 more thought process and developing it.

14 CHAIRMAN KNIGHT: Yeah, because really, the only  
15 way that I can see the private sector's going to be interested,  
16 I mean, even with a grant, there's got to be a profit in it  
17 somewhere, whether they charge for the space or -- whatever  
18 their plan is, but they've got -- if they can't make money doing  
19 it, then the private sector's not going to be interested.

20 MR. ROEHRICH: And, Mr. Chairman, for us to  
21 provide any state or federal funds, we have to make sure that it  
22 meets the legal -- legality for us to do that, which is why we  
23 have to, you know, move forward with this and a lot more thought  
24 process and how we would make a program like that work.

25 VICE CHAIR SEARLE: I may be wrong, Gary, but I

1 think a lot of -- (indiscernible) the truck stop industry, I  
2 think, having the trucking parking available probably just draws  
3 in business, even if they didn't charge for the use of it. Just  
4 having that -- just having people there could be a -- could be a  
5 draw, but anyhow, I just noticed that is something that the  
6 truck stops are -- these newer truck stops that are going in,  
7 they are putting in quite a bit of parking, and it is, because  
8 it's a need.

9 CHAIRMAN KNIGHT: Yes. Board Member Maxwell.

10 MR. MAXWELL: I'm going to take it even a step  
11 farther. I think we as a board and we as a state have to start  
12 looking about how we're going to leverage limited funding in  
13 infrastructure. We already know we don't have enough, and we  
14 know we don't have enough for maintenance of the roads we've got  
15 and everything else. The State is way behind on the idea of  
16 public-private partnerships. Figure out how to do -- to do some  
17 potential public-private partnerships that may result in toll  
18 roads. And I think parking is a good spot to start exploring  
19 those aggressively.

20 I mean, Floyd, I agree with you. We've got to  
21 make sure we can't misuse the government's funds, but at the  
22 same time, if we don't go out there and actually advocate to try  
23 to get this done, we're going to be falling further and further  
24 behind on just the funding that we need to maintain our roads  
25 and our -- the economy. So I think we've got to push it hard.

1                   CHAIRMAN KNIGHT: Any other questions or comments  
2 from the Board?

3                   Go ahead, Paul.

4                   MR. PATANE: That concludes the truck parking  
5 portion of the MPD update.

6                   Next slide, please.

7                   If there are questions or comments --

8                   VICE CHAIR SEARLE: We just did that.

9                   CHAIRMAN KNIGHT: Yeah. I think we've already  
10 been there.

11                  MR. PATANE: So now I'll turn to one of the  
12 programs that were generated from the IIJA legislation, what is  
13 known as the Transportation Alternatives Program.

14                  Next slide, please.

15                  And so as mentioned, it was, you know -- as part  
16 of the bipartisan infrastructure law, the TA program sets aside  
17 funding for smaller-type projects, you know, such as bike paths,  
18 sidewalk, multiuse paths, providing connectivity through -- you  
19 know, through the region, through the communities. We were able  
20 to launch this program because of IIJA, the use program dollars  
21 or federal funds. So with the federal funding, there was a  
22 local match requirement, and this particular program is really  
23 focused just for Greater Arizona.

24                  The MAG and PAG regions, they get their -- they  
25 get a sub-allocation of the TA program for their regions, so

1 they're not -- they were used for feedback and input as we  
2 developed our process, but they're excluded from competing for  
3 these -- for this pot of funds. Then our tribal partners are  
4 eligible, and the ones that fall outside of the MAG and PAG  
5 regions, so...

6 Next slide please.

7 So again, there was guidance that came out, and  
8 this guidance kind helped formed our process and how we  
9 developed it, with the collaboration of many of the local  
10 stakeholders.

11 Next slide, please.

12 So as you can see, the (indiscernible) TA program  
13 was -- is for greater Arizona. We did have representation  
14 throughout greater Arizona, as you can see, you know, we  
15 definitely -- if we touched a lot of participation from all our  
16 NPO and COG partners. It's quite challenge working with this  
17 group. Irene Higgs here, from the Sun Corridor MPO. She's the  
18 chair of the TA committee, and so she had the enormous task of  
19 put -- helping guide us through this process and keeping  
20 everybody focused.

21 So some of the things they -- they wanted the key  
22 things, because they wanted the process to be simple for the  
23 locals, flexible, and we wanted to make sure we're fully  
24 transparent so they know how we're identifying projects, and the  
25 main thing is we want to minimize barriers to ensure the

1 program's success, and it's all about delivery of these  
2 programs. You know, we develop them, but at the end of the day,  
3 it's how we deliver them to the -- to the local communities.

4 Next slide, please.

5 So there is a TAC, a voting -- the Technical  
6 Advisory Committee has 16 members. There's 12 voting members,  
7 as mentioned from the MPO and COGs. Then we have four advisory  
8 members. Our MAG and PAG partners, along with our FHWA  
9 stakeholders as well.

10 I mentioned the -- or we have a -- internally, we  
11 have a TA program manager. She works for Clem, Elaine, and so  
12 she's the one, the go-to person as far as helps coordinate with  
13 the Technical Advisory Committee.

14 Next slide, please.

15 So as part of the process, it's important for us  
16 that we -- we use -- ADOT uses the term standard work, where all  
17 of the stakeholders understand how this process will flow and  
18 how, you know, we'll be selecting and identifying the projects.  
19 And so we developed this guidebook as a resource, and this is  
20 available on our website as shown, but it gives the locals the  
21 resources needed to submit and get their applications approved.

22 Next slide, please.

23 So the eligible project sponsors, as you can see,  
24 it's a wide group. We have local governments, regional  
25 transportation authorities. We have nonprofits, which is kind



1 of new to the TA program. Then we have -- tribal governments  
2 are eligible or transit agencies, along with the MPOs with a  
3 population of less than 200,000.

4 Next slide, please.

5 So looking at eligible types of projects. We  
6 have pedestrian bike facilities, recreation trails. We have  
7 safe route -- safe routes to school projects, construction of  
8 turnouts, overlooks -- overlooks and viewing areas, along with  
9 historic preservation and vegetation management. So a wide  
10 range of projects, and I think we can capture most of the local  
11 needs of the communities with these types of smaller type  
12 projects.

13 Next slide, please.

14 Then these are just the eligible costs, you know,  
15 many phases in the developing of a project, and so we've got  
16 planning and scoping is eligible, design and construction, along  
17 with education as well, so...

18 Next slide, please.

19 So available funding for fiscal year '24. There  
20 was 18 million set aside for the program cycle, but the whole  
21 program -- the whole five-year program in this subprogram has 90  
22 million in it, and so as mentioned earlier, there is a local  
23 match for these projects. So it's important that the locals  
24 know and understand the -- you know, they do have some  
25 responsibility when it comes to these costs of the projects.

1 VICE CHAIR SEARLE: Paul, I had a question.

2 MR. PATANE: Yes, sir.

3 VICE CHAIR SEARLE: That 18 million for this  
4 current program cycle, this cycle is I'm assuming this fiscal  
5 year. Do we have some for the following cycles? I mean, are  
6 there additional cycles? Additional funding --

7 MR. PATANE: Yeah. I have a diagram that shows  
8 kind of the process flow of how we generate projects. Yes,  
9 we'll be doing a call for projects every year, but for today's  
10 meeting, it's just for the FY '24 cycle of projects.

11 VICE CHAIR SEARLE: Which is 18 million?

12 MR. PATANE: Yes. Approximately 18 million.

13 VICE CHAIR SEARLE: And so what are we expecting  
14 in the next cycle?

15 MR. PATANE: Well, the cap is 18 million. So  
16 we'll --

17 VICE CHAIR SEARLE: Oh.

18 MR. PATANE: We may -- so we may get -- we have  
19 to cut it off at 18 million. So we may get 30 projects if we  
20 can -- if there's 20 that are approved but we only can fund 10,  
21 then that's what -- we have to make the decision.

22 VICE CHAIR SEARLE: So 18 is the most we're going  
23 to be able to spend over the whole cycle, the whole --

24 MR. ROEHRICH: Annually, you're talking about?

25 MR. PATANE: Yeah.

1 MR. ROEHRICH: Board Member Searle, it's 18  
2 million annually that comes out of the federal aid program.

3 VICE CHAIR SEARLE: 18 million comes out  
4 annually.

5 MR. ROEHRICH: Uh-huh.

6 VICE CHAIR SEARLE: Okay. That -- that was --  
7 yeah.

8 MR. PATANE: Thank you.

9 VICE CHAIR SEARLE: Okay. That's what I was  
10 trying to...

11 MR. PATANE: Okay. Sorry.

12 CHAIRMAN KNIGHT: I just had one question. It's  
13 probably -- you probably will answer it as we go along, but that  
14 being said, that there's 18 million in this fiscal year, with  
15 the projects that are proposed, we have \$1,640,813 remaining.  
16 Will that roll over to the next fiscal year?

17 MR. PATANE: No. Chairman Knight, Board Members,  
18 no, it will not. It needs to be programmed -- the funding needs  
19 to be programmed this cycle, for FY '24.

20 CHAIRMAN KNIGHT: Or we lose it?

21 MR. PATANE: Yes.

22 CHAIRMAN KNIGHT: So --

23 MR. ROEHRICH: Well, Chairman, Board Members,  
24 we're not going to lose it. We're going to -- if you remember,  
25 and Paul presented this a few months ago when we first got

1 the -- you got (indiscernible). We have 18 million annually,  
2 but we're not programming 18 million. Because of the  
3 fluctuation in bidding amount, we've got the little bit back.  
4 So as these projects finalize, go out to bid, if one's a little  
5 higher and one's a little lower, it works within the 18 million  
6 available so we're not robbing from some other program.

7                   So we programmed whatever it was, about 16  
8 million or something. We kept a little bit back so we could go  
9 through the program. As we get towards the end of the fiscal  
10 year and this fund's available, what, you know, Kristine does is  
11 she balances within the other program. The money's not going to  
12 go away. We're going to spend it somehow, and then it will  
13 still be available for this program, but it might have to  
14 fluctuate in the program cycle. She's going to do whatever  
15 magic she does. You can ask her about her magic next month. I  
16 don't know her magic. She just waves her wand and all of a  
17 sudden a program's fiscally constrained.

18                   CHAIRMAN KNIGHT: It balances.

19                   MR. ROEHRICH: Yeah, it balances. But what the  
20 point is --

21                   CHAIRMAN KNIGHT: Better be careful. You're  
22 getting in dangerous ground with --

23                   MR. ROEHRICH: I'm setting her up. I'm setting  
24 her up. I know that. But I do want to make -- we don't program  
25 it 100 percent because of the fluctuation. We're managing what

1 we anticipate what the bid fluctuation within that program.

2 CHAIRMAN KNIGHT: Great. That answers my  
3 question.

4 Any other questions from the Board?

5 Okay, Paul.

6 MR. PATANE: Okay. Next slide, please.

7 So this is the programming cycle or the cycle it  
8 takes to -- once we do a call for projects until we select them.  
9 So we're looking at a six-month process, and so what -- we'll  
10 probably adjust it to make sure we get it sooner to the Board,  
11 but just an overview of the process that we're doing as far as  
12 the TA program. So we're looking again at six months.

13 Next slide, please.

14 So as far as the project evaluation, these are --  
15 the Technical Advisory Committee does the scoring. ADOT just  
16 provides the oversight. ADOT is not a member of the Technical  
17 Advisory Committee, but these are the areas. As mentioned  
18 earlier, we look at technical quality and project scope, project  
19 schedule, community support. Is it based on letters of support?  
20 Public involvement. Maybe look how the plan aligns with kind of  
21 the growth of the community. And also, equity is a scoring  
22 factor as well within the scoring criteria of the projects.

23 Next slide, please.

24 So just on the project initiation, it will be two  
25 divisions within ADOT administering the program. ADOT's

1 Multimodal Planning Division will be doing the scoping, the  
2 scoping and programming of the projects, whereas our LPA section  
3 will be taking the projects as far as project manager from  
4 design into construction.

5 Next slide, please.

6 So this is some resources that we use to put the  
7 program together. Our TA program contact is Elaine Mariolle,  
8 and there's her information there. And any additional questions  
9 or comments?

10 MR. THOMPSON: Chairman.

11 CHAIRMAN KNIGHT: Yes. Jesse, go ahead.

12 MR. THOMPSON: I'm really happy that a lot of  
13 reach out is happening by ADOT and the staff and talking to the  
14 tribal programs. Have any of these tribal projects initiative,  
15 have they began going through the transfer process (inaudible)?  
16 As long as you get the money, you transfer it to the tribal...

17 MR. PATANE: No. We haven't done any -- we've  
18 selected the projects, but as far as agreements, we haven't  
19 initiated agreements at this time.

20 MR. ROEHRICH: Mr. Chairman, Mr. Thompson, this  
21 is the first cycle that we're doing this, so we're obviously  
22 going to see how the guidelines work and may make adjustments,  
23 but for this first list -- and the projects will be presented  
24 for approval during PPAC, the next item, because we're going  
25 through the programming process, but the projects that are going

1 to happen will then go through either ADOT will administer them  
2 or the local, depending upon the agreement. We'll execute the  
3 agreements after the projects are approved. So no funding has  
4 gone on yet on these projects. It will all follow if the Board  
5 approves the project list that the TA committee's recommending.

6 MR. THOMPSON: This is (inaudible) reason why I  
7 mentioned that is that notice of (inaudible) the projects have  
8 already been made.

9 MR. PATANE: Pardon?

10 MR. THOMPSON: Has that call for projects --  
11 that's already been out there?

12 MR. PATANE: Yeah. We've -- yes, Chairman  
13 Knight, Board Member Thompson. Yes, we did a call for projects.  
14 There's later action in PPAC today looking for a motion to --  
15 from the Board to approve these projects that we want to move  
16 forward with for further development.

17 VICE CHAIR SEARLE: Yeah. And Gary, if I might,  
18 I think this is -- since it's -- this is a new program, a new  
19 year, it's going to take a while for organization, schools,  
20 counties, cities, to realize what's out there, and so it's good  
21 that it's going to be several years and there's going to be more  
22 opportunities for other people to participate.

23 CHAIRMAN KNIGHT: Thank you.

24 Any other questions for Paul?

25 Okay. Go ahead, Paul.

1 MR. PATANE: That concludes the -- this portion  
2 for Item 5, Chairman Knight.

3 CHAIRMAN KNIGHT: I think we've -- are there any  
4 other questions from the Board before we go on to Item 6?  
5 Hearing none.

6 We'll now have -- now we'll go on to Item 6, the  
7 PPAC items with Paul Patane.

8 MR. PATANE: Thank you, Chairman Knight, Board  
9 Members. Item 6, Chairman Knight, Board Members.

10 MR. ROEHRICH: (Inaudible.)

11 MR. PATANE: Thank you.

12 (Speaking simultaneously.)

13 MR. PATANE: For Item 6H.

14 MR. ROEHRICH: Yeah. Mr. Chairman, Board  
15 Members, that's coming in PPAC. That's the last item, because  
16 we figured you might have more questions. Paul wanted to get  
17 rid of the -- work through the normal process, then we're going  
18 to get through those at the last.

19 CHAIRMAN KNIGHT: Okay.

20 MR. ROEHRICH: If you want to ask him questions,  
21 he'll be fine with that.

22 MR. PATANE: Yeah, I will.

23 CHAIRMAN KNIGHT: (Inaudible.)

24 MR. PATANE: Okay. Chairman Knight, Board  
25 Members, for your consideration, the proposed -- consideration



1 of the proposed changes to the 2024-2028 State Transportation  
2 Facility Construction Program, Items 6A and 6B project  
3 modifications.

4 CHAIRMAN KNIGHT: Are there any questions from  
5 any board member? Any --

6 VICE CHAIR SEARLE: I'll make a motion.

7 CHAIRMAN KNIGHT: -- discussion by --

8 VICE CHAIR SEARLE: I'll make a motion to approve  
9 Item 6A and 6B.

10 MR. MECK: Second.

11 CHAIRMAN KNIGHT: I have a motion from Board  
12 Member Searle, a second from Board Member Meck to approve the  
13 PPAC project modifications, Items 6A and 6B as presented.

14 All those in favor signify by saying aye.

15 BOARD MEMBERS: Aye.

16 CHAIRMAN KNIGHT: Any opposed? Would you poll  
17 our virtual member?

18 MR. ROEHRICH: Yes, sir. Board Member Howard.

19 MS. HOWARD: Aye.

20 MR. ROEHRICH: Thank you. The motion carries.

21 MR. PATANE: Next slide, please.

22 So next we have new projects. So Chairman  
23 Knight, Board Members, for your consideration, the proposed  
24 changes to the 2024-2028 State Transportation Facilities  
25 Construction Program, Items 6C through 6G, new projects.

1 CHAIRMAN KNIGHT: Does any board member have a  
2 question or discussion on Items 6C through 6J -- 6G?

3 VICE CHAIR SEARLE: A clarification on D, E, F  
4 and G, which are both on the Arizona Eastern Railroad. And it's  
5 my understanding that the railroad is actually going to be doing  
6 the work. This funding is -- is this federal funding?

7 MR. PATANE: This is a portion from the -- I  
8 believe it's the 130 program. That is federal funding.

9 VICE CHAIR SEARLE: Okay.

10 CHAIRMAN KNIGHT: Any other questions for Paul?

11 Then I will entertain a motion to approve PPAC  
12 new projects Items 6C through 6G as presented.

13 MS. DANIELS: So moved.

14 MR. MAXWELL: Second.

15 CHAIRMAN KNIGHT: I have a motion from Member  
16 Daniels and a second from Member Maxwell to approve PPAC new  
17 items, Items 6C through 6G as presented.

18 All those in favor signify by saying aye.

19 BOARD MEMBERS: Aye.

20 CHAIRMAN KNIGHT: Any opposed?

21 Floyd.

22 MR. ROEHRICH: Board Member Howard.

23 MS. HOWARD: Aye.

24 MR. ROEHRICH: Thank you. The motion carries.

25 MR. PATANE: Next slide, please.

1                   So next we have Item 6H, the transportation  
2 alternative subprogram, the recommended awards. So Chairman  
3 Knight, Board Members, for your consideration, the proposed  
4 changes to the '24 to 2028 State Transportation Facilities  
5 Construction Program, Items 6H, transportation alternatives for  
6 the recommended awards of the projects listed.

7                   CHAIRMAN KNIGHT: Any further -- we already  
8 discussed this one previously. Any further discussion for the  
9 transportation alternatives? Each of you has the handout with  
10 all of the projects listed.

11                  VICE CHAIR SEARLE: I'll make a motion to approve  
12 6H.

13                  MR. MECK: Second.

14                  CHAIRMAN KNIGHT: I have a motion from Board  
15 Member Searle, a second from Board Member Meck to approve PPAC  
16 (inaudible) Item 6H.

17                  All those in favor signify by saying aye.

18                  BOARD MEMBERS: Aye.

19                  CHAIRMAN KNIGHT: Any opposed?

20                  Floyd, would you -- would you -- would you poll  
21 our -- Member Howard?

22                  MR. ROEHRICH: Board Member Howard.

23                  MS. HOWARD: Aye.

24                  MR. ROEHRICH: Chairman, the motion carries.

25                  CHAIRMAN KNIGHT: Thank you.

1 MR. PATANE: Thank you.

2 CHAIRMAN KNIGHT: We'll now move on to Agenda  
3 Item 7, the state engineer's report, with Audra Merrick. This  
4 is for information and discussion only.

5 MS. MERRICK: I'm giving you a break from Paul.

6 MR. ROEHRICH: (Inaudible) I think maybe Greg  
7 should just stay away. (Inaudible) better half.

8 MS. MERRICK: So thank you, Chairman Knight and  
9 Floyd and members of the Board. My name is Audra Merrick, and  
10 I'm here to -- pleased to give you the state engineer's report  
11 on behalf of Greg.

12 We do have 94 projects under construction at a  
13 value of 2.1 billion, and I believe you've seen that over the  
14 last few months. We finalized three projects in October at 16.6  
15 million, and year to date we have 23 projects finalized. To put  
16 it in perspective, this time last year we had 25. So we're kind  
17 of on track with what we did last year.

18 And that does complete the state engineer's  
19 report. I'd be happy to take any questions.

20 CHAIRMAN KNIGHT: Any questions from the Board?  
21 Yes. Board Member Searle.

22 VICE CHAIR SEARLE: Yeah. Audra, I appreciate  
23 the report. Just a little -- I don't know that it's an update,  
24 but maybe a question on the 191 overpass at 336. I think the  
25 contract went out first of October. I was a little disappointed

1 to find out that it's going to be delayed for three or four  
2 months while they order the beam, the replacement beam on that  
3 overpass. It would have been really nice if we'd have ordered  
4 that beam when it happened instead of having to wait an extra  
5 three, four months, and so I'll just -- just as a comment.

6 MS. MERRICK: Comment noted. Thank you.

7 CHAIRMAN KNIGHT: (Inaudible.)

8 VICE CHAIR SEARLE: Pardon?

9 Chairman Knight: Isn't that up to the  
10 contractor?

11 VICE CHAIR SEARLE: They put it on the  
12 contractor. Yes, they did.

13 MR. ROEHRICH: Yeah, and Mr. Chairman,  
14 Mr. Searle, it appears that's accurate. We did not go and  
15 prepurchase any materials for that, not knowing the contractor.  
16 We normally would have the contractor do that, but it does raise  
17 a point that we're just (inaudible) would we -- you know,  
18 (inaudible) or something (inaudible) make it part of department  
19 furnished materials, you know, it's something we could look at.  
20 Absolutely.

21 VICE CHAIR SEARLE: It's -- you know, and L.A.'s  
22 dealing with the same problem right now. They've got a bridge  
23 going on, and they're going to get it fixed in five to six,  
24 weeks, according to Governor Newsom, and we're going to be  
25 waiting six months, so anyhow.

1 MS. MERRICK: Thank you for your comment.

2 BOARD MEMBER: (Inaudible.)

3 VICE CHAIR SEARLE: Well, it happened  
4 (inaudible).

5 CHAIRMAN KNIGHT: Any other questions? Yes.  
6 Member Daniels.

7 MS. DANIELS: I'm putting you on the spot, and I  
8 apologize in advance.

9 MS. MERRICK: Sure.

10 MS. DANIELS: I'm hearing just sort of the  
11 inklings of how this stuff works, that everybody's really  
12 strapped for resources, (inaudible) time, and you're asking for  
13 a lot of our ADOT team members. First of all, I want to make  
14 sure that we share as -- and I hope I can speak for the rest of  
15 the Board how grateful we are that so many professionals are  
16 working with ADOT and at ADOT in regard to deliver what is --  
17 what is critical infrastructure for the state. We have so many  
18 projects in the queue, and obviously a limited number of people  
19 and a limited number of dollars to be able to attach to these  
20 projects. How are we doing with monitoring workload? Burnout?  
21 Capacity? What are we doing as an agency? And I -- I'm sort of  
22 looking to you, but maybe this is more of an administrative  
23 question as well, but I think you guys are on the front lines of  
24 it, hearing from your district engineers --

25 MS. MERRICK: Uh-huh.

1 MS. DANIELS: -- and the sort of boots on the  
2 ground teams that are being stretched so thin right now --

3 MS. MERRICK: Uh-huh.

4 MS. DANIELS: -- and the variety of demand. So I  
5 think I'm curious to know if you see relief in sight, and if  
6 not, what our plan is to address those resource challenges.

7 MS. MERRICK: Floyd?

8 MR. ROEHRICH: Yeah. I'm (inaudible) yes, I can  
9 address that. Thank you.

10 MS. DANIELS: Just carry forth. Maybe the  
11 message --

12 MS. MERRICK: Yeah.

13 MS. DANIELS: -- I want you to carry forth to the  
14 boots on the ground teams is how grateful we are.

15 MS. MERRICK: Yes. I --

16 MS. DANIELS: Floyd (inaudible) fix the problem.

17 MR. ROEHRICH: Chairman Knight, Board Member  
18 Daniels, to that point, we have meetings constantly. It's a  
19 routine meeting every month with the associated general  
20 contractors, with the ACC, the consultant community, rock  
21 products, other suppliers. It's an ongoing issue, because  
22 everybody is looking for staff, and it's not just workforce, but  
23 it's supply chain issues to the suppliers who work with us.

24 So we have routine meetings with all these  
25 stakeholders for us, because they're the ones who deliver 90

1 percent of the work that we do, and so it's important to have  
2 that. It is going to be a struggle, and as long as Arizona  
3 continues to be one of the fastest growing states, and Maricopa  
4 County being one of the fastest growing counties, we're going to  
5 see issues of where is the workforce coming from?

6           You know, the people building the chip plants and  
7 the people building development, they pay more than  
8 transportation, just because they need to get their -- their  
9 stuff done. As that slows down, then people start migrating  
10 back to us.

11           So we had talked about what's it going to look  
12 like in the future. You know, in the next couple years, a lot  
13 of the chip plants will be done and operating, and that will be  
14 heavy on the construction side. So we do think that that's  
15 going to help a little bit, but what we're struggling with now  
16 is how do we get that workforce in? And so we've started to  
17 work with the -- like, our coalition agency, ACC, to reach out  
18 to, like, high schools and even junior high schools and start  
19 talking to them about construction and engineering and these  
20 actions.

21           So we're trying to talk to the community. We're  
22 starting to reach out to the institutions that help, you know,  
23 educate the folks (inaudible), but it is going to a significant  
24 issue. It's an ongoing issue, and we are -- it's -- so I think  
25 the answer to your question is I don't have an answer. We don't



1 have an answer, but I do know that working with our industry  
2 partners, we're addressing it to the degree that all of us can.

3 MS. MERRICK: Sure. And I recognize these things  
4 are cyclical and uncertain in a lot of ways, and so it -- you  
5 know, it sort of comes and goes, if you will, but I did note  
6 that the Governor announced the apprenticeship -- expansion of  
7 the apprenticeship grants this week as well, and I do think it's  
8 probably time for our electeds to take note of that as they are  
9 often the ones who are bringing these projects forward,  
10 obviously, given resource capacity and ability, and there are  
11 other states that are looking really closely at some of their  
12 immigration practices as far as being able to recruit workforce  
13 from outside of our country into our country.

14 And so I -- I know that some of that rises to the  
15 level of the federal and Congressional level, but it may be time  
16 to start putting things like that on their radar. (Inaudible)  
17 the way our border communities collaborate together and work  
18 closely together, and I think that they would be a wonderful  
19 advocate and voice for those (inaudible) program.

20 So I just (inaudible), A, thank you, and B, we  
21 know that there's a (inaudible) point there, and to the extent  
22 that we can be helpful as a board, please tag us in.

23 MR. ROEHRICH: It's a perceptible observation.  
24 You're very perceptive, and it's one that we are going to  
25 continue to reach out.

1 CHAIRMAN KNIGHT: Do any of the members of the  
2 Board have questions for Audra at this time?

3 VICE CHAIR SEARLE: You know, I'd like to kind of  
4 clarify something. You know, I've -- I've been quick to  
5 criticize the shortcomings for ADOT, and I think it's important  
6 for any organization to improve to be able to focus (inaudible)  
7 we can do better, but I will say that I am really impressed with  
8 what we're getting done. When you look at the scope of what we  
9 have in this state, we're actually -- you're actually doing a  
10 really good job.

11 UNIDENTIFIED SPEAKER: Uh-huh.

12 MS. MERRICK: Thank you.

13 VICE CHAIR SEARLE: And so what I bring up, you  
14 know, I don't mean to be overly critical, and we can always  
15 improve what we're doing, whether it's the contract for  
16 Highway 90 or whether it's the 191 overpass, but I am amazed  
17 (inaudible) how well a job you get done. So I thought that I'd  
18 add that after --

19 MS. MERRICK: It's all good.

20 CHAIRMAN KNIGHT: Any other comments from the  
21 Board?

22 MS. DANIELS: (Inaudible.)

23 MR. ROEHRICH: We don't take it like that. You  
24 all are helping us balance a very tough -- you have tough  
25 decisions to make. So believe me, we all work together. It's a

1 shared responsibility. It's a shared celebration when we post  
2 successes (inaudible).

3 MS. MERRICK: And we value your opinion, so  
4 thanks, and comments.

5 CHAIRMAN KNIGHT: So we'll now move on the Agenda  
6 Item Number 8. This is for discussion and possible action.  
7 Audra, it's in your ballpark still.

8 MS. MERRICK: Sure. Chair, members of the Board,  
9 these are our new construction projects for October, and I see  
10 the slide has been changed, so it's throwing me off here for a  
11 second, so I think we're good.

12 So thank you for the consent approval of the  
13 three items today, which was 3E, 3G and 3H. I do have four  
14 additional new construction contracts for your consideration  
15 today, which are 8A through 8D.

16 Next slide, please.

17 So first, before we get to those, 8A through 8D,  
18 this is just a monthly total tab that you've been provided here  
19 for this fiscal year. As you can see from the previous slide,  
20 for the month of October, we are looking at taking action on  
21 seven projects today. That's with the removal of the 3F, and an  
22 approval of those recommendations today would bring us to 8.8  
23 percent for the month of October. So this slide has been  
24 updated with that removal of 3F, which is kind of what's  
25 throwing me off right now at the moment.

1                   Next slide, please.

2                   So first, this is Item 8A, which is on  
3 Interstate 40. It's west of Seligman. It's a pavement project,  
4 mill/fill project. Reconstruction project. It's about 15 and a  
5 half miles. It is in the eastbound direction. The low bid was  
6 under the State engineer's estimate by 15 and a half percent.

7                   The reasons for the differences were the asphalt  
8 and the pavement marking prices. For the asphalt, the low  
9 bidder was able to secure a material source really, really close  
10 to the project limits. So as a result, we got to see better  
11 than typical bid prices for our aggregate and for our haul  
12 prices. And as far as the pavement and material marking one  
13 goes, that was an item that was artificially high by a clerical  
14 error really on our part.

15                  So with that being said, we do feel this bid is  
16 responsive and responsible, and we recommend to FNF  
17 Construction.

18                  CHAIRMAN KNIGHT: This is in my district, and I'm  
19 happy to see another one of my district projects coming in under  
20 bid or under estimate. So I will entertain a motion to award  
21 Item 8A to FNF Construction, Inc., as presented.

22                  MR. MAXWELL: So moved.

23                  MR. THOMPSON: Second.

24                  CHAIRMAN KNIGHT: I have a --

25                  MR. MAXWELL: With a question.

1 CHAIRMAN KNIGHT: Yes. Go ahead.

2 MR. MAXWELL: Is there a reason this is not on  
3 the consent agenda?

4 MS. MERRICK: Yes. It's because it's 15.5  
5 percent below, and the limit is 15 percent. So it's just over.

6 MR. MAXWELL: Okay.

7 MS. MERRICK: Yeah.

8 MR. MAXWELL: (Inaudible.)

9 CHAIRMAN KNIGHT: All right. I have a motion  
10 from Member Maxwell and a second from Member Thompson to approve  
11 or award Item 8A to FNF Construction as presented.

12 All those in favor signify by saying aye.

13 BOARD MEMBERS: Aye.

14 CHAIRMAN KNIGHT: Any opposed?

15 Would you poll Member Howard?

16 MR. ROEHRICH: Board Member Howard, your vote?

17 MS. HOWARD: Aye.

18 MR. ROEHRICH: Thank you. Motion carries.

19 CHAIRMAN KNIGHT: Okay. Go ahead.

20 MS. MERRICK: Thank you. Thank you, Chairman  
21 Knight.

22 Next slide, please.

23 If we can go to Item 8B. Good. This is a local  
24 project with the City of Globe. It's the Pinal Creek Bridge  
25 replacement project on Cottonwood Street, which is a local

1 street. The low bid did come in over the State estimate by  
2 883,131.

3 After speaking to the low bidder, we learned that  
4 the construction of this project is more difficult than what he  
5 initially expected, because it has a challenging small bridge  
6 site and access, and that cost was reflected in the bid items.  
7 And what I mean by small access is this bridge is only 109 feet  
8 long, and so on the north side, running perpendicular, we have a  
9 railroad. On the south side, we have a road, and the bridge is  
10 going over a creek. And so it's just a really small workable  
11 area that changed the production rates from what we assumed.

12 With further review on the contract documents, we  
13 believe the bid does more accurately reflect the project costs.  
14 We have been in contact with the City, and they would like to  
15 move forward with this project as well. We do -- we do feel  
16 it's a responsive and responsible bid and would recommend award  
17 to Combs Construction.

18 CHAIRMAN KNIGHT: Any questions or discussion  
19 from the -- yes.

20 MR. MAXWELL: Just one -- I just want to make  
21 one -- this one caught my attention because it's so far over  
22 bid, but all four bids were within less than 10 percent of each  
23 other. So it shows that all four contractors -- and we had four  
24 contractors, and that's big deal --

25 MS. MERRICK: Correct.

1                   MR. MAXWELL: -- bidding on it. They all were  
2 within 10 -- you know, less than 10 percent of each other, so I  
3 do support that.

4                   UNIDENTIFIED SPEAKER: (Inaudible) was a little  
5 low.

6                   MR. MAXWELL: Exactly.  
7 (Speaking simultaneously.)

8                   MR. MAXWELL: Therefore I move.

9                   CHAIRMAN KNIGHT: Therefore you move?

10                  MR. MAXWELL: Yes.

11                  CHAIRMAN KNIGHT: To award 8B. Do I have a  
12 second?

13                  MS. DANIELS: Second. Sorry.

14                  CHAIRMAN KNIGHT: I have a motion from Board  
15 Member Maxwell and a second from Board Member Daniels to award  
16 Item 8B to Combs Construction Company, Inc., as presented.

17                  All those in favor signify by saying aye.

18                  BOARD MEMBERS: Aye.

19                  CHAIRMAN KNIGHT: Any opposed?

20                  Would you poll Member Howard?

21                  MR. ROEHRICH: Board Member Howard, your vote?

22                  MS. HOWARD: Aye.

23                  MR. ROEHRICH: Thank you. Chairman, the motion  
24 carries.

25                  MS. MERRICK: Thank you.

1 CHAIRMAN KNIGHT: Okay. Go ahead.

2 MS. MERRICK: Thank you, Chairman Knight.

3 May we go on to the next slide, please? Great.

4 So this is Item 8C. It's a local project. It's  
5 the Town of Queen Creek, near Crismon Road alignment. It's a  
6 multiuse pathway project. The project is over the state  
7 engineer's estimate by 738,470. And after speaking with the  
8 contractor, due to the dense vegetation -- of course, this is a  
9 multiuse pathway, so it's a long, linear project, which is more  
10 narrow than what we're accustomed to working in, and due to the  
11 dense vegetation and the confined work area, somewhat similar to  
12 the other one, it's apparent that our State estimate was  
13 underestimated.

14 So upon discussing with the low bidder and  
15 further review of the contract documents, we do believe that  
16 this accurately reflects the cost of the project. The Town  
17 would like to move forward with the project. We did speak with  
18 them. The Queen Creek council did approve the additional  
19 funding needed at Wednesday's meeting, which is two nights ago.  
20 So we do feel this bid is responsive and responsible, and we  
21 would recommend award to Haydon Construction.

22 CHAIRMAN KNIGHT: Any discussion from the Board?  
23 Questions? Hearing none.

24 I will entertain a motion to award Item 8C to  
25 Haydon Companies, LLC, as presented.



1 MR. MECK: So moved.

2 VICE CHAIR SEARLE: Second.

3 CHAIRMAN KNIGHT: I have a motion from Board  
4 Member Meck, a second from Board Member Searle to award Item 8C  
5 to Haydon Companies, LLC.

6 All those in favor signify by saying aye.

7 BOARD MEMBERS: Aye

8 CHAIRMAN KNIGHT: Any opposed?

9 Poll Member Howard.

10 MR. ROEHRICH: Board Member Howard, your vote?

11 MS. HOWARD: Aye.

12 MR. ROEHRICH: Thank you. Chairman, the motion  
13 carries.

14 CHAIRMAN KNIGHT: Okay. Last item.

15 MS. MERRICK: Thank you.

16 Next slide, please.

17 This is Item Number D. Again, another local  
18 project. This is in Mohave County, up on Northern Avenue. It  
19 is a safety improvement -- safety improvement project. It  
20 includes some sidewalks, curb and gutter, driveways, some  
21 pavement markings, insert some video detection and a signal up  
22 there.

23 The project is over the State estimate, with a  
24 difference of 834,150, which is close to 90 percent. There was  
25 only one bidder. Staff does not feel this is a responsive and

1 responsible bid, so our recommendation is to reject all bids.

2 We did speak with Mohave County, and they would  
3 like to move forward and repackage by reducing the scope and  
4 look at re-advertising this project in the near future, and we'd  
5 like the opportunity to work with them on that.

6 CHAIRMAN KNIGHT: Any questions from the Board?  
7 Yes, Member Maxwell.

8 MR. MAXWELL: (Inaudible) since we see ones that  
9 come this far over bid that the city or the county don't want to  
10 move forward. In this case, you have (inaudible) it's not  
11 responsive, it was the specifics on why you think it's...

12 MS. MERRICK: It's one bid, and it's 90 percent  
13 over. We did look at the concrete sidewalk and driveway and the  
14 mobilization costs, but we still don't think that those items  
15 would actually make it a responsive bid. I don't have any  
16 details on those specific items necessarily here today. I can  
17 certainly get them for you.

18 MR. MAXWELL: Thank you. I just --

19 MS. MERRICK: Yeah. I think --

20 MR. MAXWELL: Appreciate it. Appreciate it.

21 MS. MERRICK: Yeah. One of the important things  
22 here to remember is that Mohave County does want to move forward  
23 with this, but we would need additional money from them to move  
24 forward with this. And so what they're -- what they're looking  
25 at is, you know, reducing the scope and maybe try to get into

1 those monetary boundaries, and we're willing to work with them  
2 on that.

3 MR. MAXWELL: Okay. Thank you very much.

4 MS. MERRICK: Uh-huh.

5 MR. MAXWELL: Thank you, Mr. Chair.

6 CHAIRMAN KNIGHT: Any further questions or  
7 discussion on Item 8D? Hearing none.

8 I will entertain a motion to reject all bids on  
9 Item 8D as presented.

10 VICE CHAIR SEARLE: So moved.

11 MR. THOMPSON: Second.

12 CHAIRMAN KNIGHT: I have a motion from Board  
13 Member Searle, a second from Board Member Thompson to reject all  
14 bids on Item 8B.

15 All those in favor signify by saying aye.

16 BOARD MEMBERS: Aye.

17 CHAIRMAN KNIGHT: Any opposed?

18 Board Member Howard?

19 MR. ROEHRICH: Your vote, Board Member Howard?

20 MS. HOWARD: Aye.

21 MR. ROEHRICH: Thank you, Chairman. The motion  
22 carries.

23 MS. MERRICK: Thank you.

24 CHAIRMAN KNIGHT: That concludes Item 8. Item 9.

25 MR. ROEHRICH: So -- and there's no presentation

1 for this, Jeremy. So we're done if you want to just log out of  
2 the presentations. We're done. Thank you.

3 So Chairman Knight and Board Members, working  
4 with the incoming chair next year, we have looked at the dates  
5 and locations for the calendar year 2024 of the board meeting.  
6 What we'll present before you are the dates.

7 And I do want to point out that traditionally  
8 it's been the third Friday of the month that we've met, and  
9 we'll continue that next year, with the exception of January.  
10 If you see January, it is the second Friday of the month. And  
11 working with Mr. Searle, we determined that statutorily it says  
12 before the third -- before the third Monday of the month, the  
13 Board should meet and designate their officers for the year.  
14 This third Friday actually meets that requirement -- or excuse  
15 me -- the second Friday meets that requirement. So we decided  
16 with his guidance we're going to go ahead and meet earlier in  
17 January, but we'll continue on from there with the third Friday  
18 of the month through the rest of the year.

19 You'll see we also have some planned study  
20 sessions, specifically around the tentative program and getting  
21 that process moved forward as we enter the public hearing and  
22 final acceptance. There is room later on in the year if you  
23 wanted to add in another study session or another meeting if  
24 there are topics that the Board wants to discuss. So we've kind  
25 of left that open, and we'll figure out that throughout the year

1 as we move forward.

2 I want to point out another issue, and that is at  
3 the October meeting, we're going back to Prescott. The Rural  
4 Transportation Summit is there. So again, we're minding the  
5 board meeting with the same week as the summit. So that will  
6 continue on.

7 And just prior, I had a discussion with  
8 Mr. Searle, and he asked us to look at a location for Buckeye  
9 next year. And so, Mr. Searle, I don't know if you wanted to  
10 consider Buckeye in August instead of a virtual-only meeting or  
11 if you wanted to look at some of these other locations. We've  
12 already reached out to a lot of them to see if their facilities  
13 are available, but if there's a better month for that, I can go  
14 ahead and coordinate that and let them know that we've made an  
15 adjustment.

16 VICE CHAIR SEARLE: Mr. Roehrich, I would like to  
17 look at it in the spring, if we can.

18 MR. ROEHRICH: Okay. I will do that.

19 VICE CHAIR SEARLE: So whether it's our February  
20 or March meeting.

21 MR. ROEHRICH: Yes, sir. So what I'd ask is for  
22 the Board to go ahead and approve these locations and dates as  
23 presented with the addition of looking at Buckeye as an  
24 alternative location in the early spring time frame, as  
25 identified. And when I have that finalized, I'd bring that back

1 as an amendment to these dates and locations.

2 VICE CHAIR SEARLE: So we could still vote on  
3 these and change it.

4 MR. ROEHRICH: Yeah. Absolutely. I would say  
5 vote on these with the note that the motion would include  
6 looking at locating the date for Buckeye to replace one of these  
7 other locations in that spring time frame as Mr. Searle has  
8 asked.

9 CHAIRMAN KNIGHT: Any further discussion? Yes,  
10 Ted.

11 MR. MAXWELL: Mr. Chair, I got one. I guess the  
12 question's really for Vice Chair Searle. We talked a little bit  
13 about the meetings last time. Is there any overriding reason  
14 we're doing a virtual meeting at all? I mean, for -- prior to  
15 the pandemic, we traveled every month, and I think the most  
16 important thing we do is get out and meet the community, so I'm  
17 just curious. Is that --

18 VICE CHAIR SEARLE: This is (inaudible) issue.

19 MR. MAXWELL: Well, then I'll ask Floyd. Is  
20 there any reason we want to do one in (inaudible)?

21 MR. ROEHRICH: There is no statutory reason or  
22 any other reason other than (inaudible) preference. We are fine  
23 meeting every month. The Board has gone one month virtual, so I  
24 ask do you want to do that again. If you would prefer, when I  
25 reach out to one of these members in February or March, I could

1 offer them August as a fill-in, and then put Buckeye the first  
2 string, we could be there, but we are fine with that. It is  
3 really up to the -- statutorily, it's the board chair that sets  
4 the date and locations. So it is only a recommendation. It's  
5 up to the Board. So with that, then I'd say --

6 MS. HOWARD: Chairman Knight, I do have a request  
7 as well.

8 MR. ROEHRICH: Yes, Mrs. Howard. Go ahead.

9 MS. HOWARD: If I may. Were you finished, Floyd?  
10 I'm sorry. I would also like to propose possibly the August  
11 meeting being held in Graham County. We certainly have the  
12 facilities and the means for the State here. I know it's been  
13 many, many, many years since they've had a meeting in Graham  
14 County.

15 CHAIRMAN KNIGHT: (Inaudible) Graham County.

16 MR. ROEHRICH: Mr. Chair, Mr. Incoming Chair and  
17 Board Members, this is your meeting. We will -- we will go  
18 ahead and schedule that if that's the guidance, but what I would  
19 like to say --

20 UNIDENTIFIED SPEAKER: Board --

21 MR. ROEHRICH: -- (inaudible) together, we look  
22 to go to every district at least once, a lot of them twice  
23 depending upon, you know, how many meetings you have. So again,  
24 it's -- where's that balance? Whatever the Board wants is a  
25 balance.

1 MR. MAXWELL: And, Mr. Chair, and (inaudible), I  
2 would strongly recommend we don't do virtual meetings if we  
3 don't have to.

4 VICE CHAIR SEARLE: I'm good with that.

5 MS. HOWARD: Mr. Chair, if I may, you  
6 requested --

7 CHAIRMAN KNIGHT: Go ahead.

8 MS. HOWARD: -- (inaudible) would be Safford. It  
9 would be a combined effort with Safford, Thatcher, Pima. We can  
10 have it at the Graham County building, in their board room  
11 there, and they have plenty of hotels (inaudible) to do that  
12 here.

13 VICE CHAIR SEARLE: And it being my district, I  
14 would have a hard time saying no.

15 MR. ROEHRICH: So, Mr. Chair, then, we would look  
16 at --

17 CHAIRMAN KNIGHT: You've got to put it in August?

18 MR. ROEHRICH: -- with the approvals, with the  
19 exception of finding the date for Buckeye in February or March,  
20 and August to be at Graham County, approve those, but if you  
21 want me to go back and meet with those folks and make the  
22 adjustments, I could bring it back in December.

23 VICE CHAIR SEARLE: I will go ahead and make the  
24 motion to approve the proposed meeting dates and locations as  
25 discussed, with moving one of the spring dates to Buckeye, and



1 to explore the August meeting to be in Graham County.

2 MR. MAXWELL: Second.

3 CHAIRMAN KNIGHT: Any -- who has -- who seconded?

4 MR. MAXWELL: I did.

5 CHAIRMAN KNIGHT: Okay. Any further discussion?

6 I have a -- I have a motion from Board Member  
7 Searle, a second from Board Member Maxwell to -- as stated.

8 MR. ROEHRICH: We have the recording, so please,  
9 let's stop there. (Inaudible.)

10 CHAIRMAN KNIGHT: All those in favor signify by  
11 saying aye.

12 BOARD MEMBERS: Aye.

13 CHAIRMAN KNIGHT: Any opposed?

14 MR. ROEHRICH: Mrs. Howard.

15 MS. HOWARD: That's an aye, and thank you,  
16 Mr. Searle.

17 MR. ROEHRICH: Motion carries.

18 CHAIRMAN KNIGHT: Okay. Thank you all. Moving  
19 from Item -- moving on to Item 10.

20 MR. ROEHRICH: So --

21 CHAIRMAN KNIGHT: The State Transportation Board  
22 policies.

23 MR. ROEHRICH: Thank you Mr. Chairman.

24 CHAIRMAN KNIGHT: Go ahead, Floyd.

25 MR. ROEHRICH: So statutorily, the Board needs to

1 review and adopt policies every two years. It's been  
2 traditional. We've done it on odd years. Last time we did it  
3 was 2021. I polled staff. I've sent this out to board members.  
4 I received no requests to get it modified or add to the policies  
5 at this time. So what I am proposing is that we approve the  
6 State Transportation Board policies 2023 will be the rollover  
7 and addition of the 2021 policies, with no edits at this time.

8 I will point out that the Board can address their  
9 policies at any time that they want and bring an issue forward,  
10 but to meet the statutory requirement, I'm asking for formal  
11 approval of the policies and reaffirming them in 2023.

12 CHAIRMAN KNIGHT: Thank you, Floyd.

13 Any discussion from the -- from the Board?

14 MR. THOMPSON: Chairman (inaudible).

15 CHAIRMAN KNIGHT: Yes, Jesse.

16 MR. THOMPSON: Floyd, I know for the last 12  
17 months, a lot of the discussion here has taken place over a lot  
18 of issues. Now, thinking about all those, you don't know that  
19 there's any --

20 MS. HOWARD: Sorry to interrupt. If you could  
21 turn on his microphone.

22 MR. ROEHRICH: Is your microphone on?

23 MR. THOMPSON: Now it's on.

24 All right. Again, to go back to the -- a lot of  
25 discussions have been taking place over certain issues over the

1 last 12 months, and you don't know that there's anything that  
2 needs to -- that needs to be brought at this time to address  
3 those issues that were brought up?

4 MR. ROEHRICH: So --

5 MR. THOMPSON: Do you think everything's just  
6 fine at this point?

7 MR. ROEHRICH: Mr. Chairman, Mr. Thompson, I  
8 believe you're asking two questions. If we need to make any  
9 adjustments -- and I don't have any recommendations at this  
10 time, but they're the Board policies. If you have  
11 recommendations, then please let me know.

12 And then your second question was: Is everything  
13 fine? I don't know if everything's fine. Every month we  
14 address a lot of issues. A lot of them -- some of them are  
15 practice as how we approach things, whether it's project-wise,  
16 funding-wise, planning-wise, things like that. Those are  
17 addressed as kind of the natural course of our business and the  
18 relationship between the Department and the Board, and I don't  
19 know that we need to finalize those as a policy, but I won't  
20 take the lead from the board members.

21 If you think there's something there that we need  
22 to formalize in a policy, please let me know what it is so we  
23 can start drafting it, but I've not been approached with doing  
24 any of that.

25 And from the staff's perspective, if we make a

1 decision that's just the practical matter of how we do  
2 something, we're just going to implement that, but if you feel  
3 we need to formalize that in a policy, we will do that. So if  
4 you've got more specifics, Mr. Thompson, I'm willing to take  
5 that, put something together and then present it back to the --  
6 to the board members.

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

8 CHAIRMAN KNIGHT: (Inaudible.) If any board  
9 member does have a suggestion for -- this is -- this  
10 particularly pertains to the board policies and procedures that  
11 we're going to vote on now, but that's what this specifically  
12 pertains to. So if you do have a suggestion and you'd like to  
13 see something done differently or changed or added, put it down,  
14 write it down and give it to Floyd, and then he can see that it  
15 gets agendized so that we can talk about it at a board  
16 meeting -- at a board meeting.

17 Yes, Member Daniels.

18 MS. DANIELS: Thank you.

19 Thanks for clarifying. I was going to ask the  
20 question, like, is there a comparative document, because I  
21 couldn't see there was any changes. So thanks for clarifying  
22 that there weren't any.

23 I know that several months ago we were getting  
24 regular reports on how each of the public comments was followed  
25 up on, and I did not receive that for the Governor. So if we

1 could just make sure that that's -- and I did check the board  
2 policies, and it does basically say that it would be responsive  
3 and provide a written response, so it's in there, but if we  
4 could please get those responses so we can make sure that the  
5 people that take the time to come and speak at our board  
6 meetings or submit comments online are getting those responses.

7 MR. ROEHRICH: Board Chairman, Ms. Daniels,  
8 that's on me. I did not do it this month, so yeah.

9 MS. DANIELS: Thank you.

10 MR. ROEHRICH: That's fine.

11 MS. DANIELS: Yeah. (Inaudible.) I do read  
12 them.

13 (Speaking simultaneously.)

14 CHAIRMAN KNIGHT: Any other -- any other  
15 questions or comments from the Board at this time?

16 Okay. Then we'll move on to --

17 MR. ROEHRICH: Well --

18 CHAIRMAN KNIGHT: We need a -- we need a motion  
19 we need --

20 MR. ROEHRICH: Mr. Chairman.

21 CHAIRMAN KNIGHT: -- a motion to approve the  
22 State Transportation Board policies of 2023 as presented.

23 VICE CHAIR SEARLE: So moved.

24 MR. THONMPSON: Second.

25 CHAIRMAN KNIGHT: I have a motion from Board

1 Member Searle, Vice Chair Searle, and I have a second by Board  
2 Member Thompson to approve the State Transportation Board  
3 policies 2023 as presented.

4 All those in favor signify by saying aye.

5 BOARD MEMBERS: Aye.

6 CHAIRMAN KNIGHT: All opposed?

7 And Board Member Howard?

8 MR. ROEHRICH: Your vote, Board Member Howard?

9 MS. HOWARD: Aye.

10 MR. ROEHRICH: Thank you. The motion carries.

11 CHAIRMAN KNIGHT: Now we can move on to Item  
12 Number 10. No. Item Number 11.

13 MR. ROEHRICH: Item Number 11, suggestions.

14 CHAIRMAN KNIGHT: Are there any -- I know we've  
15 kind of covered this briefly in a previous agenda item, but are  
16 there any suggestions for future agenda items from the Board?

17 MS. DANIELS: Chair, I have one minor request.

18 CHAIRMAN KNIGHT: Yes.

19 MS. DANIELS: I have one minor request, and that  
20 is I know that some of the board members get the paper or hard  
21 copy of the agenda with (inaudible). I get the digital version  
22 of that, but the different agenda items are not thumbnailed in  
23 the PDF, which make it so I have to scroll through by reading  
24 things to get to the next. Just for ease of use for anybody  
25 that's downloading the agenda and the board materials online to

1 have those thumbnailed makes a really big difference in the  
2 efficiency of being able to utilize that document. So it's -- I  
3 know when you upload it, it can be a pretty minor adjustment  
4 when you're uploading that to have that included, but that would  
5 help me a lot.

6 MR. MAXWELL: It would be help me as well.

7 BOARD MEMBER: Yeah. It would --

8 MS. DANIELS: I'm doing a lot of scrolling with  
9 this. And also --

10 BOARD MEMBER: Well, (inaudible.)

11 MR. MAXWELL: And it would save me a lot of  
12 paper, because I do like to print it out, but when I'm rushed on  
13 time, I print all 440 pages --

14 MR. ROEHRICH: 445 pages.

15 MR. MAXWELL: -- and I (inaudible) the PDF --

16 MR. ROEHRICH: This is the biggest agenda we've  
17 ever had. (Inaudible.)

18 MS. DANIELS: Save a tree.

19 (Inaudible conversation.)

20 MR. ROEHRICH: Mr. Chairman, obviously, Board  
21 Member Daniels, absolutely. We'll get it. I say absolutely,  
22 because I don't know what the hell you said, but absolutely.  
23 I'm going to go back -- because I don't even know what you're  
24 asking, but I have (inaudible). I'm going to go back and work  
25 with Linda and IT to --

1 MS. DANIELS: If I just get a verbal --  
2 (Speaking simultaneously.)

3 MS. DANIELS: Okay. Thank you.  
4 (Speaking simultaneously.)

5 MR. ROEHRICH: I didn't know there was an issue  
6 with the PDF, but we're going to go back and look at it.

7 MS. DANIELS: I didn't actually think you were  
8 going to be the one to thumbnail the agenda, to be clear.  
9 (Indiscernible.)

10 MR. ROEHRICH: I just want to make sure I can  
11 explain it. That's why I'm going to go back and listen to the  
12 recording.

13 UNIDENTIFIED SPEAKER: Thumbnails.

14 UNIDENTIFIED SPEAKER: I can show you an example.

15 MR. ROEHRICH: I'll take your word for it.  
16 (Inaudible.) We have people who are going to solve this.

17 MR. MAXWELL: Mr. Chairman.

18 CHAIRMAN KNIGHT: Yes. Member Maxwell.

19 MR. MAXWELL: Yes. I just -- in our next study  
20 session, I know it's a little early, but I'd like to add  
21 something on just some of the options to our different  
22 communities on how to help maintain the cleanliness of the state  
23 highways, particularly the federal highways, because we've got  
24 medians in the middle. (Inaudible) we've got a very passionate  
25 member from down in Greenlee County who's doing everything she



1 can to try to help solve the problem, but obviously, we don't  
2 want citizens running into the middle of medians to try to pick  
3 up trash. So I'd like to kind of have that addressed at some  
4 point so we know when they engage with us what opportunities  
5 there are to help get that done.

6 MR. ROEHRICH: Yes, sir.

7 BOARD MEMBER: And I will piggyback on that. It  
8 is (inaudible).

9 MR. ROEHRICH: Mr. Chairman, Board Members, it's  
10 an issue we're chasing all over the state, but it is one that I  
11 think we would like to come and have that discussion, especially  
12 in front of the public on how we can better keep our roadways  
13 clean. It's a safety issue as well as the cleanliness.

14 MR. MAXWELL: And just to -- it's -- sometimes it  
15 is trash, and some of it's just the trash that you -- sometimes  
16 it's, you know, parts of cars that were in accidents that are  
17 there for an extended period of time. And once it makes to the  
18 middle of the median, there's no rush. There's nobody worried  
19 about it causing another accident or anything. It's not like  
20 (inaudible) curb appeal. Potentially, if a car does go in the  
21 median, they hit those, those issues could be a factor in how  
22 significant (inaudible). Thank you.

23 CHAIRMAN KNIGHT: Anything else from the Board?

24 Floyd, would you like to update us on our next  
25 board meeting?

1 MR. ROEHRICH: The next meeting, the last meeting  
2 for the year, right before the holidays, will be in the town of  
3 Yuma. We'll meet, and board chairman's last meeting as chair.

4 CHAIRMAN KNIGHT: All right.

5 MR. ROEHRICH: Last full meeting as chair.

6 CHAIRMAN KNIGHT: (Inaudible.) Looking forward  
7 to it.

8 Well, we've covered all of the agenda items on  
9 this month's agenda. There being no further business for this  
10 board, we're adjourned.

11 (Meeting adjourned at 11:03 a.m.)  
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## C E R T I F I C A T E

BE IT KNOWN that the foregoing proceedings were reported by Teresa A. Watson, RMR, Certified Reporter, Certificate No. 50876, State of Arizona, from an electronic recording and reduced to written form under my direction; that the foregoing 88 pages constitute a full, true, and accurate transcript of said electronic recording, all done to the best of my skill and ability.

DATED at Phoenix, Arizona this 14th day of February 2024.

/s/ Teresa A. Watson  
Teresa A. Watson, RMR  
Certified Court Reporter  
Certificate No. 50876

**Adjournment**

***Chairman Gary Knight adjourned the State Transportation Board Meeting on November 17, 2023.***

**Meeting adjourned at 11:03a.m. PST.**

Not Available for Signature

Gary Knight, Chairman  
State Transportation Board

Not Available for Signature

Jennifer Toth, Director  
Arizona Department of Transportation

**STATE TRANSPORTATION BOARD MEETING  
IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE  
9:00am, December 15, 2023  
City of Yuma City Hall  
One City Plaza  
Yuma, Arizona 85364**

**Call to Order**

Chairman Gary Knight called the State Transportation Board Meeting to order at 9:00 a.m.

**Pledge**

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

**Roll Call by Board Secretary, Linda Hogan**

A quorum of the State Transportation Board was present. **In attendance (in person):** Chairman Gary Knight, Vice Chairman Richard Searle, Board Member Jenny Howard and Board Member Jesse Thompson. Board Member Ted Maxwell, Board Member Jenn Daniels, and Board Member Jackie Meck participated virtually via WebEx. There were approximately 40 members of the public on-line and approximately 27 attendees in person.

**Opening Remarks**

Chairman Knight 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 Title VI of the Civil Rights Act of 1964, as amended. Floyd, also reminded individuals to fill out survey cards, with the 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  
BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

BOARD MEETING

VIA WEBEX AND IN PERSON AT:

City of Yuma City Hall  
One City Plaza  
Yuma, Arizona 85364

December 15, 2023  
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 MEETING, was  
3 reported from electronic media by TERESA A. WATSON, Registered  
4 Merit Reporter and a Certified Reporter in and for the State of  
5 Arizona.

6  
7 PARTICIPANTS:

8 Board Members:

9 Gary Knight, Chairman  
Richard Searle, Vice Chairman  
10 Jenn Daniels, Board Member (via WebEx)  
Jackie Meck, Board Member (via WebEx)  
11 Ted Maxwell, Board Member (via WebEx)  
Jesse Thompson, Board Member  
12 Jenny Howard, Board Member  
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1 CALL TO THE AUDIENCE

2	IN PERSON SPEAKERS:	PAGE:
3	Bruce Bracker, Santa Cruz County Supervisor.....	4
4	Crystal Figueroa, Executive Director, YMPO.....	6
5	Vinny Gallegos, CYMPO Executive Director.....	7

6

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1 (Beginning of excerpt.)

2 CHAIRMAN KNIGHT: We'll move on to call to the  
3 audience. Just keep in mind that if you're attending virtually,  
4 everyone will be muted when they call in to the meeting. When  
5 your name is called to provide your comments, will you please  
6 indicate your presence by virtually raising your hand using your  
7 keypad or through the WebEx application. The WebEx host will  
8 guide you through the unmuting and muting process following the  
9 instructions included with the meeting agenda.

10 In person, there is an opportunity for members of  
11 the public to discuss items of interest with the Board. Please  
12 fill out a Request for Public Input Form and give it to the  
13 board secretary if you wish to address the Board. And in the  
14 interest of time, a three-minute limit will be imposed on all  
15 speakers, whether they be virtual or in person.

16 So at that -- that being said, Floyd, would you  
17 please call the first speaker.

18 MR. ROEHRICH: Yes, sir, Mr. Chairman. We  
19 received three requests to speak, none online. So we'll go  
20 ahead and go through the ones here present.

21 Our first speaker is Mr. Bruce Bracker.  
22 Mr. Bracker.

23 MR. BRACKER: Good morning, Chairman Knight.  
24 Excuse me. Good morning, Chairman Knight, and members of the  
25 Arizona Department of Transportation Board.

1           My name is Bruce Bracker. I'm the supervisor in  
2 Santa Cruz County. I represent District 3, which is where the  
3 application for this AZ SMART grant that I'm here requesting  
4 your support on.

5           This area of Santa Cruz County is the fastest  
6 growing region for residential. It is also one of the largest  
7 commercial areas, with produce trucks and joint manufacturing  
8 trucks, warehouses in this area. The AZ SMART grant is for --  
9 the planning money for the -- for the entire project. This  
10 project, we had the original plan to do this project in 2018,  
11 and so we've been really pushing on this for a long.

12           This is for the design phase. It's a \$3.2  
13 million grant from AZ SMART fund. Santa Cruz County received  
14 \$8.6 million from the State Legislature. We plan on using half  
15 a million dollars of that money to match this AZ SMART grant,  
16 and then, of course, following the procedures of AZ SMART, we  
17 will then start lobbying the state -- the federal government for  
18 funding, but it's to redo the Ruby Road, Rio Rico Drive and the  
19 east frontage road between those two.

20           And so we're here to support that, and hopefully  
21 we get an aye from you when this comes up on today's agenda.  
22 Thank you very much.

23           CHAIRMAN KNIGHT: Thank you, Mr. Supervisor.  
24 Floyd.

25           MR. ROEHRICH: So, Mr. Chairman, before I call

1 the next speaker, I just want to acknowledge that Board Member  
2 Ted Maxwell was able to log in to the virtual meeting. He is  
3 now in the meeting. You have all seven members present.

4 CHAIRMAN KNIGHT: Great. Thank you.

5 MR. ROEHRICH: Our next speaker is Ms. Crystal  
6 Figueroa.

7 MS. FIGUEROA: Good morning, Chairman Knight,  
8 Board Members and staff. I'm Crystal Figueroa from the Yuma  
9 Metropolitan Planning Organization, executive director.

10 We really appreciate your attendance last night  
11 at the state transportation dinner. It was a great opportunity  
12 to be able to meet and talk in an informal basis, but also thank  
13 and recognize Mr. Chairman Gary Knight for his extraordinary  
14 work in representing District 6 as a member of the State  
15 Transportation Board. We appreciate and are fortunate to have  
16 Mr. Knight as committed and representing our district and our  
17 community.

18 As you know, Yuma is nestled between Phoenix,  
19 Arizona, and San Diego, California, and also in close proximity  
20 to the border. We are a growing community and projects are  
21 coming forward based on the growth. So we are excited to work  
22 in collaborating a partnership with ADOT and the State  
23 Transportation Board.

24 Thank you so much.

25 CHAIRMAN KNIGHT: Thank you, Crystal.

1 MR. ROEHRICH: Our next speaker is Mr. Vinny  
2 Gallegos. Mr. Gallegos.

3 MR. GALLEGOS: Mr. Chairman, members of the  
4 Board, Vinny Gallegos, Executive Director of the Central Yavapai  
5 Metropolitan Planning Organization.

6 I just wanted to continue with what Crystal said,  
7 just our gratitude. We're able to celebrate and honor the last  
8 six years of service of Chairman Knight. Being in Yavapai  
9 County for the last several years, and prior to that in Mohave  
10 County with the Lake Havasu MPO, the Chairman has been actively  
11 present the whole time at both MPOs.

12 And I know you travel throughout the state, but  
13 that is an incredible, meaningful relationship that you built,  
14 Chairman Knight, on behalf of ADOT, on behalf of transportation,  
15 just to be actively present. It really means a lot for your  
16 presence in person, and then when there's a conflict. I know  
17 when you have your Yuma Council meetings, you always make the  
18 effort to attend virtually, but we do really want to thank you  
19 for the last six years of service. It's been incredibly  
20 meaningful for me and the work that we do. Previously in  
21 Havasu, now in the city of Prescott or in Prescott region, the  
22 central Yavapai region, but really, thank you for your  
23 leadership. Thank you for the communication and your support.  
24 We really do appreciate it. Thank you, Mr. Chairman.

25 CHAIRMAN KNIGHT: Thank you, Vinny. Thank you

1 for your comments.

2 MR. ROEHRICH: So, Mr. Chairman, that is all the  
3 comments/requests that we received.

4 CHAIRMAN KNIGHT: Wow. Great.

5 MR. ROEHRICH: Happy holidays.

6 CHAIRMAN KNIGHT: I'm not going to question that.

7 Okay. We'll now move on to Item 1, the  
8 director's report. Director Toth.

9 DIRECTOR TOTH: Good morning. I want to thank  
10 the Mayor, the Council, staff and YMPO for welcoming us with  
11 such hospitality last night and today as well.

12 I'd like to share a couple of quick updates with  
13 everybody. We have some really good news over this past few  
14 weeks. I'll start off with earlier we found out that we were  
15 awarded a \$24 million grant for a wildlife overpass and  
16 additional project elements along I-17 near Flagstaff. The  
17 improvements are all aimed at reducing crashes involving  
18 wildlife, in particular, elk and mule deer that are in the area  
19 between Munds Park and Kelly Canyon.

20 We partnered with Arizona Game and Fish in  
21 applying for the grant through FHWA's Wildlife Crossings Pilot  
22 Program, which was created under the Bipartisan Infrastructure  
23 Law, and actually, to announce the grant, the FHWA  
24 administrator, Shailen Bhatt, visited Arizona on December 5th to  
25 participate in a media conference, which had a very good

1 turnout, and we had a lot of good press coverage in relation to  
2 that.

3           So a projected start date will be determined in  
4 the next few months. We still need to complete the final  
5 design, including some environmental review, some project  
6 programming and other steps required. The new wildlife -- it's  
7 going to be an overpass. It's a 100-foot wide bridge that goes  
8 over I-17 near the Willard Springs area, and it will also  
9 include some fencing for being able to channelize the wildlife,  
10 as well as some wildlife ramps, so that that if they do breach  
11 the fenced area, they are able to get back into the outer area  
12 and not on the roadway.

13           Next I want to share some additional information  
14 about another grant that we received this month. This one is  
15 from the Federal Railroad Administration's Corridor  
16 Identification and Development Program. It's a \$500,000 grant,  
17 which will be used for preliminary planning related to the  
18 State's proposal to re-establish rail between the Phoenix and  
19 Tucson areas.

20           There's currently no construction scheduled and  
21 no funding identified for the project to establish the rail  
22 system between Phoenix and Tucson, but the grant does represent  
23 an important step moving forward, and we've been advised that by  
24 completing these steps required of the Corridor Identification  
25 and Development Program, that may lead to selection preference

1 for future funding opportunities. So it will allow us to  
2 develop a scope, schedule and budget for a service development  
3 agreement, and we're really looking forward to that.

4 Next, I'd just like to share a quick safety  
5 reminder. We've already had snow in Arizona, and so we are in  
6 our winter driving season, and we are ready. We're ready to  
7 plow that snow. We have more than 400 trained snowplow  
8 operators who work around the state. Last year they were very,  
9 very busy, as you might imagine, with the intensity that we had  
10 in the northern region. We plowed 1.2 million miles throughout  
11 last season. Just an incredible amount. That was almost double  
12 the previous season, and we don't know what this season is going  
13 to entail.

14 Hopefully -- you know, we hope for the snow, but  
15 at the same time, we don't hope for the snow. So it's a  
16 catch-22 for us. But we're staying, you know, definitely on top  
17 of it, but we also want the drivers to stay on top of it, which  
18 means staying at least four car lengths behind the snowplow, and  
19 please don't attempt to pass the snowplow. That's why they're  
20 there.

21 Travelers can visit our 511 information site or  
22 download the app for information and real-time conditions  
23 associated, and for even more safety tips, please go to our  
24 website, and our Know Snow campaign is on there.

25 I will also be giving the legislative report

1 today. Anthony is not able to be with us. It's a very short  
2 report.

3 We're gearing up for the legislative session,  
4 which will begin on January 8th. We're also preparing for our  
5 sunset hearing, which is scheduled to take place on January 4th.  
6 And in addition, we're continuing to finalize our legislative  
7 proposals. So not a lot happening right now, but obviously next  
8 month we'll have a lot more to report.

9 And that's the end of my reports, and I don't  
10 think we have any last minute items at this time.

11 CHAIRMAN KNIGHT: Okay. Any last minute items?  
12 No?

13 DIRECTOR TOTH: None.

14 MR. ROEHRICH: No.

15 CHAIRMAN KNIGHT: Does anyone on the Board have  
16 any questions for the director?

17 MR. THOMPSON: Chairman.

18 CHAIRMAN KNIGHT: Yes. Jesse.

19 MR. THOMPSON: I know there's a lot of  
20 jurisdiction issues --

21 MR. ROEHRICH: Please use your microphone,  
22 Mr. Thompson.

23 MR. THOMPSON: I know there's a lot of  
24 jurisdictional issues between the BIA and the State of Arizona,  
25 but, you know, I'd like to see -- find ways that those two



1 entities can support one another in the removal of snow, because  
2 the State, I believe, have more resources than the BIA. So it  
3 usually takes some time to remove all the snow off the pavement,  
4 and it's hard for the kids, you know, to get to school on time  
5 and all that, and so I just -- that's just a comment that I  
6 have. So thank you, Chair.

7 CHAIRMAN KNIGHT: Any other questions for the  
8 director? Hearing none.

9 We'll now move on to Item Number 2, the district  
10 report, with the Southwest District administrator, Bruce Fenske.

11 MR. FENSKE: Good morning. I'd like to welcome  
12 you back to Yuma. I know you were here only two months ago. I  
13 had the opportunity to present then. I picked the topic.  
14 Highest priority item was US-95. I gave a little summary and  
15 background on that, so today I'm going to give a more general  
16 district-wide report for you.

17 You probably heard this week that there was  
18 another federal grant that was awarded to San Luis, and I want  
19 to let you know that following the special line item in the  
20 state budget, ADOT and the Southwest District does have a joint  
21 project agreement in place with the City of San Luis. We're  
22 moving forward with design on that. So we'll be prepared to  
23 fully expend that grant money as soon as the design is completed  
24 so that we can move into construction for improvements down in  
25 San Luis.

1           Just as a brief overview for you, what you see  
2 before you here is a map of the Southwest District. In addition  
3 to Yuma County, we also have portions of La Paz County. We go  
4 all the way up State Route 95 to the Bill Williams River. We  
5 extend into Maricopa County. We have I-10 all the way up to  
6 State Route 85, and then we have the entire State Route 85  
7 within Maricopa County lying within our district. We also have  
8 I-8, all of -- all of the way through Maricopa County. So  
9 actually, geographically, Southwest District includes about 40  
10 percent of Maricopa County.

11           Here's a list of the current construction  
12 projects that are underway within our district, and I'd like to  
13 take just a moment to give you an overview of each of the  
14 projects that's underway.

15           This is the project I spoke about two months ago.  
16 It's the US-95 Rifle Range to Wellton Mohawk Canal, currently  
17 being widened to five lanes. Two lanes in each direction plus  
18 the two-way center left turn lane.

19           We have a project that's entering into  
20 construction for parking availability along I-10. This is part  
21 of a multi-state federal grant program that's come through, and  
22 in addition to four locations in Arizona, California, New Mexico  
23 and Texas are also in the process, if they're not already  
24 completed, installation of signs along the interstate  
25 identifying how many parking stalls are available in various

1 locations. Two of the locations are within Southwest District.  
2 The other two are over in Southeast District, but our district  
3 will be overseeing all of the construction.

4 Not to be too anticipatory, but coming up on a  
5 line item -- agenda item for you later this morning, there's a  
6 project on SR-85, south of Gila Bend. 16 miles of the road  
7 following your approval will receive two-inch spot repairs and a  
8 cape seal. So that -- we anticipate starting construction then  
9 with your approval a couple months into 2024.

10 Currently underway, we have an Americans With  
11 Disabilities Act improvement project, the first of two projects  
12 we're looking at doing in Gila Bend. The second phase is under  
13 design. This phase is taking a look at those driveways and  
14 sidewalks that are on the north side of the road through town.

15 We have two preservation projects along I-8. The  
16 paving is completed on these projects, and we are proceeding  
17 with things like tree removal, guardrail upgrades and lining of  
18 pipes. The projects, one is west of Gila Bend, Milepost 71 to  
19 82, and the other is east of Gila Bend, from Milepost 135 to  
20 about Milepost 142.

21 We have two paving projects on I-10. The one  
22 closest to Phoenix near Tonopah, that one, the paving is  
23 complete and we're wrapping that up with punch list items and  
24 should be shortly finished with that project. The other one is  
25 over in La Paz County. It happens to straddle Quartzsite. Runs

1 from about Milepost 12 to about Milepost 24. It's a pavement  
2 preservation project. We're milling out the old pavement, which  
3 is all cracked and is full of potholes, and putting in new  
4 pavement, in addition to doing barrier upgrades and guardrail  
5 upgrades.

6 With that, that's a summary of all of the current  
7 construction projects we have in our district, and unless you  
8 have any questions, I will turn it back to the chairman.

9 CHAIRMAN KNIGHT: Are there any questions from  
10 the Board? Yes, Richard.

11 VICE CHAIR SEARLE: No question, but just a  
12 comment and a -- I-8 is -- the work that you've done, it's a lot  
13 better now than it was three years ago, and so congratulations  
14 on that. It was -- it was a little rough before you started  
15 those projects, so it's in good shape. Thank you.

16 MR. FENSKE: Thank you.

17 CHAIRMAN KNIGHT: Any other comments from the  
18 Board?

19 Thank you, Bruce.

20 We'll move on now to Item Number 3, the consent  
21 agenda. Does any member want an item removed from the consent  
22 agenda for (indiscernible) consideration or discussion?

23 VICE CHAIRMAN SEARLE: I don't have a request to  
24 take something off. I just want to comment on 3E. I'm glad to  
25 see it there and that it -- it's on the consent agenda to be

1 approved. This is a project that the Sierra Vista area has been  
2 waiting for for a long time.

3 CHAIRMAN KNIGHT: Thank you. Thank you, Richard.  
4 Any other comments from the Board? Then --

5 MR. THOMPSON: Chairman, I, too --

6 CHAIRMAN KNIGHT: Yes.

7 MR. THOMPSON: I, too, would also like to also  
8 thank -- (inaudible) want to thank you that there's a couple  
9 projects, one in Navajo County and one in Coconino County in the  
10 consent agenda. So thank you.

11 MR. FENSKE: Great.

12 VICE CHAIRMAN SEARLE: I make a motion to approve  
13 the consent agent.

14 MS. HOWARD: Second.

15 CHAIRMAN KNIGHT: I have a motion from Board  
16 Member Searle and a second from Board Member Howard to approve  
17 the consent agenda as presented.

18 All those in favor signify by saying aye.

19 BOARD MEMBERS: Aye.

20 CHAIRMAN KNIGHT: Floyd, would you poll our  
21 virtual members?

22 MR. ROEHRICH: Board Member Meck.

23 MR. MECK: Aye.

24 MR. ROEHRICH: Board Member Daniels.

25 MS. DANIELS: Aye.

1 MR. ROEHRICH: Board Member Maxwell.

2 MR. MAXWELL: Aye.

3 MR. ROEHRICH: Mr. Chairman, the motion carries.

4 CHAIRMAN KNIGHT: Thank you, Floyd.

5 Moving on to Item Number 4, the financial report,  
6 with Kristine Ward.

7 MS. WARD: Very good. Thank you. Good morning.

8 CHAIRMAN KNIGHT: Good morning.

9 MS. WARD: Mr. Knight, it's been a pleasure.  
10 Congratulations on your six years, but it has been a pleasure,  
11 sir. Thank you very much.

12 CHAIRMAN KNIGHT: Thank you, Kristine.

13 MS. WARD: All right. Let's proceed here with  
14 our Highway User Revenue Fund report. We are within target  
15 range, right at the very top. We're running 2 percent above  
16 forecast. We've collected about \$707 million.

17 When you look at the individual categories of  
18 HURF and what we're seeing happening there, you'll see that use  
19 fuel is standing out a little there above forecast. For the  
20 month of November, we were 18.9 percent above the preceding  
21 year, and we're 10.2 percent above our forecast, and that is  
22 because of some diminished refunds. As gas prices change, it  
23 impacts where people choose to buy their gas and drive, and it  
24 ends up impacting our revenues there.

25 Moving on to the Regional Area Road Fund. We are

1 outside of our target range, but at least it's on the upside.  
2 We are 3.1 percent above forecast. \$246 million collected.

3 When you look at the individual categories, that  
4 flow into the Regional Area Road Fund for the month of  
5 October -- this is October's activity -- you'll see that --  
6 nothing unusual other than that little weird category of other,  
7 and that's due to an unforecastable audit that took place or  
8 adjustment by the Department of Revenue. We don't get a lot of  
9 insight into those, but you can see we're just fine on RARF as  
10 well.

11 That concludes my report. I have nothing to  
12 report out on the fed program, federal program, the debt  
13 program. We've had our -- we've had our good luck this year  
14 with that earlier refinancing. And that concludes my  
15 presentation, sir.

16 CHAIRMAN KNIGHT: Thank you, Kristine.

17 Does anyone on the Board have questions for  
18 Kristine? Hearing none.

19 MS. WARD: Thank you very much.

20 CHAIRMAN KNIGHT: Thank you.

21 We'll now move on to Item Number 5, with Paul  
22 Patane, which is the Multimodal Planning Division report.

23 Paul, the floor is yours.

24 MR. PATANE: Good morning. Good morning,  
25 Chairman Knight, Board Members. I'm Paul Patane with the

1 Multimodal Planning Division, and so this morning I'll start off  
2 with the Multimodal Planning Division update.

3 Some of the other current planning activities  
4 I'll cover today are the tribal transportation update. We'll  
5 give you an update on the Bullhead City metro planning --  
6 metropolitan planning organization designation, along with just  
7 a quick update related to the 2025-2029 five-year program that's  
8 currently under development.

9 So some of our statewide activities, very happy,  
10 just want to bring your attention to the Governor's Office on  
11 Tribal Relations will be hosting the 29th Annual Indian Nations  
12 and Tribes Legislative Day. This is on January 10th at the  
13 State Capital. The event is intended to pay tribute to the  
14 history and culture of American Indian people and their  
15 contributions to the prosperity and cultural diversity of the  
16 United States. So it's a well-attended event. ADOT will have a  
17 booth there as well, and if you really get the opportunity, you  
18 should try to attend to learn a lot about the culture and  
19 history of our Native Americans.

20 Next, we have some of the northern region  
21 activities. We are ongoing with our collaboration with the  
22 Navajo Nation as far as crash data or data collection for  
23 crashes along the various routes. It's important that we  
24 continue these efforts with our tribal partners in order to make  
25 our rural communities safer. It is important that we get this



1 crash data and that we're able to come up with good  
2 recommendations based on the types of crashes that we see in  
3 these areas.

4 Then we have another activity was our -- just a  
5 meeting with the Hopi DOT with Director Lomayaktewa. The  
6 purpose of this meeting was to cover the AZ SMART program and  
7 give them some insight into how they can work with the Navajo  
8 County partners on being eligible for projects in the funding.

9 Some other ongoing activities in the northern  
10 region. As far as the Chinle airport reconstruction, they had  
11 the kickoff meeting for this project earlier this week. The  
12 project will focus on improvements to the runway as far as  
13 airport apron reconstruction.

14 Then upcoming with the Hopi DOT, we have our  
15 partnership meeting coming up in January 17th at the  
16 Northcentral District. The focus there will be on some projects  
17 related to bus pullouts, some -- the Polacca Bridge along SR-87,  
18 along away -- along with some discussion on right-of-way  
19 transfers on Indian Route 60 and Low Mountain Road.

20 On our southern region, we're working with the  
21 Fort Yuma Quechan, our partners, in looking on discussions  
22 regarding a bridge project on Quechan Drive, and so there's this  
23 ongoing collaboration and see how their project could be  
24 eligible for the off-system bridge program. So just working  
25 through those discussions and to see if we can be of assistance

1 for that project.

2           Then just an update on the Bullhead City  
3 Metropolitan Planning Organization. On November --  
4 December 4th, Governor Hobbs officially designated the new MPO  
5 for Arizona for Bullhead City, and so it's, you know, a really  
6 great -- it was a great process to gather -- you know, putting  
7 this whole designation together. We -- our partner at the  
8 Bullhead City, we work well together, along with our FHWA  
9 partners, and we did have to do some consultation with the State  
10 of Nevada, their planning division, just as far as setting up  
11 the boundaries, but as you can see, the MPO boundary is the  
12 green portion, and the urbanized area, based on the 2020 census,  
13 is the blue portion. So we'll -- from -- the next steps that  
14 we'll take from here is working with the Bullhead City staff and  
15 the MPO in developing what we call the Work Program Agreement,  
16 that way they can officially -- we can begin all the functions  
17 associated with an MPO.

18           Then next, just wanted to just bring you up to  
19 speed on the development of the program. You know, these  
20 couple -- next couple months is when we'll begin to prepare the  
21 tentative program to present to the -- to the Board in February.  
22 So it's -- you know, the five-year program is -- you know, takes  
23 15 months. It's an ongoing activity that we're excited to bring  
24 the program to the Board in this next couple months. So just a  
25 quick update on the progress there.

1 Any questions?

2 CHAIRMAN KNIGHT: Does the Board have any  
3 questions for Paul?

4 Yes, Jesse.

5 MR. THOMPSON: Chairman, Board Members and our  
6 partners that are the (inaudible), I started to say that I  
7 really appreciate it, the director. There has been a lot of  
8 effort made by ADOT staff in reaching out to the rural and  
9 remote area communities, including the Native American tribes.  
10 A lot of effort has been made there, and certainly do appreciate  
11 you, Paul, and I see (inaudible) here, (inaudible) has been  
12 established to help in that regard. So I really do appreciate  
13 that continued (inaudible) effort will be appreciated. So thank  
14 you, Paul.

15 MR. PATANE: Thank you, Mr. Thompson.

16 CHAIRMAN KNIGHT: Any other comments from the  
17 Board? Questions? Hearing none.

18 Paul, we'll move on to Item Number 6, which is  
19 also yours, which is the PPAC.

20 MR. PATANE: Thank you, Chairman Knight, Board  
21 Members.

22 So we'll start off today with project  
23 modifications. As you can see the map in front of you, we have  
24 two items, 6A and 6B. So Chairman Knight, Board Members, for  
25 your consideration are the proposed changes to the proposed

1 2024-2028 State Transportation Facilities Construction Program  
2 Items 6A and 6B project modifications.

3 CHAIRMAN KNIGHT: Does anyone on the Board have a  
4 question for Paul on Items 6A or 6B? Hearing none.

5 I'll entertain a motion for approval of PPAC  
6 project modifications Items A -- 6A and 6B as presented.

7 MS. HOWARD: So moved.

8 MR. THOMPSON: Second.

9 CHAIRMAN KNIGHT: I have a motion from Board  
10 Member Howard, a second from Board Member Thompson to approve  
11 PPAC project modifications Items 6A and 6B as presented.

12 All those in favor signify by saying aye.

13 BOARD MEMBERS: Aye.

14 Chairman Knight: Any opposed?

15 Floyd, would you poll our virtual members?

16 MR. ROEHRICH: Board Member Daniels.

17 MS. DANIELS: Aye.

18 MR. ROEHRICH: Board Member Meck.

19 MR. MECK: Aye.

20 MR. ROEHRICH: Board Member Maxwell.

21 MR. MAXWELL: Aye.

22 MR. ROEHRICH: Chairman, the motion carries.

23 CHAIRMAN KNIGHT: Thank you.

24 Okay. Keep going.

25 MR. PATANE: Thank you.

1                   So next we have on the screen the map of the new  
2 projects. Items 6C through 6E. So, Chairman Knight, Board  
3 Members, for your consideration are the proposed changes to the  
4 2024-2028 State Transportation Facilities Construction Program  
5 Items 6C through 6E, new projects.

6                   CHAIRMAN KNIGHT: Any questions from the Board  
7 for Paul on Items 6C through 6E?

8                   VICE CHAIR SEARLE: I've got --

9                   CHAIRMAN KNIGHT: Yes, Richard.

10                  VICE CHAIR SEARLE: All right. Let me pull this  
11 up as we're -- give me a second.

12                  MR. PATANE: No problem.

13                  VICE CHAIR SEARLE: 6D. 6D, yes. This is to  
14 replace guardrail in Coconino County, and as I understand it, is  
15 this just for design only?

16                  MR. PATANE: Chairman Knight, Board Members, the  
17 project consists of guardrail reconstruction along with there's  
18 a retaining wall that's part of the project that will be  
19 repaired.

20                  VICE CHAIR SEARLE: So is this including  
21 construction?

22                  MR. PATANE: No. We're in the 01D phase, so this  
23 funding request is for design only.

24                  VICE CHAIR SEARLE: Design only.

25                  Explain to me how you need a half million dollars

1 to design the guardrail. I struggle with our design costs  
2 anyhow, and it's mind boggling on some of the bigger projects we  
3 have, but on -- do we routinely have to design guardrail  
4 replacement?

5 MR. PATANE: Well, there is some effort in the  
6 design and guardrail replacement, but I believe the majority of  
7 this effort for this project is in the retaining wall design.  
8 And so in some cases, I'm not totally familiar with the project,  
9 but there is some extensive geotech work that needs to be done  
10 in order to make sure that we're building the right height and  
11 size of the wall.

12 MR. ROEHRICH: So, Mr. Chairman, Mr. Searle, if I  
13 could just quick -- looking at the scope, this is an old stretch  
14 of guardrail that is uncompliant. So the reason why we go  
15 through a design analysis is with the new design standards for  
16 the match system that we call it for safety measures, we do have  
17 to analyze the situation. We have to do a design. It's pretty  
18 straightforward, as Paul said. So I think the majority of the  
19 design costs are in the retaining wall design, but there's an  
20 analysis that it has to go through.

21 This is a one-source contract. It's not just  
22 design. They're also doing the environmental clearance work and  
23 any of the preliminary field work that's necessary. Survey and  
24 some of the other things. So it's a pretty comprehensive -- one  
25 package, and our goal there is to complete it as quickly as

1 possible, get the project under construction and get that  
2 stretch of guardrail modernized and the wall repaired and  
3 replaced.

4 VICE CHAIR SEARLE: All right. Fair enough.

5 I do struggle with the design costs on most of  
6 these projects, and just as -- but let's go to 6E, which is the  
7 Safety Circuit Rider Program for '24-'25. Is this a new  
8 program?

9 MR. PATANE: Chairman Knight, Board Members,  
10 well, this is a new -- it's part of the HSIP program, but it's a  
11 new service that we'll be offering to the local communities and  
12 our tribal partners, and the intent of the Safety Circuit  
13 Program is to help provide technical and support to the  
14 different agencies for the objective of reducing crashes along  
15 the highways.

16 VICE CHAIR SEARLE: How many people are we  
17 talking in this program?

18 MR. PATANE: You know, I would figure no more  
19 than two or three to manage the program, but the intent is to do  
20 outreach and work with the local agencies in helping them to  
21 identify and come up with different countermeasures at high  
22 crash locations. It provides -- we'll work with field staff to  
23 implement low cost safety countermeasures along the various  
24 locations that we're asked to evaluate.

25 VICE CHAIR SEARLE: How have we been doing this

1 in the past?

2 MR. PATANE: We really haven't - that's, I think,  
3 the intent of the program is to provide more outreach to the --  
4 to the local agencies, as far as resources.

5 DIRECTOR TOTH: Chairman, Mr. Searle, Paul's  
6 absolutely correct. We've had some difficulty in getting the  
7 local jurisdictions to be able to deliver their HSIP, their  
8 Highway Safety Improvement Program projects. So we did a  
9 continuous improvement process to kind of get to what's the root  
10 cause, and we found that the root cause is really the quality of  
11 the application up front and understanding what the project is.

12 So this is dedicated to help the local  
13 jurisdictions so that we can improve the quality of the HSIP  
14 applications coming in, and so it's the up front to be able to  
15 deliver in a quicker time frame the safety projects.

16 VICE CHAIR SEARLE: This is -- this item is being  
17 funded through the -- the Highway Safety Program; is that  
18 correct?

19 DIRECTOR TOTH: Correct. It's the --

20 VICE CHAIR SEARLE: All right.

21 DIRECTOR TOTH: Yeah. 94.3 percent is federal  
22 funds.

23 VICE CHAIR SEARLE: Right. So is this an ongoing  
24 funding? I mean, what happens when this funding goes away?

25 DIRECTOR TOTH: The HSIP program has been around



1 for many, many, many years.

2 VICE CHAIR SEARLE: Okay.

3 DIRECTOR TOTH: I don't see that going away from  
4 the federal side.

5 VICE CHAIR SEARLE: All right. Thank you. Those  
6 are my questions.

7 MR. ROEHRICH: Thank you, Mr. Searle.

8 So, Mr. Chairman, real quick, Board Member  
9 Maxwell had his hand up. I don't know if he had a comment he  
10 wanted to make.

11 CHAIRMAN KNIGHT: Board Member Maxwell.

12 MR. MAXWELL: Yeah. Mr. Chair -- thank you,  
13 Floyd. Yeah. I had my hand up, but Richard asked the question  
14 there at the end. It was about -- I noticed the state match was  
15 only 28,000 on this, and I was curious about how the funding and  
16 where it was coming from for the HSIP program, and the question  
17 got answered. Thank you.

18 CHAIRMAN KNIGHT: Thank you, Ted.

19 Board Member Thompson.

20 MR. THOMPSON: I believe with the (inaudible), I  
21 believe that it's worthwhile moving forward with the project.  
22 So I'd like to ask the board members to so support me. So  
23 therefore, I'd like to motion that we approve the projects, 6C  
24 to 6E, as presented.

25 MS. HOWARD: I'll second.

1 CHAIRMAN KNIGHT: Thank you.

2 I have a motion from Board Member Thompson and a  
3 second from Board Member Howard to approve Items 6C through 6E  
4 as presented.

5 All those in favor signify by saying aye.

6 BOARD MEMBERS: Aye.

7 CHAIRMAN KNIGHT: Any opposed?

8 VICE CHAIR SEARLE: I would like to be opposed,  
9 but I'll go ahead and vote aye.

10 CHAIRMAN KNIGHT: Thank you.

11 Floyd, would you go ahead and poll our virtual  
12 members?

13 MR. ROEHRICH: Board Member Daniels.

14 MS. DANIELS: Aye.

15 MR. ROEHRICH: Board Member Meck.

16 MR. MECK: Aye.

17 MR. ROEHRICH: Board Member Maxwell.

18 MR. MAXWELL: Aye.

19 MR. ROEHRICH: Mr. Chairman, the motion carries.

20 CHAIRMAN KNIGHT: Thank you, Floyd.

21 We'll move on to Item Number 7, which is the AZ  
22 SMART Funds, and Paul's going to present that.

23 MR. PATANE: Chairman, Chairman Knight, Board  
24 Members, today we have three SMART -- AZ SMART applications to  
25 present to you today for consideration of approval. Just real

1 quick on -- just going over the eligible uses. We can use AZ  
2 SMART to reimburse up to 50 percent of grant development. We  
3 can use the funding for match for a federal grant or we can use  
4 the AZ SMART for reimbursement for design and other engineering  
5 services.

6 So for today's three applications, they'll be  
7 using the grant programs as far as the RAISE grant, the  
8 Reconnecting Communities Pilot Program grant, along with the  
9 Rural Surface Transportation grant program.

10 The first application is from Santa Cruz County.  
11 The County's requesting both design and grant development  
12 funding, as shown -- as shown in the slide. The AZ SMART  
13 funding would be used to continue the -- or begin the final  
14 design of the Ruby Road TI and the Rio Rico area there as  
15 mentioned earlier. The improvements will help as far as  
16 mobility and regional connectivity within the region by  
17 improving traffic circulation. The applicant is requesting ADOT  
18 to administer their project, and they will be pursuing in the  
19 future a 2025 RAISE grant for final design -- for construction.  
20 Excuse me.

21 Any questions on the Santa Cruz County?

22 CHAIRMAN KNIGHT: Questions for Paul on the first  
23 application?

24 Floyd, you want -- you want us to --

25 MR. ROEHRICH: So, Mr. Chairman, why not let Paul

1 present all of them in case there's some general questions,  
2 something at the end, and then we can ask one, because we do  
3 need to approve each one individually by motion?

4 Chairman Knight: Okay.

5 MR. ROEHRICH: But I think, Paul, you're set up,  
6 you would like to present all of the applications and asking  
7 questions to each one as you go through.

8 MR. PATANE: Yes.

9 CHAIRMAN KNIGHT: Okay. Thank you.

10 MR. PATANE: Yes. Thank you.

11 So next we have the Town of Pima. Excuse me.  
12 South Main Street planning and design. The AZ SMART request is  
13 for and engineering services. The project will improve safety  
14 with bike lanes, sidewalks and turning lane. It will also do  
15 some widening along Main Street to help facilitate the  
16 development in the area. The applicant intends to be a direct  
17 recipient, and the applicant will pursue a 2024 Rural Surface  
18 Transportation grant, and the request here is for 367,000 for  
19 design and other engineering services.

20 CHAIRMAN KNIGHT: Any questions from the Board on  
21 this item?

22 MS. HOWARD: I do have a comment. I'm very  
23 excited to see not only Pima, but the smaller communities  
24 stepping forward for these grants. I've had quite a few calls  
25 with regards to lack of personnel to administer them, and it's

1 just good to see. Pima's down the road from me. It's a  
2 so-called bedroom community at the current time, so I'm hoping  
3 this will increase and attract more commerce that they need to  
4 sustain a little better. So I'm just really excited about all  
5 three of them. Thank you, Paul.

6 MR. PATANE: Great. Thank you.

7 CHAIRMAN KNIGHT: Any other comments from the  
8 Board?

9 Carry on, Paul.

10 MR. PATANE: So next, we have the Town of Jerome.  
11 Their request is for grant development services and design and  
12 other engineering. Their request for the design is 219,733, and  
13 the request for grant development is \$2,400. The project will  
14 help reduce and improve congestion and safety within the region  
15 and along with ADA accessibility. The applicant will be  
16 pursuing a Reconnecting Communities Pilot Program grant in 2025.

17 CHAIRMAN KNIGHT: Any questions from the Board on  
18 the SMART request from Jerome?

19 I too am glad to see some of these smaller  
20 communities getting a share of the SMART funds that are  
21 available.

22 MR. PATANE: I totally agree, Chairman Knight.  
23 That was, you know, the primary intent of the AZ SMART was to  
24 help the smaller communities be competitive in their pursuit of  
25 federal grants.

1 CHAIRMAN KNIGHT: There -- no other comments --  
2 go ahead, Richard.

3 VICE CHAIR SEARLE: Actually, if we're ready to  
4 move on, I'd like to start with the Santa Cruz County request.  
5 This is a project that I was briefed on four or five years ago,  
6 and I'm glad to see Santa Cruz County and Nogales moving forward  
7 with this project. The traffic they have on that Ruby Road  
8 (inaudible) it's really needed. With the money that the State's  
9 already allocated towards it and this grant, hopefully it can  
10 move forward. So I would like to make a motion to approve the  
11 Santa Cruz County grant application for \$3,250,000.

12 MR. THOMPSON: I'll second the motion.

13 CHAIRMAN KNIGHT: I have a motion from Board  
14 Member Searle and a second from Board Member Thompson --

15 MR. ROEHRICH: Mr. Chair.

16 CHAIRMAN KNIGHT: -- to approve the AZ SMART fund  
17 application for Santa Cruz County in the amount requested.

18 MR. ROEHRICH: So, Mr. Chairman, you have a hand  
19 up from Board Member Maxwell, who'd like to comment.

20 CHAIRMAN KNIGHT: Yes. Board Member Maxwell.

21 MR. MAXWELL: Mr. Chair, thank you. Thank you,  
22 Floyd.

23 I completely agree with the Member Searle's  
24 comments on this project. One question I do have for Paul on  
25 this is normally we are presented with the slide that showed the

1 status of the funds and how much we have left for the remainder  
2 of the year and how much has been given under each one of the  
3 categories. Do we have access to that update today?

4 MR. PATANE: Chairman Knight, Board Member  
5 Maxwell, yeah. I wasn't quite done with the presentation.

6 MR. MAXWELL: Thank you.

7 MR. PATANE: So...

8 CHAIRMAN KNIGHT: Oh, we're moving faster than  
9 Paul (inaudible).

10 MR. ROEHRICH: There's nothing wrong with getting  
11 out early.

12 MR. PATANE: So if I may, and yes, Board Member  
13 Maxwell, we do have that slide with the totals.

14 MR. MAXWELL: I would appreciate seeing that, but  
15 I think this will be still quick and easy.

16 MR. PATANE: Yes.

17 MR. ROEHRICH: So, Mr. Chairman, you do have a  
18 motion and a second. You can delay the action if you want Paul  
19 to get -- continue to get to the slide with the summary or you  
20 can action the motion. It's there for your discretion.

21 CHAIRMAN KNIGHT: I'll delay the vote and let  
22 Paul finish. Thank you.

23 MR. PATANE: So kind of a summary of what was  
24 presented today. Just all the applications have received  
25 approval from the PPAC to move forward. The total requested for

1 design and engineering services is 3,787,493, and the total  
2 requested for grant development is 52,400. And this is just the  
3 ADOT applications, just a summary of each one. We did -- they  
4 did receive COG and the MPO required approvals.

5 And as requested, here's the slides showing the  
6 totals to date. The yellow line is what's available for the  
7 awards. Then you take out what's being presented today and the  
8 after approval, the pending requests. The new totals are on the  
9 bottom.

10 CHAIRMAN KNIGHT: Any other questions for Paul?

11 I have a motion and a second, and if there is no  
12 further discussion, we'll vote. Do I hear any -- anyone from  
13 the -- virtually that has anything, any comments?

14 Hearing none, all those in favor of approving the  
15 AZ SMART fund application for Santa Cruz County in the amount  
16 requested by the applicant, please signify by saying aye.

17 BOARD MEMBERS: Aye.

18 CHAIRMAN KNIGHT: Any opposed?

19 Floyd.

20 MR. ROEHRICH: Board Member Daniels.

21 MS. DANIELS: Aye.

22 MR. ROEHRICH: Board Member Meck.

23 MR. MECK: Aye.

24 MR. ROEHRICH: Board Member Maxwell.

25 MR. MAXWELL: Aye.



1 MR. ROEHRICH: Chairman, the motion carries.

2 CHAIRMAN KNIGHT: Thank you.

3 We'll move on to Item 7B, which is the motion to  
4 approve AZ SMART fund application for the Town of Pima in the  
5 amount requested. Any discussion or questions on this item?

6 Hearing none, I will entertain a motion.

7 MS. HOWARD: So moved.

8 MR. THOMPSON: Second.

9 CHAIRMAN KNIGHT: I have a motion from Board  
10 Member Howard and a second from Board Member Thompson to approve  
11 the AZ SMART application for Town of Pima in the amount  
12 requested by the applicant.

13 All those in favor signify by saying aye.

14 BOARD MEMBERS: Aye.

15 CHAIRMAN KNIGHT. Any opposed?

16 Floyd.

17 MR. ROEHRICH: I just want to double-check.

18 Board Member Maxwell, you have your hand up. Did you have  
19 another comment?

20 MR. MAXWELL: No, I did not. Hand's coming down.

21 MR. ROEHRICH: Thank you.

22 Board Member Daniels.

23 MS. DANIELS: Aye.

24 MR. ROEHRICH: Board Member Meck.

25 MR. MECK: Aye.

1 MR. ROEHRICH: Board Member Maxwell.

2 MR. MAXWELL: Aye.

3 MR. ROEHRICH: Chairman, the motion carries.

4 CHAIRMAN KNIGHT: Thank you, Floyd.

5 And the next item is the AZ SMART fund  
6 application for Jerome. Does any board member have a question  
7 for Paul regarding that application?

8 Hearing none, I will entertain a motion to  
9 approve the AZ SMART fund application for the Jerome in the  
10 amount requested by the applicant.

11 VICE CHAIRMAN SEARLE: So moved.

12 MR. THOMPSON: Second.

13 CHAIRMAN KNIGHT: I have a motion from Board  
14 Member Searle and a second from Board Member Thompson to approve  
15 the AZ SMART fund application for Jerome.

16 All those in favor signify by saying aye.

17 BOARD MEMBERS: Aye.

18 CHAIRMAN KNIGHT: Any opposed?  
19 Floyd.

20 MR. ROEHRICH: Board Member Daniels.

21 MS. DANIELS: Aye.

22 MR. ROEHRICH: Board Member Meck.

23 MR. MECK: Aye.

24 MR. ROEHRICH: Board Member Maxwell.

25 MR. MAXWELL: Aye.

1 MR. ROEHRICH: Chairman, the motion carries.

2 CHAIRMAN KNIGHT: Thank you, Floyd.

3 Now we'll move on to Item Number 8, the State  
4 Routing Number Committee recommendations with Paul.

5 MR. PATANE: Thank you, Chairman Knight and Board  
6 Members. Today, I have the privilege to bring forth to you  
7 today a recommendation from our Route Numbering Committee for  
8 designation for the North-South Corridor, currently runs from  
9 Interstate 10 to US-60. And hopefully you had the opportunity,  
10 included in the board packet was a little summary of the -- of  
11 the action today, but kind of gave a history of the North-South  
12 Corridor along with our recommendation.

13 But just a quick overview of the North-South  
14 Corridor. The study area is approximately 50 miles long between  
15 Apache Junction, Eloy, and traverses, you know, through central  
16 Pinal County. The tier one was completed in 2021, and the  
17 purpose of the study, as you can see the shaded area was the  
18 corridor identified in the material one document and based on,  
19 you know, projected, you know, population growth and employment  
20 growth, along with the need to improve regional mobility, along  
21 with the necessity to provide access to this area is the reason  
22 for the purpose and need, and the tier one was approved and  
23 completed and approved with a record of decision in 2021.

24 So our current activities related to the North-  
25 South Corridor, we're currently in the process of the tier two

1 document, which this -- the tier two is broken into two phases.  
2 The first phase, what we call the northern segment, goes from  
3 Arizona Farms to -- north to US-60. We're in the process of  
4 narrowing down that -- the corridor. Originally, the tier one  
5 identified a 1,500-foot corridor. The tier two document will  
6 narrow down the corridor to approximately 400 feet, along with  
7 identifying locations for traffic interchanges, and so they  
8 were -- just ongoing effort there. We're looking to complete  
9 the document in 2026, and things are just, you know, progressing  
10 along. And segment two, which would go from Arizona Farms south  
11 to I-10, that currently is still in the procurement phase.

12               So one of the -- this slide here shows the -- our  
13 Route Numbering Committee. We have an Advisory Committee along  
14 with the executive members. The Advisory Committee serves as  
15 providing recommendations to the executive members, which the  
16 executive members will vote on, and as you can see, you know,  
17 one -- on November -- on November 7th, the Route Numbering  
18 Committee met, and after some collaboration with the various  
19 stakeholders involved at the meeting, the majority of the  
20 executive members voted for a designation as State Route 505 as  
21 the route number for this corridor.

22               Again, here's the map with the designation, the  
23 purple going to North-South segment, going through US-60 to  
24 Interstate 10.

25               And I present to you the requested action.

1 CHAIRMAN KNIGHT: Do any of the board members  
2 have a question for Paul on this agenda item?

3 In that case, I will entertain a motion to  
4 approve the planning designation of the North-South Corridor  
5 from Interstate 10 to US-60 as referenced on the map presented  
6 by staff as State Route 505.

7 MS. HOWARD: So moved.

8 VICE CHAIR SEARLE: I'll second that.

9 CHAIRMAN KNIGHT: I have a motion from Board  
10 Member Howard and a second from Board Member Searle to approve  
11 as stated.

12 All those in favor signify by saying aye.

13 BOARD MEMBERS: Aye.

14 CHAIRMAN KNIGHT: Any opposed?

15 Floyd.

16 MR. ROEHRICH: Board Member Daniels.

17 MS. DANIELS: Aye.

18 MR. ROEHRICH: Board Member Meck.

19 MR. MECK: Aye.

20 MR. ROEHRICH: And Board Member Maxwell.

21 MR. MAXWELL: Aye. And I have a follow-up  
22 question for Paul (inaudible).

23 MR. ROEHRICH: Okay. Chairman, the motion  
24 carries.

25 CHAIRMAN KNIGHT: Thank you.

1                   Go ahead, Ted.

2                   MR. MAXWELL: Paul, it's good to see this coming  
3 forward, these tier twos. The state routing number is  
4 important, and obviously the tier two studies are important. Do  
5 you have an update on when the progress along the tier twos both  
6 for the North-South and for the Sonoran Corridor down south of  
7 Tucson?

8                   MR. PATANE: As far as the North-South Corridor,  
9 the phase two, again, we're still in the procurement phase, and  
10 we anticipate, you know, early next year we'll have a decision  
11 in the direction we're going to move forward.

12                   And as far as the Sonoran Corridor, good timing.  
13 We had a -- just a kickoff meeting actually yesterday. It was  
14 more internal just with ADOT and the consultant who was selected  
15 just to get some roles/responsibilities established, but we're  
16 looking to have the official kickoff meeting for the Sonoran  
17 Corridor in -- sometime in late winter, January, February time  
18 frame.

19                   MR. MAXWELL: All right. Thank you, Paul.  
20 Appreciate the update. It's good to see those getting  
21 (inaudible).

22                   MR. PATANE: Yes. Thank you, sir.

23                   CHAIRMAN KNIGHT: Any other questions for Paul?

24                   Well, we've already approved it, so let's move on  
25 to Agenda Item Number 9, the engineer's report with Greg Byres.

1 Give Paul a break.

2 MR. BYRES: Thank you, Chairman, Board Members.

3 So for the state engineer's report, we have 99  
4 projects that are currently under construction. We're at  
5 \$2.1 billion. We have two projects that were finalized in the  
6 month of November worth \$10.7 million, and the -- for the  
7 fiscal year to date, we have 25 projects that have been  
8 finalized. That is the state engineer's report.

9 CHAIRMAN KNIGHT: Are there any questions from  
10 the Board for Greg? Yes.

11 VICE CHAIR SEARLE: Greg, can you give me an  
12 update on the 191 overpass on 10?

13 MR. BYRES: So as a matter of fact, I -- give me  
14 just a second, because I asked Todd to send it to me.

15 So the -- so the shoofly plans are currently  
16 under review by ADOT and should be approved before the first of  
17 the year. A traffic control plan has been submitted and should  
18 be approved this week -- or this next week. Excuse me. The  
19 girders are currently under manufacture. And the look ahead  
20 schedule has a contract or should start the shoofly construction  
21 around January 8th, with demo on the existing superstructure  
22 around the end of January to the first of February. Repair  
23 damaged column and pier after the superstructure should be about  
24 mid-February. Girders should also arrival in mid-February and  
25 placed at that same point in time, probably closer to March.

1 Form and place the deck will occur starting in March, with a  
2 project completion in May.

3 VICE CHAIR SEARLE: Thank you, sir.

4 CHAIRMAN KNIGHT: Any other questions for Greg?

5 BOARD MEMBER: (Inaudible.)

6 CHAIRMAN KNIGHT: Okay. Thank you, Greg.

7 We'll move on to agenda Item Number 10, the  
8 construction contracts.

9 MR. BYRES: Thank you very much. Mr. Chairman,  
10 Board Members, for new construction contracts, thank you very  
11 much for approving the consent agenda, where we had three items.  
12 I have one more that I will present right now.

13 Right now we're looking at the total difference  
14 that we've seen between low bids and State estimates year to  
15 date are -- actually for this particular one was 3 million --  
16 \$3.3 million, with a year-to-date of \$27.8 million under what  
17 our estimates were.

18 CHAIRMAN KNIGHT: So are there any questions?  
19 Are there any --

20 MR. BYRES: I'm still going.

21 CHAIRMAN KNIGHT: Go ahead.

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

23 The year-to-date totals that we have, this kind  
24 of goes through what we're -- what we've seen here lately. One  
25 of the things I'd like to kind of clarify, what we've seen over



1 the last couple of months as far as the cost of materials and  
2 the incline that we've seen in the cost of construction overall,  
3 it's starting to kind of smooth out a little bit. We're not  
4 seeing any large jumps. We're still seeing an increase in the  
5 inflation, but it is nowhere near what it was a year ago. So  
6 we're starting to see much more stable pricing coming from the  
7 contractors. So we're -- as we're doing that, we're getting  
8 closer and closer with what we're seeing on a general basis  
9 between what we're estimating and what the contractors are  
10 bidding out.

11 So for the first item that I have, the one and  
12 only item that we have for this month is a pavement preservation  
13 project. This is SR-85 from Gila Bend to Range 4 Roadway. The  
14 low bid -- oh, by the way, we had three bidders on this project.  
15 The low bid was 6,097,000. State's estimate was \$9,234,899, a  
16 difference of \$3,137,899, or 34 percent.

17 Some of the biggest differences we saw and  
18 probably the largest of these was the -- what the contractors  
19 was planning on doing with the millings themselves for the  
20 roadway. There was an option given or actually it was -- it  
21 wasn't very clear in the specifications as to what to do with  
22 those millings. The contractor in this particular case took and  
23 decided that he would take and drop those millings off on the  
24 shoulders, do shoulder buildup, as well as shoulder  
25 stabilization, rather than haul those millings off. So he

1 elected to do that and take and work those shoulders as an  
2 alternative to hauling. As such, there was a considerable  
3 savings in doing that.

4 One of the other things that we saw was all of  
5 the cover material that will be utilized for the project, it's  
6 coming from a local supplier, where we were looking at having to  
7 haul all that material in.

8 And then the third item that we had that was --  
9 the largest of the differences was the cost of asphalt binder,  
10 as well as the asphalt mix itself. It was substantially lower  
11 than what we had estimated.

12 So after the analysis of the low bid, it appears  
13 to be a responsive and responsible bid, and we recommend award  
14 to Sunland Asphalt and Construction, LLC.

15 CHAIRMAN KNIGHT: Are there any questions for  
16 Greg on this item? Hearing none.

17 Do I have a motion to award Item 10 to Sunland  
18 Asphalt and Construction, LLC, as presented?

19 VICE CHAIRMAN SEARLE: So moved.

20 MR. THOMPSON: Second.

21 CHAIRMAN KNIGHT: I have a motion from Board  
22 Member Searle and a second from Board Member Thompson to approve  
23 Item 10, to award to Sunland Asphalt and Construction, LLC, as  
24 presented.

25 All those in favor signify by saying aye.

1 BOARD MEMBERS: Aye.

2 CHAIRMAN KNIGHT: Any opposed?

3 Floyd.

4 MR. ROEHRICH: Board Member Daniels.

5 MS. DANIELS: Aye.

6 MR. ROEHRICH: Board Member Meck.

7 MR. MECK: Aye.

8 MR. ROEHRICH: Board Member Maxwell.

9 MR. MAXWELL: Aye.

10 MR. ROEHRICH: Chairman, the motion carries.

11 CHAIRMAN KNIGHT: Thank you, Greg.

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

13 And if I may, I'd just like to say I'd like to  
14 thank you very much for your leadership while you've been on the  
15 Board, especially as chairman. Your leadership, your guidance  
16 and your integrity is just impeccable, and I'd like to thank you  
17 very much for everything that you've done.

18 CHAIRMAN KNIGHT: Thank you, Greg. I certainly  
19 appreciate that.

20 So now we'll move on to Item 11. The board  
21 meeting and public hearing dates and locations. This will be  
22 presented by Floyd.

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

24 Included in your agenda -- I don't have a  
25 presentation, but included in your agenda were the dates and

1 locations last month that were approved with the -- with the  
2 caveat that the Board asked me to look at some adjustments, and  
3 what you'll see in coordination with that is we'd like to go --  
4 to now ask the Board to go ahead and designate the February 16th  
5 meeting as being held in the city of Douglas as opposed to  
6 Bullhead. That will go to city of Douglas. The April 19th  
7 meeting will be in the city of Buckeye. And the August 16th  
8 meeting, which would have been virtual, will now be held at  
9 Graham County complex, which will -- is in Safford, Arizona.

10 So those three locations will be adjusted based  
11 upon the approval today by the chairman. So at this point, I'd  
12 ask a motion for the Board to approve this new schedule of dates  
13 and locations with the modifications as presented.

14 CHAIRMAN KNIGHT: Do I have a motion?

15 MS. HOWARD: Mr. Chair, if I may make a comment?

16 CHAIRMAN KNIGHT: Yes.

17 MS. HOWARD: I'm very excited to have a meeting  
18 in Graham, and the reason is it seems due to our meeting  
19 locations, we don't hear from all of the districts consistently,  
20 and there's so much going on in our state. So I would hope that  
21 this next year if we do lack holding meetings in certain  
22 districts that we may somehow include them, even if it's  
23 remotely to possibly give a report. That would be wonderful.  
24 Thank you.

25 And with that, I'll make a motion to approve as

1 well.

2 CHAIRMAN KNIGHT: Okay. And do I have a second?

3 MR. THOMPSON: Second.

4 CHAIRMAN KNIGHT: I have a motion from Board  
5 Member Howard, a second from Board Member Thompson to approve  
6 the 2024 board meeting and public hearing dates as modified.

7 All those in favor signify by saying aye.

8 BOARD MEMBERS: Aye.

9 CHAIRMAN KNIGHT: Any opposed?  
10 Floyd.

11 MR. ROEHRICH: Board Member Daniels.

12 MS. DANIELS: Aye.

13 MR. ROEHRICH: Board Member Meck.

14 MR. MECK: Aye.

15 MR. ROEHRICH: And board Member Maxwell.

16 MR. MAXWELL: Aye.

17 MR. ROEHRICH: Chairman, the motion carries.

18 CHAIRMAN KNIGHT: Thank you.

19 So now we'll move on to Agenda Item Number 12,  
20 suggestions, and I'll turn the floor over to Floyd.

21 MR. ROEHRICH: So, Mr. Chairman, we're going to  
22 take a little point of privilege here and ask the director to  
23 take an opportunity to recognize yourself for the six years of  
24 service you had on the Board. You know, it's been pretty  
25 selfless. You've been to virtually every meeting, and I don't

1 see your better half here, which is unfortunate -- oh, there she  
2 is. There she is. I was going to say, this is one of the times  
3 where I think, you know, the board member's spouse has been at  
4 every meeting the board member has. It has been a six-year  
5 commitment, not just by yourself, but by Bonnie as well. So,  
6 you know, when we thank you, obviously we really need to thank  
7 the support that you got, and Mrs. Knight, thank you so much.  
8 It's been such a pleasure to have not -- got to know you over  
9 these six years as well.

10 The Chairman -- Chairman, the director has some  
11 words. We've got a few gifts. Unfortunately, since Board  
12 Member Meck is -- was unable to be here, and I know that he is  
13 ending his term as well, we will be presenting some recognition  
14 and some token gifts as well to him in the January meeting in  
15 Maricopa. So recognizing you today with the opportunity that we  
16 have here in your hometown, and Mayor Meck, we'll be able to  
17 recognize him as well next month. So at this point I would ask  
18 the director to make some comments, and then we will present you  
19 with a few gifts.

20 DIRECTOR TOTH: Thank you.

21 Very -- well, I shouldn't say very excited to say  
22 thank you, because I'm also sad to see you leave the Board as  
23 well, although we have some transition time.

24 Chairman Knight, you were appointed to the Board  
25 in 2018, and you've brought an incredible experience to this

1 board with your background and your years of service, with the  
2 Yuma City Council. You've always been very good at listening to  
3 the local communities and the members of the public and working  
4 with everyone to ensure the good outcomes, a tremendous  
5 partnering solution and very collaborative solutions.

6 I also want to recognize that you've been a key  
7 member of the Rural Transportation Advocacy Council and have  
8 always been a powerful advocate for the rural communities  
9 statewide. I know that you always make it a point, it's been  
10 said many times, to attend the Transportation Board meetings in  
11 person unless everybody's attending virtually, and I really  
12 commend you for that. It's such a tremendous opportunity to see  
13 the different communities within the state and to be able to  
14 meet everyone.

15 And I too want to recognize -- there -- you  
16 moved -- recognize Bonnie for serving right alongside your  
17 husband. That's just an incredible -- our families make a lot  
18 of sacrifices, and we really appreciate that dedication. It  
19 helps -- it helps the person in that role, and really appreciate  
20 that.

21 So on a personal level, we at ADOT and our staff  
22 have enjoyed working with you and just want to thank you for  
23 everything you have done. Your contributions have made a  
24 tremendous difference, and you've helped empower Arizona's  
25 economy while safely connecting people within the state. So

1 thank you so much for your dedication and your service to the  
2 citizens and the transportation system within the state of  
3 Arizona.

4 CHAIRMAN KNIGHT: Thank you very much. It's been  
5 a sincere pleasure, and six years has gone by so fast. It's  
6 hard to believe that it's been that long, but I certainly have  
7 enjoyed my position on the Transportation Board.

8 I will say that I think this board has done  
9 something that probably very few boards get to do, and that was  
10 we were, of course, instrumental in the selection of a new  
11 director for the -- for ADOT, and that's something that not too  
12 many boards really get to do, and it was our honor to be part of  
13 that process, and I think of that as one of the highlights of my  
14 six-year tenure.

15 But I'm looking forward to next year and  
16 attending -- continuing to attend the meetings as a board member  
17 until such time as I've been -- I've had a replacement  
18 appointed. So I'll be here until I'm not. Thank you.

19 MR. ROEHRICH: So, Mr. Chairman, we'd like to come  
20 up and present you a few awards. I'll announce the awards and  
21 then have the director pass them to you, but we'll come up and  
22 do that right at your station there.

23 I do want to -- I'll kind of get on this side,  
24 and I can hand them over. See if I can -- make sure to get this  
25 working.



1           The first presentation we'd like to have --  
2 Director, if you want to -- is just a certificate that's signed  
3 by all the board members and the director, again, thanking you  
4 for the dedicated service that you provided to all of -- all of  
5 the state of Arizona and all of ADOT.

6           So the second gift is one you're going to have to  
7 trust me on. It's in the mail. So one of the issues we're  
8 going to provide is a three-year subscription -- monthly  
9 subscription to *Arizona Highways* magazine. It's something we do  
10 want to provide to board members. You travel around the state.  
11 You've seen many of the things, the local beauty that is in the  
12 magazine, but you never get to see it, because you're always  
13 there at night or you're here in the meeting. So at least we'll  
14 give you a three-year subscription. You'll be able to look at  
15 the pictures and go, I was there, but I don't remember that.

16           The second thing we'd like to present you with is  
17 a commemorative ADOT pen and pencil set embossed with the ADOT  
18 logo for your use. Hopefully you'll be able to use it for many,  
19 many years ago to come, or at least until the ink dries up.

20           CHAIRMAN KNIGHT: Thank you.

21           MR. ROEHRICH: And then the last item we have is  
22 a little bit more of a little fun item. We always ask the board  
23 members -- we give them a commemorative license plate -- and do  
24 they have any type of message or comments that you'll have on  
25 it, and you had asked for (inaudible) Knight as part of it, and

1 so there's a commemorative copper license plate signifying, you  
2 know, Arizona, the significance of copper to the state, but one  
3 that hopefully you'll be able to display as --

4 CHAIRMAN KNIGHT: Thank you.

5 MR. ROEHRICH: -- a memento of your time here on  
6 the Board. Thank you, sir.

7 CHAIRMAN KNIGHT: Thank you. Thank you. Thank  
8 you, Director.

9 MR. ROEHRICH: And then the last thing, we do  
10 allow you to keep the gavel, but we want the block back.

11 CHAIRMAN KNIGHT: Okay.

12 MR. ROEHRICH: We use that for the next person.  
13 The gavel has been personalized. That is yours.

14 CHAIRMAN KNIGHT: Okay. Thank you.

15 VICE CHAIR SEARLE: So, Floyd, I'd really have  
16 been impressed if there was a validation sticker on that plate  
17 so he could put it on his vehicle.

18 MR. ROEHRICH: Wouldn't that be nice if we gave  
19 you a three-year break on your license?

20 VICE CHAIR SEARLE: No, it's called a permanent,  
21 you know.

22 MR. ROEHRICH: We'll look into that.

23 VICE CHAIR SEARLE: Okay. Well, Gary, I think  
24 it's my turn. Bonnie and I have been plotting for six months as  
25 to what to get you, and it's been a little bit of a challenge,

1 because your local jeweler really wasn't cooperative. But over  
2 the year you have kind of led a precedent, and you awarded Jesse  
3 Thompson with a -- with a nice pocket watch, engraved, and then  
4 as Director Halikowski stepped down, you did it as well, and so  
5 we've done the same thing. And we have -- we have gotten you a  
6 pocket watch, a gold one, and it's engraved in appreciation.

7 Let me get my glasses on, make sure I can read it  
8 right. "In appreciation, Gary Knight, Arizona State  
9 Transportation Board, 2018 through 2024, Chairman 2023." And  
10 we've all kicked in, and we would like you to take that. We  
11 appreciate your leadership.

12 CHAIRMAN KNIGHT: Thank you.

13 VICE CHAIR SEARLE: And Jackie, if you're still  
14 online, we have one for you as well, and so you better be at our  
15 Maricopa meeting.

16 MR. MECK: I hear you loud and clear. Thank you  
17 very much.

18 VICE CHAIR SEARLE: All right. Otherwise, I get  
19 to keep it.

20 MR. MECK: That's your option, sir. You have it  
21 in your possession.

22 CHAIRMAN KNIGHT: Well, I hope your -- Jackie, I  
23 hope your eye surgery goes well. I've had that cataract surgery  
24 done myself on both eyes, so it's no -- it's no big deal, and  
25 you'll be able to see a lot better when they get done.

1 MR. MECK: I hope so. Thank you very much.

2 CHAIRMAN KNIGHT: Looking forward to awarding you  
3 your gifts at the January meeting.

4 MR. MECK: All right. Thank you.

5 CHAIRMAN KNIGHT: And if we have concluded all  
6 the business -- oh, would you like --

7 MR. ROEHRICH: Mr. Chairman, if there's any  
8 suggestions from board members. I do know that we're tracking,  
9 from Mr. Maxwell's request, to talk about some of the issues  
10 with the adopt-a-highway and highway litter issues that we deal  
11 with, so we're planning that for a future meeting, one of our  
12 study sessions.

13 And a reminder that the January meeting in the  
14 city of Maricopa is the 12th. It's the second Friday, and  
15 within -- and that was adjusted to be compliant with the statute  
16 of the Board formulating its new officers, and that's the time  
17 where we will make the changes of the chair and vice chair for  
18 2024. So reminder, it's Friday, January 12th, City of Maricopa.

19 So that's all that I have, Mr. Chair.

20 MS. HOWARD: Mr. Chair, I do have (inaudible).

21 CHAIRMAN KNIGHT: Thank you. Yes.

22 MS. HOWARD: Is it possible next month that you  
23 could bring to us an update on the \$50 million that we allocated  
24 for statewide maintenance, just kind of where we are financially  
25 and maybe summarize quickly some of the larger projects and more

1 aggressive projects that we completed with those funds? Thank  
2 you.

3 CHAIRMAN KNIGHT: Okay. Any other comments from  
4 the Board?

5 Well, if there being no further business for this  
6 board, we have concluded the agenda for this month's meeting.  
7 We're adjourned.

8 (Meeting adjourned at 10:24 a.m.)  
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1 STATE OF ARIZONA     }  
2 COUNTY OF MARICOPA }     ss.  
3

4         BE IT KNOWN that the foregoing proceedings were reported  
5 by 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 56 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  
12 the parties hereto, nor am I in any way interested in the  
13 outcome hereof.

14         DATED at Phoenix, Arizona, this 17th day of February 2024.  
15  
16

17                             /s/ Teresa A. Watson

18                             TERESA A. WATSON, RMR  
19                             Certified Reporter  
20                             Certificate No. 50876  
21  
22  
23  
24  
25

**Adjournment**

***Chairman Gary Knight adjourned the State Transportation Board Meeting on December 15, 2023.***

**Meeting adjourned at 10:24a.m. PST.**

Not Available for Signature

Gary Knight, Chairman  
State Transportation Board

Not Available for Signature

Jennifer Toth, Director  
Arizona Department of Transportation

## PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM: 6a	<b>Route &amp; MP:</b>	0000 @ MP NNA
	<b>Project Name:</b>	SHUMWAY RD @ SILVER CREEK BRIDGE, S OF TAYLOR
	<b>Type of Work:</b>	BRIDGE REPLACEMENT
	<b>County:</b>	Navajo
	<b>District:</b>	Northeast
	<b>Schedule:</b>	
	<b>Project:</b>	T047301L TIP#: 104424
	<b>Project Manager:</b>	Bharat Kandel
	<b>Program Amount:</b>	\$0
	<b>New Program Amount:</b>	\$30,000
	<b>Requested Action:</b>	Establish Scoping Subphase

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01

1. PRB Meeting Date: 2/6/2024

2. Teleconference: No

3. Form Date / 5. Form By:

2/8/2024

Bharat Kandel

4. Project Manager / Presenter:

Bharat Kandel @ (602) 712-8736

205 S 17th Ave, , EM01 - 4983 PROJECT MANAGEMENT

6. Project Name:

SHUMWAY RD @ SILVER CREEK BRIDGE, S OF TAYLOR

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 #:
JW1Q	Northeast	0000	Navajo	NNA	T047301L	0.0	NNA-0(204)T

16. Program Budget: \$0

17. Program Item #: 104424

18. Current Approved Program Budget:

\$0

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

\$30

18b Total Program Budget After Request:

\$30

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

Item #	Amount	Description	Comments
76424	\$28 .		94.3 pct OSB
OTHR24	\$2 .		5.7 pct Local Match

**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: 23-0009387-I SIGNED: YES ADV: NO

<b>CHANGE IN:</b>	24a. PROJECT NAME:	NO	24b. TYPE OF WORK:	NO	24c. SCOPE:	NO	24d. CURRENT STAGE:	STAGE I
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24e. ENVIRONMENTAL CLEARANCE: NO

24f. MATERIALS MEMO COMP: NO

24g. U&amp;RR CLEARANCE: NO

24h. C&amp;S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

24k. SCOPING DOCUMENT: NO

**25. DESCRIPTION OF REQUEST**

Establish Scoping Subphase

**26. JUSTIFICATION OF REQUEST**

This is an Off-System Bridge Scoping project in Navajo County. The project will evaluate alternatives and recommend a preferred structure type, construction cost estimate, and associated tasks for the replacement of existing Silver Creek Bridge on Shumway Road, South of Taylor. This subphase will be used to cover staff charges.

Staff - \$30k (OSB: \$28,290; Local Match: \$1710)

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

ESTABLISH A NEW PROJECT

**APPROVED / RECOMMENDED ACTIONS:**REQUEST APPROVED  
SUBJECT TO PPAC APPROVAL - 2/28/2024**PRB APPROVED**

*ITEM: 6b	Route & MP:	0000 @ MP NNA
	Project Name:	SHUMWAY RD @ SILVER CREEK BRIDGE, S OF TAYLOR
	Type of Work:	BRIDGE REPLACEMENT
	County:	Navajo
	District:	Northeast
	Schedule:	
	Project:	T047303L TIP#: 104424
	Project Manager:	Bharat Kandel
	Program Amount:	\$0
New Program Amount:		\$150,000
Requested Action:		Establish Scoping Subphase

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02

1. PRB Meeting Date: 2/6/2024

2. Teleconference: No

3. Form Date / 5. Form By:

2/8/2024

Bharat Kandel

4. Project Manager / Presenter:

Bharat Kandel @ (602) 712-8736

205 S 17th Ave, , EM01 - 4983 PROJECT MANAGEMENT

6. Project Name:

SHUMWAY RD @ SILVER CREEK BRIDGE, S OF TAYLOR

7. Type of Work:

BRIDGE REPLACEMENT

8. CPSID:

JW1Q

9. District:

Northeast

10. Route:

0000

11. County:

Navajo

12. Beg MP:

NNA

13. TRACS #:

T047303L ?

14. Len (Mi.):

0.0

15. Fed Id #:

NNA-0(204)T

16. Program Budget: \$0

17. Program Item #: 104424

18. Current Approved Program Budget:

\$0

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

\$150

18b Total Program Budget After Request:

\$150

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

Item #	Amount	Description	Comments
76424	\$141 .		94.3 pct OSB
OTHR24	\$9 .		5.7 pct Local Match

**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: 23-0009387-I

SIGNED: YES

ADV: NO

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

24e. ENVIRONMENTAL CLEARANCE: NO

24f. MATERIALS MEMO COMP: NO

24g. U&amp;RR CLEARANCE: NO

24h. C&amp;S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

24k. SCOPING DOCUMENT: NO

**25. DESCRIPTION OF REQUEST**

Establish Scoping Subphase

**26. JUSTIFICATION OF REQUEST**

This is an Off-System Bridge Scoping project in Navajo County. The project will evaluate alternatives and recommend a preferred structure type, construction cost estimate, and associated tasks for the replacement of existing Silver Creek Bridge on Shumway Road, South of Taylor. This subphase will be used to cover consultant charges.

Consultant - \$150k (OSB:\$141,450; Local Match:\$8,550)

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

ESTABLISH A NEW PROJECT

**APPROVED / RECOMMENDED ACTIONS:**

REQUEST APPROVED  
SUBJECT TO PPAC APPROVAL - 2/28/2024

**PRB APPROVED**

\*ITEM: 6c

<b>Route &amp; MP:</b>	
<b>Project Name:</b>	Electric Vehicle Charging Infrastructure (Interstate) (FY24)
<b>Type of Work:</b>	Prepare Solicitation
<b>County:</b>	Statewide
<b>District:</b>	
<b>Schedule:</b>	
<b>Project:</b>	PEV2301X TIP#: 104434
<b>Project Manager:</b>	Emily Christ
<b>Program Amount:</b>	\$0
<b>New Program Amount:</b>	\$1,200,000
<b>Requested Action:</b>	Establish new project.

---

06a

1. PRB Meeting Date: 2/13/2024

2. Teleconference: No

3. Form Date / 5. Form By:

2/15/2024

Emily Christ

4. Project Manager / Presenter:

Emily Christ @ (602) 712-7682

206 S 17th Ave, 157, 139A - 4124 P3 Initiatives

6. Project Name:

Electric Vehicle Charging Infrastructure (Interstate) (FY24)

7. Type of Work:

Prepare Solicitation

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:  
 - Statewide PEV2301X ? MPD-E(024)

16. Program Budget: \$0

17. Program Item #: 104434

18. Current Approved Program Budget:

\$0

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

\$1,200

18b Total Program Budget After Request:

\$1,200

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

Item #	Amount	Description	Comments
71224	\$960	.	NEVI Program - 80pct Federal Funds
74524	\$240	PRIVITIZATION	NEVI Program - 20pct State Match

**CURRENT SCHEDULE:**

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

**CHANGE REQUESTNEW SCHEDULE:**

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED:

NO

ADV: NO



PROJECT FUNDING VERIFIED BY PM

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

24e. ENVIRONMENTAL CLEARANCE: NOT APPLICABLE

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&amp;RR CLEARANCE: NOT APPLICABLE

24h. C&amp;S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: NOT APPLICABLE

24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

**25. DESCRIPTION OF REQUEST**

Establish new project.

**26. JUSTIFICATION OF REQUEST**

Federal National Electric Vehicle Infrastructure (NEVI) Formula Program funds are being requested to cover the Public Private Partnership (P3) advisory consultant costs associated with the solicitation for developers for EV infrastructure implementation along the interstate highways.

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

ESTABLISH A NEW PROJECT

**APPROVED / RECOMMENDED ACTIONS:**

REQUEST APPROVED  
 SUBJECT TO PPAC APPROVAL - 2/28/2024

**PRB APPROVED**

\*ITEM: 6d

Route & MP:

0000 @ MP YYV

Project Name:

BIG BUG CREEK BRIDGE STR #8252

Type of Work:

BRIDGE REHABILITATION

County:

Yavapai

District:

Northwest

Schedule:

Project:

T051301D TIP#: 104439

Project Manager:

Frank Fry

Program Amount:

\$0

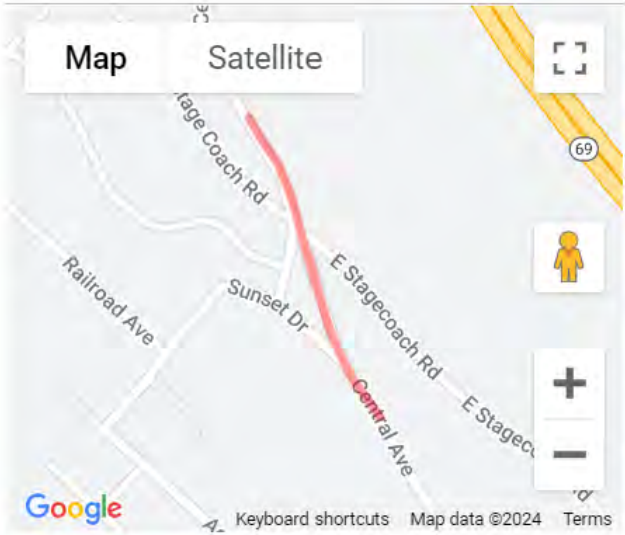
New Program Amount:

\$30,000

Requested Action:

Establish new project.

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16

1. PRB Meeting Date: 2/13/2024

2. Teleconference: No

3. Form Date / 5. Form By:

2/15/2024

Frank Fry

4. Project Manager / Presenter:

Frank Fry @ (520) 838-3411

205 S 17th Ave, , - 4983 PROJECT MANAGEMENT

6. Project Name:

BIG BUG CREEK BRIDGE STR #8252

7. Type of Work:

BRIDGE REHABILITATION

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
MC1Q	Northwest	0000	Yavapai	YYV	T051301D	0.0	OSB YYV-0(220)T

16. Program Budget: \$0

17. Program Item #: 104439

18. Current Approved Program Budget:

\$0

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

\$30

18b Total Program Budget After Request:

\$30

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

Item #	Amount	Description	Comments
76424	\$28 .		94.3 Percent Fed OSB Funding
OTHR24	\$2 .		5.7 Percent Local

**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: 23-0009201 SIGNED: YES ADV: YES

<b>CHANGE IN:</b>	24a. PROJECT NAME:	NO	24b. TYPE OF WORK:	NO	24c. SCOPE:	NO	24d. CURRENT STAGE:	STAGE I
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24e. ENVIRONMENTAL CLEARANCE: NO

24f. MATERIALS MEMO COMP: NO

24g. U&amp;RR CLEARANCE: NO

24h. C&amp;S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

24k. SCOPING DOCUMENT: NO

**25. DESCRIPTION OF REQUEST**

Establish new project.

**26. JUSTIFICATION OF REQUEST**

This Yavapai County Off System Bridge project will rehabilitate the Big Bug Creek Bridge (Structure #8252).

Staff: \$30K

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

ESTABLISH A NEW PROJECT

**APPROVED / RECOMMENDED ACTIONS:**REQUEST APPROVED  
SUBJECT TO PPAC APPROVAL - 2/28/2024**PRB APPROVED**

\*ITEM: 6e

<b>Route &amp; MP:</b>	0000 @ MP YYV
<b>Project Name:</b>	BIG BUG CREEK BRIDGE STR #8252
<b>Type of Work:</b>	BRIDGE REHABILITATION
<b>County:</b>	Yavapai
<b>District:</b>	Northwest
<b>Schedule:</b>	
<b>Project:</b>	T051303D TIP#: 104439
<b>Project Manager:</b>	Frank Fry
<b>Program Amount:</b>	\$0
<b>New Program Amount:</b>	\$350,000
<b>Requested Action:</b>	Establish new project.

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17

1. PRB Meeting Date: 2/13/2024

2. Teleconference: No

3. Form Date / 5. Form By:

2/15/2024

Frank Fry

4. Project Manager / Presenter:

Frank Fry @ (520) 838-3411

205 S 17th Ave, , - 4983 PROJECT MANAGEMENT

6. Project Name:

BIG BUG CREEK BRIDGE STR #8252

7. Type of Work:

BRIDGE REHABILITATION

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
MC1Q	Northwest	0000	Yavapai	YYV	T051303D	0.0	OSB YYV-0(220)T

16. Program Budget: \$0

17. Program Item #: 104439

18. Current Approved Program Budget:

\$0

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

\$350

18b Total Program Budget After Request:

\$350

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

Item #	Amount	Description	Comments
76424	\$330 .		94.3 Percent Fed OSB Funding
OTHR24	\$20 .		5.7 Percent Local

**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: 23-0009201 SIGNED: YES ADV: YES

<b>CHANGE IN:</b>	24a. PROJECT NAME:	NO	24b. TYPE OF WORK:	NO	24c. SCOPE:	NO	24d. CURRENT STAGE:	STAGE I
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24e. ENVIRONMENTAL CLEARANCE: NO

24f. MATERIALS MEMO COMP: NO

24g. U&amp;RR CLEARANCE: NO

24h. C&amp;S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

24k. SCOPING DOCUMENT: NO

**25. DESCRIPTION OF REQUEST**

Establish new project.

**26. JUSTIFICATION OF REQUEST**

This Yavapai County Off System Bridge project will rehabilitate the Big Bug Creek Bridge (Structure #8252).

Consultant: \$350K

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

ESTABLISH A NEW PROJECT

**APPROVED / RECOMMENDED ACTIONS:**REQUEST APPROVED  
SUBJECT TO PPAC APPROVAL - 2/28/2024**PRB APPROVED**

\*ITEM: 6f

Route & MP:

191 @ MP 316.0

Project Name:

LITTLE COLORADO BRIDGE - CEMETERY RD

Type of Work:

PAVEMENT REHABILITATION

County:

Apache

District:

Northeast

Schedule:

Project:

F053301C TIP#: 103411

Project Manager:

Patrick O`Leske

Program Amount:

\$0

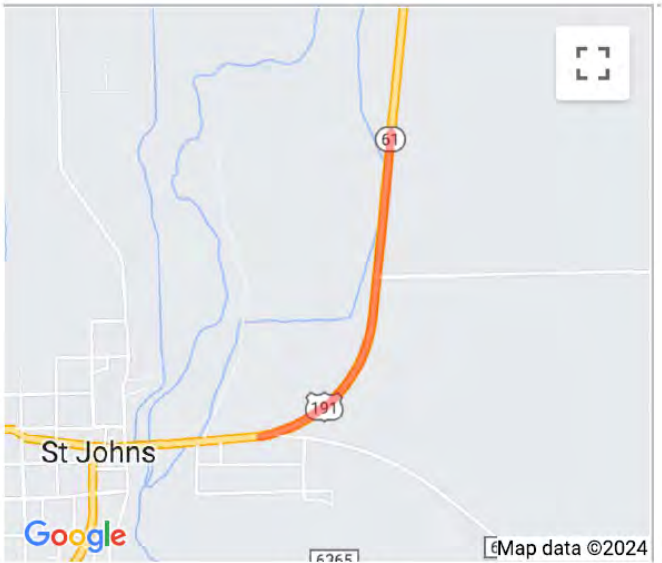
New Program Amount:

\$1,300,000

Requested Action:

Establish new project.

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19

1. PRB Meeting Date: 2/13/2024

2. Teleconference: No

3. Form Date / 5. Form By:

2/15/2024

Patrick O'Leske

4. Project Manager / Presenter:

Patrick O'Leske @ (602) 568-3357

205 S 17th Ave - 4983 PROJECT MANAGEMENT

6. Project Name:

LITTLE COLORADO BRIDGE - CEMETERY RD

7. Type of Work:

PAVEMENT REHABILITATION

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
<a href="#">ZE1P</a>	Northeast	191	Apache	316.0	F053301C ?	0.9	191-D(203)T

16. Program Budget: \$0

17. Program Item #: 103411

18. Current Approved Program Budget:

\$0

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

\$1,300

18b Total Program Budget After Request:

\$1,300

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

Item #	Amount	Description	Comments
73324	\$1,300	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: 24

22A. REQUEST BID READY:

23A. REQUEST ADV DATE: 4/2/2024

20. JPA #'s:

SIGNED: NO

ADV: NO

**PROJECT FUNDING VERIFIED BY PM**

<b><u>CHANGE IN:</u></b>	24a. PROJECT NAME:	NO	24b. TYPE OF WORK:	NO	24c. SCOPE:	NO	24d. CURRENT STAGE:	STAGE IV
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24e. ENVIRONMENTAL CLEARANCE: YES

24f. MATERIALS MEMO COMP: YES

24g. U&amp;RR CLEARANCE: NO

24h. C&amp;S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

24k. SCOPING DOCUMENT: NO

**25. DESCRIPTION OF REQUEST**

Establish new project.

**26. JUSTIFICATION OF REQUEST**

This is a minor program project for pavement rehabilitation on US 191, east of St John's.

ICAP is included in this request.

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

ESTABLISH A NEW PROJECT

**APPROVED / RECOMMENDED ACTIONS:**
 REQUEST APPROVED  
 SUBJECT TO PPAC APPROVAL - 2/28/2024



\*ITEM: 6g

<b>Route &amp; MP:</b>	SR 101, MP 51.5 - MP 61.5
<b>Project Name:</b>	SR 202 RED MOUNTAIN - SR 202 SANTAN
<b>Type of Work:</b>	Pavement Rehabilitation
<b>County:</b>	Maricopa
<b>District:</b>	Central
<b>Schedule:</b>	FY 2024
<b>Project Manager:</b>	Kirstin Huston
<b>Program Amount:</b>	
<b>New Program Amount:</b>	\$13,612
<b>Requested Action:</b>	Establish new project

---

14

1. PRB Meeting Date: 3/5/2024

2. Teleconference: No

3. Form Date / 5. Form By:

3/5/2024

Kirstin Huston

4. Project Manager / Presenter:

Kirstin Huston @ (602) 712-2167

205 S 17th Ave, , 121F - 4983 PROJECT MANAGEMENT

6. Project Name:

SR 202 RED MOUNTAIN - SR 202 SANTAN

7. Type of Work:

PAVEMENT REHABILITATION

8. CPSID:

OP1Q

9. District:

Central

10. Route:

101L

11. County:

Maricopa

12. Beg MP:

51.5

13. TRACS #:

F073501C ?

14. Len (Mi.):

10

15. Fed Id #:

16. Program Budget: \$0

17. Program Item #: 104442

18. Current Approved Program Budget:

\$0

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

\$13,612

18b Total Program Budget After Request:

\$13,612

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

Item #	Amount	Description	Comments
49924	\$13,612	.	100 pct RARF - MAG TIP ID DOT24-224

**CURRENT SCHEDULE:**

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

**CHANGE REQUESTNEW SCHEDULE:**

21A. REQUEST FISCAL YEAR: 24

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED:

NO

ADV: NO



PROJECT FUNDING VERIFIED BY PM

**CHANGE IN:**

24a. PROJECT NAME:

NO

24b. TYPE OF WORK:

NO

24c. SCOPE:

NO

24d. CURRENT STAGE:

NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE:

NOT APPLICABLE

24f. MATERIALS MEMO COMP:

NOT APPLICABLE

24g. U&amp;RR CLEARANCE:

NOT APPLICABLE

24h. C&amp;S CLEARANCE:

NOT APPLICABLE

24i. R/W CLEARANCE:

NOT APPLICABLE

24j. CUSTOMIZED SCHEDULE:

NOT APPLICABLE

24k. SCOPING DOCUMENT:

NOT APPLICABLE

**25. DESCRIPTION OF REQUEST**

Establish new project.

**26. JUSTIFICATION OF REQUEST**

Pavement rehabilitation project on SR 101 from SR 202 Red Mountain to SR 202 Santan, consisting of diamond grinding as part of the Maricopa Association of Governments (MAG) expansion of the Diamond Grind Pilot Program. Project will use a procurement contract. Funds approved at MAG Regional Council on February 28, 2024.

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

ESTABLISH A NEW PROJECT

**APPROVED / RECOMMENDED ACTIONS:**

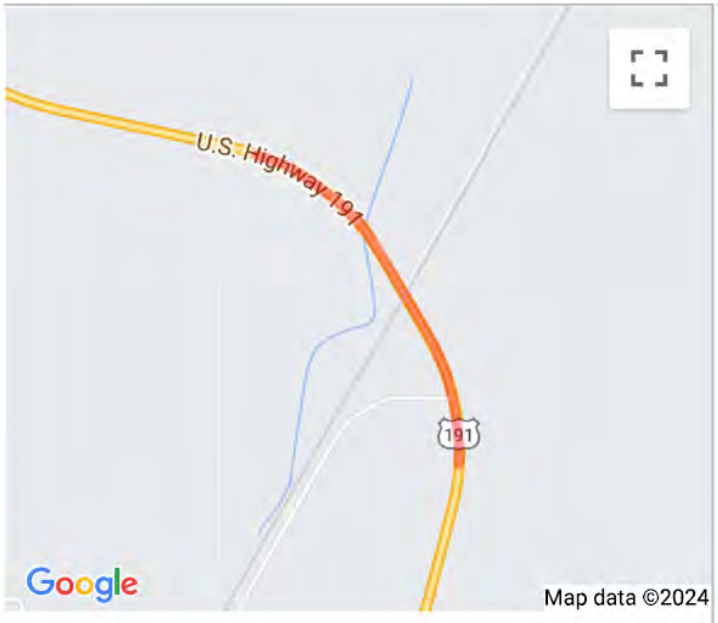
REQUEST APPROVED  
SUBJECT TO PPAC APPROVAL - 3/7/2024

**PRB APPROVED**

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM: 6h	Route & MP:	191 @ MP 62.5
	Project Name:	US 191 COCHISE RAILROAD OVERPASS
	Type of Work:	BRIDGE REPLACEMENT
	County:	Cochise
	District:	Southeast
	Schedule:	FY 2024
	Project:	F038301C TIP#: 101614
	Project Manager:	Rashidul Haque
	Program Amount:	\$41,250,000
New Program Amount:		\$41,250,000
Requested Action:		Defer Project to FY25.

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**ARIZONA DEPARTMENT OF TRANSPORTATION**  
**Project Review Board (PRB) Request Form - Version 4.0**

1. PRB Meeting Date: 2/6/2024

2. Teleconference: No

3. Form Date / 5. Form By:

2/8/2024

Rashidul Haque

4. Project Manager / Presenter:

Rashidul Haque @ (602) 712-7352

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

6. Project Name:

US 191 COCHISE RAILROAD OVERPASS

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 #:
<a href="#">MZ1P</a>	Southeast	191	Cochise	62.5	F038301C ?	1.0	191-A(205)T

16. Program Budget: \$41,250

17. Program Item #: 101614

18. Current Approved Program Budget:

\$41,250

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

\$0

18b Total Program Budget After Request:

\$41,250

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

Item #	Amount	Description	Comments
101614	\$41,250	.	

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

Item #	Amount	Description	Comments
72324	(\$41,250)	CONTINGENCY	
101614	\$41,250	.	

**CURRENT SCHEDULE:**

21. CURRENT FISCAL YEAR: 24

22. CURRENT BID READY:

23. CURRENT ADV DATE: 4/26/2024

**CHANGE REQUEST NEW SCHEDULE:**

21A. REQUEST FISCAL YEAR: 25

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED: NO

ADV: NO

[PROJECT FUNDING VERIFIED BY PM](#)

<b>CHANGE IN:</b>	24a. PROJECT NAME:	NO	24b. TYPE OF WORK:	NO	24c. SCOPE:	NO	24d. CURRENT STAGE:	STAGE V
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24e. ENVIRONMENTAL CLEARANCE: YES

24f. MATERIALS MEMO COMP: YES

24g. U&amp;RR CLEARANCE: NO

24h. C&amp;S CLEARANCE: YES

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: YES

24k. SCOPING DOCUMENT: YES

**25. DESCRIPTION OF REQUEST**

Defer Project to FY25.

**26. JUSTIFICATION OF REQUEST**

Based on discussions and subsequent guidance, the project team is evaluating an alternative design solution to construct the project within the programmed budget. This effort will delay the schedule and it is anticipated to be advertised in FY25.

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

CHANGE IN FY

**APPROVED / RECOMMENDED ACTIONS:**

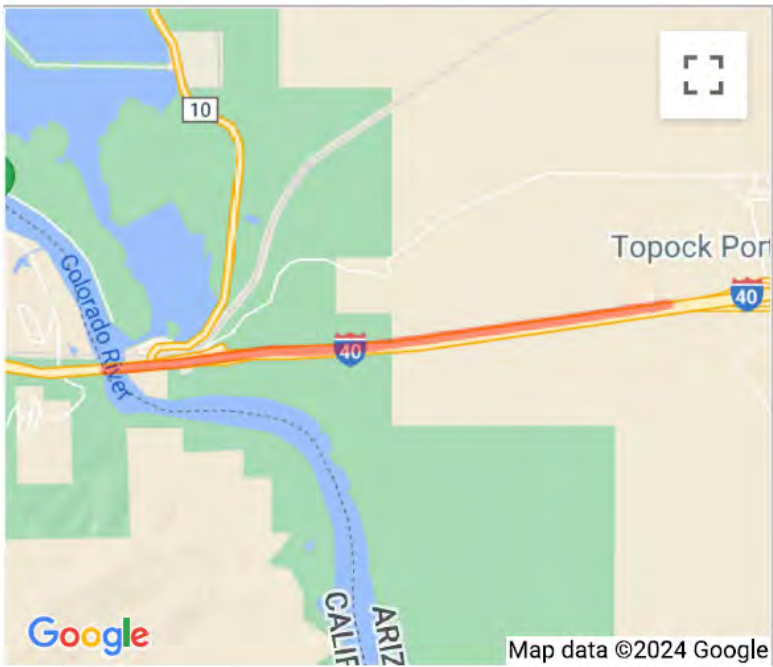
REQUEST APPROVED  
 SUBJECT TO PPAC APPROVAL - 2/28/2024



\*ITEM: 6i

**Route & MP:** 40 @ MP 0  
**Project Name:** CA BORDER - NEEDLE MT. ROAD  
**Type of Work:** PAVEMENT REHABILITATION  
**County:** Mohave  
**District:** Northwest  
**Schedule:** FY 2025  
**Project:** F055701C TIP#: 103130  
**Project Manager:** Sandy Thoms  
**Program Amount:** \$14,520,000  
**New Program Amount:** \$19,200,000  
**Requested Action:** Change in schedule  
Change in budget  
Change in project limits

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06

1. PRB Meeting Date: 2/6/2024

2. Teleconference: No

3. Form Date / 5. Form By:

2/8/2024

Sandy Thoms

4. Project Manager / Presenter:

Sandy Thoms @

,, - 4983 PROJECT MANAGEMENT

6. Project Name:

CA BORDER - NEEDLE MT. ROAD

7. Type of Work:

PAVEMENT REHABILITATION

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
<a href="#">ZQ1P</a>	Northwest	40	Mohave	0	F055701C ?	2.5	040-A(384)T

16. Program Budget: \$14,520

17. Program Item #: 103130

18. Current Approved Program Budget:

\$14,520

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

\$4,680

18b Total Program Budget After Request:

\$19,200

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

Item #	Amount	Description	Comments
103130	\$14,520		FY25 - 72525

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

Item #	Amount	Description	Comments
72324	\$19,200	CONTINGENCY	FY24
72525	(\$14,520)		FY25

**CURRENT SCHEDULE:**

21. CURRENT FISCAL YEAR: 25  
 22. CURRENT BID READY: 5/17/2024  
 23. CURRENT ADV DATE: 7/18/2024

**CHANGE REQUEST NEW SCHEDULE:**

21A. REQUEST FISCAL YEAR: 24  
 22A. REQUEST BID READY: 5/17/2024  
 23A. REQUEST ADV DATE: 6/21/2024

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

<b>CHANGE IN:</b>	24a. PROJECT NAME:	NO	24b. TYPE OF WORK:	NO	24c. SCOPE:	NO	24d. CURRENT STAGE:	STAGE III
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24e. ENVIRONMENTAL CLEARANCE: NO

24f. MATERIALS MEMO COMP: NO

24g. U&amp;RR CLEARANCE: NO

24h. C&amp;S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

24k. SCOPING DOCUMENT: YES

**25. DESCRIPTION OF REQUEST**

Change in schedule  
 Change in budget  
 Change in project limits

**26. JUSTIFICATION OF REQUEST**

This request is to advance this pavement rehab project from Q1 of FY25 to Q4 of FY24.

Additional construction funding is also required based on the latest design estimate. The increase is primarily related to unit cost escalations.

The starting and ending milepost limits also need to change after coordination with adjacent projects. The starting milepost would change to 0.12 which would coincide with the bridge replacement project for the Colorado River Bridge (F0080). The ending milepost would change to 2.40 which would coincide with a separate pavement rehab project that has advertised for bids(F0342). The project length will ultimately reduce from 2.54 miles to 2.28 miles.

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

CHANGE IN SCHEDULE  
 CHANGE IN FY  
 CHANGE IN BUDGET

**APPROVED / RECOMMENDED ACTIONS:**

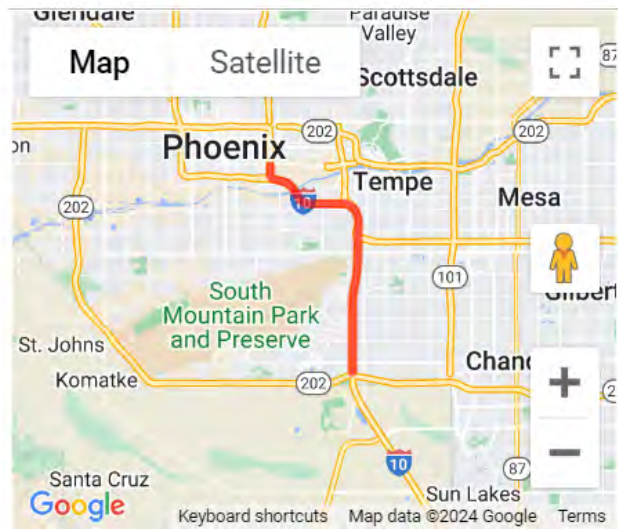
REQUEST APPROVED  
 SUBJECT TO PPAC APPROVAL - 2/28/2024

**PRB APPROVED**

\*ITEM: 6j

<b>Route &amp; MP:</b>	I-10
<b>Project Name:</b>	I-17 SPLIT - SR 202L SANTAN
<b>Type of Work:</b>	CORRIDOR WIDENING
<b>County:</b>	Maricopa
<b>District:</b>	Central
<b>Schedule:</b>	FY 2024
<b>Project:</b>	F007212X TIP#: 100181
<b>Project Manager:</b>	Amy Ritz
<b>Program Amount:</b>	\$0
<b>New Program Amount:</b>	\$400,000
<b>Requested Action:</b>	Establish new subphase for traffic demand mitigation in work zone

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25

1. PRB Meeting Date: 2/27/2024

2. Teleconference: No

3. Form Date / 5. Form By:

2/27/2024

Amy Ritz

4. Project Manager / Presenter:

Amy Ritz @ (602) 708-0267

206 S 17th Ave, - 4126 MAJOR PROJECTS

6. Project Name:

I-17 SPLIT - SR 202L SANTAN

7. Type of Work:

DESIGN/BUILD FOR WIDENING

8. CPSID:

LR10

9. District:

Central

10. Route:

10

11. County:

Maricopa

12. Beg MP:

149.0

13. TRACS #:

F007212X ?

14. Len (Mi.):

10.0

15. Fed Id #:

RARF010-C(220)T

16. Program Budget: \$0

17. Program Item #: 100181

18. Current Approved Program Budget:

\$0

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

\$400

18b Total Program Budget After Request:

\$400

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

Item #	Amount	Description	Comments
49924	\$400	.	.

**CURRENT SCHEDULE:**

21. CURRENT FISCAL YEAR: 22

22. CURRENT BID READY: 12/6/2019

23. CURRENT ADV DATE: 1/5/2021

**CHANGE REQUEST/NEW SCHEDULE:**

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: 23-9064

SIGNED: YES

ADV: NO

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

24e. ENVIRONMENTAL CLEARANCE: YES

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&amp;RR CLEARANCE: YES

24h. C&amp;S CLEARANCE: YES

24i. R/W CLEARANCE: YES

24j. CUSTOMIZED SCHEDULE: YES

24k. SCOPING DOCUMENT: YES

**25. DESCRIPTION OF REQUEST**

Establish new subphase.

**26. JUSTIFICATION OF REQUEST**

In order to help mitigate traffic during the construction of the project, Valley Metro will do outreach to try to reduce the number of vehicles traveling through the project work zone. This is part of MAG's traffic demand mitigation strategy for the project. Contingent on MAG Regional Council approval on 2/28.

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

ESTABLISH A NEW PROJECT

**APPROVED / RECOMMENDED ACTIONS:**

REQUEST APPROVED  
SUBJECT TO PPAC APPROVAL-2/28/2024

**PRB APPROVED**

<b>AZ SMART Grant Applications</b> <b>February 28th, 2024 Priority Planning Advisory Committee &amp; March 7th, 2024 Special Priority Planning Advisory Committee</b> <b>March 15, 2024 State Transportation Board</b>					
Description	Navajo County - Reidhead Street	ADOT - Yuma Multimodal Transportation Center	Santa Cruz County - RCPP 2023	Pinetop-Lakeside - RAISE 2024	Town of Quartzsite - Rural Surface Transportation Grant Program 2024-2025
<b>Application Summary</b>					
AZ SMART Category	Counties over 100K	ADOT	County Under 100K	Municipalities Under 10K	Municipalities Under 10K
COG/MPO	Northern Arizona Council of Governments (NACOG)	ADOT	SEAGO	NACOG	WACOG
Project Type	Sidewalk and Bicycle Path Improvement	Transit Center	Bridge	New Road & Bridge	Road Widening & Improvements
Project Name	Reidhead St: Crandall Rd to Capps Rd & Porter Rd: 5th Ave to 2nd Ave	Yuma Multi-Modal Transportation Center	Ruby Road Bridge over Potrero Creek and the Union Pacific Railroad	Pinetop Commons Road & Bridge	I-10 West Quartzsite Traffic Interchange & Frontage
Project Limits	Reidhead St: Crandall Rd to Capps Rd & Porter Rd: 5th Ave to 2nd Ave	200 S. Gila Street	The bridge over Potrero Creek is located approximately 1/4 mile east of I-19 on Ruby Road. The project proposes to reconstruct 1,500' of Ruby Road westerly from the eastern edge of the I-19 Arizona Department of Transportation (ADOT) right-of-way.	12) From Latitude 34.14140 Longitude -109.95335 to Latitude 34.14374 Longitude -109.95226	I-10 from MP 17 to MP 18
Project Description	The existing facilities in the area are not adequate for the pedestrians or bicyclists. Lack of adequate facilities discourages residents from walking or bicycling to the nearby local destinations, including middle and high schools, in a safe and efficient manner. The project will perform a PA to evaluate options to improve school routes through infrastructure improvements, such as sidewalks, bike lanes, multi-use paths and crossings, to make walking and bicycling to school safer and easier.	This is a joint application between ADOT and the City of Yuma. ADOT requests approval of funding from its AZ SMART category to provide to the City of Yuma with match on a \$10.6 million RAISE grant the City received in 2021 for a project to transform the Hotel Del Sol into a Multi-Modal Transportation Center (MMTC) for the Yuma Region. In exchange, the City has agreed to take over and maintain XX miles of the east-bound frontage road (Gila Ridge Rd) along I-8, from Ave 4E to Ave 6 1/2E, approximately 2.5 miles (see map).	The new bridge would be the only bridge in the County that would span both the floodplain and the Union Pacific Railroad (UPRR), providing a resilient and reliable east-west connection for all traveling public, including bicyclists, pedestrians, emergency services, businesses, tourists, and underserved residents. The plan calls for this area to be a future economic growth area in the County. Developments include moderate and high-density residential, large retail, offices, warehousing, and destination entertainment and cultural activities. The considerations in the Plan were identified through research and an extensive public participation plan involving many community partners, including ADOT, school districts, businesses, and residents. A significant transportation improvement called for in the Plan is a new interconnect between Nogales International Airport and I-19 at the Ruby Road Traffic Interchange (TI).	The Town is requesting funding assistance to widen the existing driveway, construct a bridge across Billy Creek and construct a road to complete the ingress/egress to cross the Creek. The amount of road is less than 1,000 feet. The project resides within the Town's right-of-way and the Town's property. The Town seeks to construct a bridge across the Creek so that the north side of the Creek can be developed into recreation land, potentially into a low-income, multi-family complex, provide an additional ingress/egress route for the existing and potential single-family dwellings north of the Creek, and allow the expansion of the Town on the north side of Creek. These plans can only proceed if another bridge is constructed to cross the Creek.	The project involves the complete full design and preparation of 30%, 60%, 95%, and 100% stage plans, specifications, and construction cost estimates for the proposed reconstruction and improvement of the existing standard diamond traffic interchange. The construction work to be designed includes the following elements: (1) Widening and reconstruction of Quartzsite Boulevard to add the additional lanes required to handle the forecasted traffic. (2) Two new overpass bridge structures over I-10 (one for northbound traffic lanes and one for southbound traffic lanes. (3) Widening and reconstruction the freeway ramps and ramp intersections with Quartzsite Boulevard. (4) Widening and reconstruction of the frontage road intersections and approaches with Main Street to the north and with Dome Rock Road/Kuehn Street to the south. (5) New modern fully actuated traffic control signalization at the two frontage road intersection and at the two ramp intersections. (6) New lighting to enhance travel safety within the TI area. (7) Evaluate lowering the grade of the I-10 lanes below the new structures to reduce the slopes on the Quartzsite Boulevard overpass to facilitate heavy truck traffic movements. (8) Construct retaining walls where needed to eliminate the need for right of way acquisition on developed parcels. (9) Related grading, drainage, and paving improvements.
All in Applicant ROW?	Yes	Yes	No		
Application Received	1/18/2024 15:45:14	1/31/2024 16:46:05	10/16/2023 13:48:24	2/9/2024 15:25:16	2/22/2024 15:31:02
<b>AZ SMART Request</b>					
Federal Grant	Local and Regional Project Assistance (RAISE)	Local and Regional Project Assistance (RAISE)	Reconnecting Communities Pilot Program	RAISE	Rural Surface Transportation Grant Program
Federal Grant phase	Construction	Construction	Construction	Construction	ROW Acquisition
GDS requested	0	0	0	0	0
DOES requested	\$170,000	0	0	\$174,600	\$3,400,000
Match Requested	\$0	\$3,537,057	\$3,300,000	0	0
Applicant Match	\$0	\$3,010,682	\$6,000,000	0	0
Applicant Match %*	0	16.58%	45.01%	0	0
Project Partners*	NA	NA			
Federal Grant Submission	Applicant or consultant will submit directly	Applicant or consultant will submit directly	Applicant or consultant will submit directly	Applicant or consultant will submit directly	Applicant requests ADOT to submit
Federal Grant Application Year	FY25	FY2021	FY23	FY24	FY24-FY25
Federal Grant Project administration	Be a direct recipient if allowed in the NOFO	Be a direct recipient if allowed in the NOFO	Request ADOT administration (Project development administration fees will apply)	Direct Recipient if allowed by the NOFO	Request ADOT administration (Project development administration fees will apply)
<b>Cost Estimate Documentation (attached with application)</b>					
Estimates in YOЕ	Yes	Yes	Yes	Yes	Yes
Source of estimates	Developed by an engineering consultant	Developed by an engineering consultant	Developed by an engineering consultant	Developed by an engineering consultant	Developed by an engineering consultant

01

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

1. PRB Meeting Date: 2/13/2024

2. Teleconference: No

3. Form Date / 5. Form By:

2/15/2024

Meagan Bell

4. Project Manager / Presenter:

Meagan Bell @ (619) 402-7008

1611 W Jackson St, - 4210 MPD PLANNING TEAM

6. Project Name:

REIDHEAD ST; CRANDELL RD - CAPPS RD &amp; PORTER ST; 5TH AVE - 2ND AVE

7. Type of Work:

Sidewalk &amp; Bicycle Path Improvement

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

- Flagstaff

Navajo

- ?

16. Program Budget: \$0

17. Program Item #:

18. Current Approved Program Budget:

\$0

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

\$170

18b Total Program Budget After Request:

\$170

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

Item #	Amount	Description	Comments
73624	\$170	.	(\$170,000) - DT6025

**CURRENT SCHEDULE:**

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

**CHANGE REQUEST/NEW SCHEDULE:**

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED: NO

ADV: NO

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

24e. ENVIRONMENTAL CLEARANCE:

NO

24f. MATERIALS MEMO COMP:

NO

24g. U&amp;RR CLEARANCE:

NO

24h. C&amp;S CLEARANCE:

NO

24i. R/W CLEARANCE:

NO

24j. CUSTOMIZED SCHEDULE:

NO

24k. SCOPING DOCUMENT:

NO

**25. DESCRIPTION OF REQUEST**

FYI ONLY

**26. JUSTIFICATION OF REQUEST**

This is an AZ SMART Application requesting Engineering services to do a Project Assessment in the County 100k+ category. Navajo County intends to submit a Local and Regional Project Assistance (RAISE) grant application in the 2025 round to complete design and construct improvements to the sidewalk, bicycle lane, and multi-use paths to make walking and biking to school safer and easier. The two schools and locations are located in Heber.

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

FYI ONLY

**APPROVED / RECOMMENDED ACTIONS:**

FYI

# Arizona State Match Advantage for Rural Transportation (AZ SMART) Fund Application

Each application may address only one Project and one Federal Grant. Additional Projects and/or Federal Grants require a separate application. See the Application Guidelines for important information and detailed instructions for completing this Application. To ensure the Application is Administratively Complete and will be presented to the State Transportation Board, please respond to all questions and submit all requested documents.

**Document Checklist:** the following documents required to be uploaded to complete this application (PDFs required for all uploaded documents):

- 1. Documentation evidencing the COG/MPO approval to apply to the AZ SMART Fund
- 2. Map showing Project location (for infrastructure projects and studies).
- 3. Documentation showing the Project cost estimates (scoping document, cost estimation form, etc.). **NOTE:** Careful attention should be given to developing the cost estimate as the Applicant is responsible for all costs exceeding the amount awarded from the AZ SMART Fund and/or a Federal Grant.

Email \*

madhav.mundle@navajocountyaz.gov

## Applicant Information

Please answer all the questions below.

1. Name of Applicant City, Town or County \*

Navajo County

2. Name of Contact Person for Applicant \*

Madhav Mundle

3. By checking the box below, the Contact Person for the Applicant certifies they have read and agree to the **Program Guidelines and Application Instructions** for the AZ SMART Fund Program. \*

☒ I have read and agree to the Program Guidelines and Application Instructions for the AZ SMART Fund Program.

4. Contact's Title \*

Public Works Director

5. Contact's Full Mailing Address \*

100 W Public Works De, Holbrook, AZ 86025

6. Contact's Office Phone # \*

928-524-4056

7. Contact's Business Cell Phone # (if applicable)

8. Contact's Business Email Address \*

madhav.mundle@navajocountyaz.gov

9. Select the Applicant's COG/MPO. \*

Northern Arizona Council of Governments (NACOG) ▼

Project Information

Please answer all the questions below.

**NOTE regarding ADOT project design administration (PDA) fees:** If requesting ADOT administration of the Project, initial ADOT PDA fees of \$30,000 will apply. These fees are eligible for AZ SMART Funding only when included in an Application for Design and Other Engineering Services or for Match on a federal grant application which will include design. The initial PDA fees are an estimate only and may be more or less, depending on the Project. By submitting this application, the Applicant understands that ADOT may bill additional PDA fees and agrees to pay such fees. Any fees not required for the Project will be refunded to the Applicant upon approval of the Project final voucher.

10. Select the Project Type. \*

- ☒ Road
- ☐ Bridge
- ☐ Transit
- ☐ Rail
- ☐ Other: \_\_\_\_\_

11. Project Name - enter a brief, intuitive name. \*

Heber Sidewalk and Bicycle path Improvement

12. Enter the Project limits as applicable. If an infrastructure Project is infrastructure, provide the name of the road and "From" and "To" Mileposts \*  
or Cross Streets. If a non-infrastructure project, enter the geographic area to which the plan or study will relate.

Reidhead St: Crandall Rd to Capps Rd & Porter Rd: 5th Ave to 2nd Ave

13. Enter the Project's TIP number, if applicable. If the Project is not in the TIP, enter "NA". \*

N/A

14. Submit written documentation evidencing the COG/MPO approval to submit the Project to the AZ SMART Fund program (PDF format only). \*



NACOG AZ SMA...

15. Project Description - Provide a concise, specific description of the Project, including the type of work to be performed and benefits to be realized (3,000 character maximum, including spaces and punctuation). \*

The existing facilities in the area are not adequate for the pedestrians or bicyclists. Lack of adequate facilities discourages residents from walking or bicycling to the nearby local destinations, including middle and high schools, in a safe and efficient manner. The project will perform a PA to evaluate options to improve school routes through infrastructure improvements, such as sidewalks, bike lanes, multi-use paths and crossings, to make walking and bicycling to school safer and easier.

16. Please upload a map showing the Project location or study area (PDF format only).



AZ SMART Heber...

17. Is the Project entirely in the Applicant's Right of Way? For non-infrastructure projects, check "Not applicable." \*



Yes



No



Not applicable



18. If Project involves ADOT Right of Way, has the Applicant discussed the Project and obtained the consent of the applicable ADOT District office to proceed with this grant application? If no ADOT Right of Way or a non-infrastructure project, check "Not applicable."

Yes

No Not Applicable

19. If Project involves privately-owned or another jurisdiction's Right of Way, has the Applicant discussed the Project with owner and obtained its consent to proceed with this grant application? If no other Right of Way or non-infrastructure project, check "Not applicable."

Yes

No Not applicable

20. Project Schedule - check the boxes to show the State Fiscal Years in which each phase is scheduled to begin. Check only ONE box in each row. Non-infrastructure projects - check the boxes under Not Applicable for each row. NOTE: the State Fiscal Year runs from July 1 through June 30.

	2023	2024	2025	2026	Not Applicable
Design	<div></div>	<div></div>	<div><div></div></div>	<div></div>	<div></div>
Construction	<div></div>	<div></div>	<div></div>	<div><div></div></div>	<div></div>
Other (for non-infrastructure projects)	<div></div>	<div><div></div></div>	<div></div>	<div></div>	<div></div>

21. Project Status - check the boxes to indicate the status of each phase. Check only ONE box in each row. Non-infrastructure projects - check the boxes under Not Applicable for each row. \*

	Not started	In progress	Completed	Not Applicable
Scoping/Pre-Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Design	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Right of Way Acquisition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environmental	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Utilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Construction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other (for non-infrastructure projects)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

22. Design Status - for each Stage, check one box to indicate the Project's Design Status. Non-infrastructure projects - check the boxes under Not Applicable for each row.

	Not started	In progress	Completed	Not Applicable
Stage 1, 15% design	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Stage 2, 30% design	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Stage 3, 60% design	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Stage 4, 95% design	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Stage 5, 100%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

23. Cost Estimate for Scoping/Pre-design - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

170,000.00

24. Enter the date of the Scoping/Pre-design estimate. Enter "NA" if not applicable. \*

1/13/2024

25. Cost Estimate for Design - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

0

26. Enter the date of the Design estimate. Enter "NA" if not applicable. \*

N/A

27. Cost Estimate for Right of Way - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

0

28. Enter the date of the Right of Way estimate. Enter "NA" if not applicable. \*

N/A

29. Cost Estimate for Utilities - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

0

30. Enter the date of the Utilities estimate. Enter "NA" if not applicable. \*

N/A

31. Cost Estimate for Construction - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

0

32. Enter the date of the Construction estimate. Enter "NA" if not applicable. \*

N/A

33. Cost Estimate for Other - enter in whole dollars (for example, 250,000) . Enter "0" if not applicable. \*

0

34. Enter the date of the Other estimate. Enter "NA" if not applicable. \*

N/A


35. Do the estimates provided reflect costs on a Year of Expenditure basis? Note: Year of Expenditure basis means the costs have been inflated in later years. \*

- ☒ Yes
- ☐ No

36. Please indicate the source of the Project Cost Estimates entered above. \*

- ☒ Developed by the Applicant
- ☐ Developed by an engineering consultant
- ☐ Other: \_\_\_\_\_

37. Please upload documentation (PDF format only) showing the Project cost estimates (scoping document, cost estimation form, etc.). \*

 Engineering Esti...

**AZ SMART Fund Request**

Please answer all the questions below.

**NOTE: Careful attention should be paid to developing a thorough and complete cost estimate on a year of expenditure basis.** The Applicant will be responsible for all costs which exceed the amount of an AZ SMART Fund or federal grant award. ADOT has developed a Project Cost Estimating Tool which is available on the AZ SMART Fund webpage under Application Materials. This tool is provided as a courtesy only and does not purport to cover all possible costs or scenarios. Applicants are ultimately responsible for determining the Project cost estimate.

Unless the NOFO/NOFA includes the option to be a direct recipient, both CA and non-CA agencies should include initial project development fees for road/bridge/rail projects. For transit projects, an administration fee of 10% of the total project cost will apply.

38. County Applicants with population of 100,000 or less and municipalities with population of 10,000 or less ONLY: Enter the amount requested for Reimbursement of up to 50% of the costs associated with developing and submitting an application for the Federal Grant identified below. **The amount entered below should be no more than 50% of the total estimated costs of developing and submitting the grant** - enter in whole dollars (for example, 250,000).

\_\_\_\_\_

39. Enter the amount requested from the AZ SMART Fund for Match for the Federal Grant identified in this application - enter in whole dollars (for example, 250,000). If not requesting Match, skip this question.

\_\_\_\_\_

40. Beyond the amount requested from the AZ SMART Fund, enter the dollar amount of Matching cash funds to be committed by the Applicant for the Project in the Federal Grant identified in this application. If not requesting Match, skip this question.

.....

41. Enter the percent to the second decimal place (for example, 15.05%) of Matching cash funds which will be provided by just the Applicant in the Federal Grant application - do not include the amount requested from the AZ SMART Fund. See Application Guidelines for directions to calculate the percentage. If not requesting Match, skip this question.

.....

42. Enter the amount requested from the AZ SMART Fund for reimbursement of design and other engineering services expenditures that meet federal design standards for Projects eligible for the Federal Grant identified in this application. Enter in whole dollars (for example, 250,000). If not requesting design funds, skip this question.

\$170,000  
.....

43. Are ADOT Project Development Fees included in the amount requested for design and other engineering expenditures? If not, requesting design funding, skip this question.

- ☒ Yes
- ☐ No

43. Provide the names of any other entities the Applicant will partner with to deliver the Project. Identify and quantify the contribution of each partner(s) (dollar amount of cash match, type of in-kind services, etc.). If none, enter "NA."

N/A  
.....

**Federal Grant**

Please answer all the questions below. NOTE: Federal grants eligible under the SMART Fund are federal discretionary grant programs administered by any federal agency for SURFACE TRANSPORTATION PURPOSES.

44. How does the Applicant intend to submit the federal grant application? **Note:** If requesting ADOT to submit, the following time frames apply: \*

A. At least thirty (30) day prior to the application deadline in the NOFO for the applicable federal discretionary grant, the Applicant is required to submit the ADOT Grant Coordination Support Request Form at <https://apps.azdot.gov/files/mvd/mvd-forms-lib/42-0103.pdf>.

B. At least seven (7) days before the NOFO/NOFA deadline, the completed application materials must be provided to the ADOT Grant office for submission.

☒ Applicant or consultant will submit directly

☐ Applicant requests ADOT to submit

☐ Other: .....

45. How does the Applicant intend to administer the Project if awarded a federal grant? \*

☒ Be a direct recipient if allowed in the NOFO

☐ Request ADOT administration (Project development administration fees will apply)

☐ Other: .....

46. Select the Federal Grant for which the Applicant intends to submit the Project - select one grant only. If the desired grant is not listed, select **Other** and provide the name of the grant and the applicable federal agency. **NOTE:** This list does not include all federal discretionary grants and may contain grants that are not currently available or funded. Applicants are responsible for conducting their own research to identify an appropriate federal grant for their Project. \*

- ☐ Active Transportation Infrastructure Investment Program
- ☐ Bridge Investment Program
- ☐ Defense Community Infrastructure Pilot
- ☐ Grants for Charging and Fueling Infrastructure
- ☒ Local and Regional Project Assistance (RAISE)
- ☐ Multi State Freight Corridor Planning
- ☐ National Culvert Removal, Replacement and Restoration Grant Program
- ☐ National Infrastructure Project Assistance (MEGA)
- ☐ Nationally Significant Freight and Highway Projects (INFRA)
- ☐ PROTECT Grant Program
- ☐ Reconnecting Communities Pilot Program
- ☐ Rural Surface Transportation Grant Program
- ☐ Safe Streets and Roads for All Program (SS4A)
- ☐ Strategic Innovation for Revenue Collection
- ☐ Strengthening Mobility and Revolutionizing Transportation Grant Program
- ☐ Wildlife Crossing Safety
- ☐ Rail - Consolidated Rail Infrastructure and Safety Improvements Grants
- ☐ Rail - Fixed Guideway Capital Investment Grants
- ☐ Rail - Restoration and Enhancement Grants
- ☐ Rail - Railroad Crossing Elimination Program
- ☐ Transit - All Stations Accessibility
- ☐ Transit - Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants Program
- ☐ Transit - Buses and Bus Facilities Program
- ☐ Transit - Develop Interoperable Standards for Bus Exportable Power Systems (BEPS)
- ☐ Transit - Innovative Coordinated Access and Mobility (ICAM) Pilot Program
- ☐ Transit - Low-No Emission Vehicle Program
- ☐ Transit - Public Transportation Innovation Program
- ☐ Transit - State of Good Repair Grants Program
- ☐ Transit - Technical Assistance, Standards Development, and Workforce Development Programs
- ☒ Other: Transportation Alternative (TA) Grant

47. In what Federal Fiscal Year does the Applicant intend to submit an application for the Federal Grant? **NOTE:** the Federal Fiscal Year runs from October 1 through September 30. Applications must be submitted prior to the expiration of the Infrastructure Investment and Jobs Act, currently expiring on September 30, 2026. \*

FY 2025

48. Which phase of the Project will be submitted in the Federal Grant application? \*

- ☒ Design
- ☐ Right of Way Acquisition
- ☒ Construction
- ☐ Other:

**For State Purposes only**

Adopted at STB meeting on . Action taken:

- ☐ Approved
- ☐ Denied
- ☐ Modified as shown in the attached document

This form was created inside of State of Arizona.





January 18<sup>th</sup>, 2024

ADOT Multimodal Planning Division  
Grant Coordination Group  
and  
Arizona State Transportation Board

Subject: NACOG Approval for Navajo County SMART Fund application

Dear ADOT MPD and Arizona State Transportation Board:

I am writing to express support for the Heber Bike and Sidewalk Improvements project located in Navajo County, Arizona. Navajo County has identified the project area as having need for safety improvement related to vulnerable road users and for the overall growth and safety of mobility in Heber, an effort supported by the Northern Arizona Council of Governments (NACOG) as the preferred method for improving alternative transportation safety issues in the area. This project will be included in the NACOG FY2024 – 2029 Transportation Investment Plan (TIP) if AZ SMART Fund Program funding for the Scoping/ Project Assessments awarded.

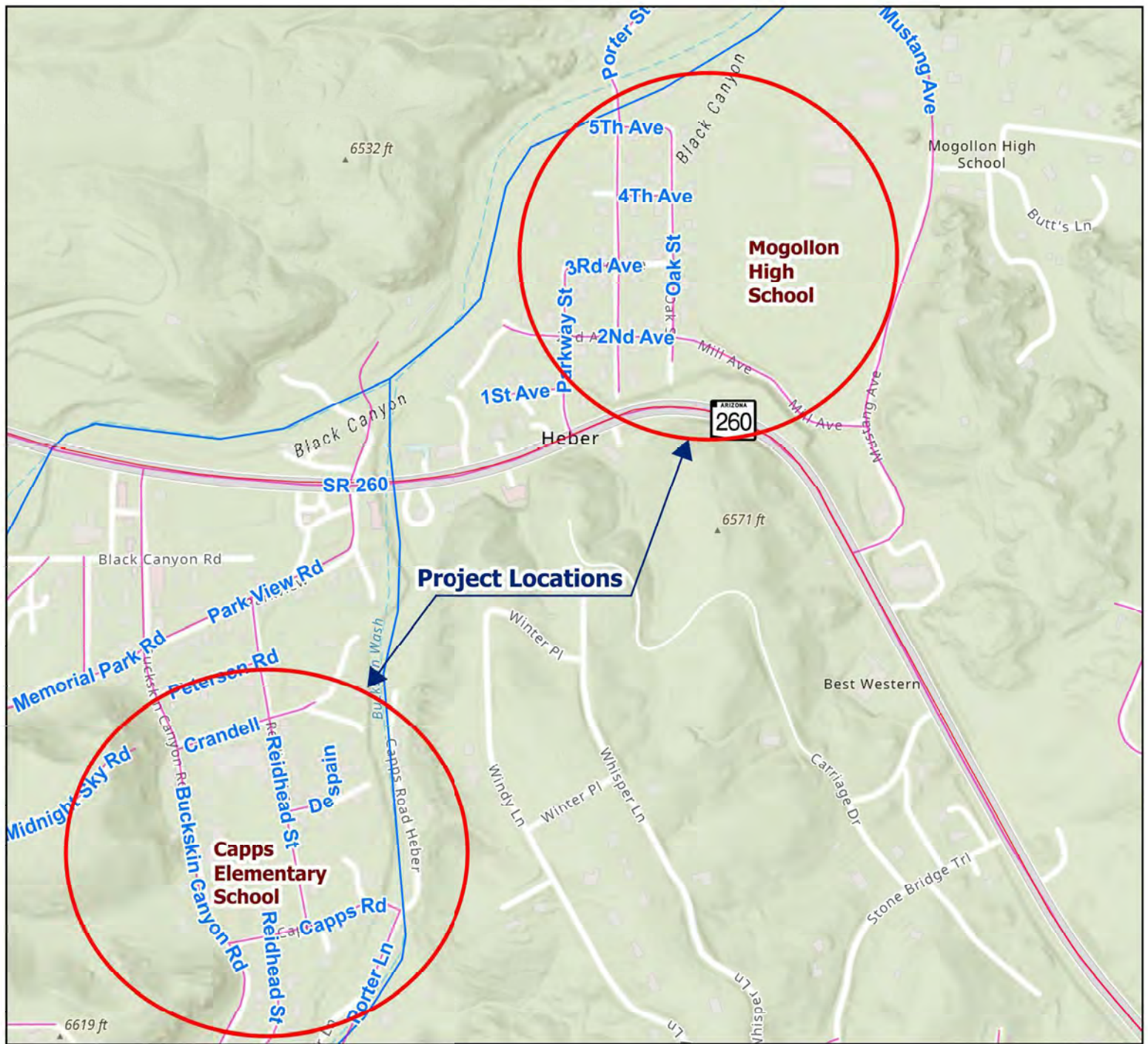
The existing facilities in the area are not adequate for the safety of pedestrians or bicyclists. Lack of adequate facilities discourages residents from walking or bicycling to the nearby local destinations, including middle and high schools, in a safe and efficient manner. The project will perform a PA to evaluate options to improve school routes through infrastructure improvements, such as sidewalks, bike lanes, multi-use paths and crossings, to make walking and bicycling to school safer and easier for students.

I want to thank you in advance for your consideration of this project. It is our hope that you will see the importance of this project in increasing the safety and community-wide access of vulnerable road users of all kinds, and will support full funding for the project.

Sincerely,



Chris Fetzer  
Executive Director



## Navajo County AZ SMART Grant Application



Consultant Design Estimate Hours

Project No: 1X  
Date: 1/13/2024  
PMT: YY

Scope of Work: The work will involve Scoping/Project Assessment study to evaluate route options to improve school routes through infrastructure improvements, such as sidewalks, bike lanes, multi-use paths.

	No. of Sheets	Hrs per Sheet	Total Hours	Project Principal	Project Manager	Project Engineer	Designer	Clerical	Env'l Planner	Survey Manager	24-H Survey Crew
<b>A. INITIAL INVESTIGATION</b>											
Data Collection (Actuals)			40								
Previous Studies Review			0								
Site Visit			40								
Section Control Survey Review			40								
Prepare Photo Base Map			40								
Right-of-Way, Drainage, R/W Base File			40								
<b>B. ASHTO Design Report</b>											
As-Built Plan Geometric Review			40								
Prepare Draft ASHTO Report			0								
<b>C. Roadway</b>											
Identify and Incorporate Constraints			40								
Concept Development (C)			40								
Concept Development (D)			40								
Initial Alignment			0								
<b>C. Drainage</b>											
Previous Report Review			0								
Existing Facilities Hydraulic Eval			40								
Underground Concept Eval			0								
Drainage Concept			0								
Drain Drainage Eval			0								
<b>D. Traffic</b>											
Data Collection/Coordination			40								
Lane Diagrams			0								
Travel Time Analysis			40								
Traffic Analysis Memo			0								
<b>E. Miscellaneous Design Items</b>											
Utility Feasibility Report			100								
Utility Investigation/Coordination			0								
Geotech Rev/Eval/Retain			0								
ROW Coordination/Evaluation			0								
Construction Estimate			0								
<b>F. DESIGN SHEETS</b>											
<b>Roadway Sheets</b>											
Typical Section Sheets	0	0	0	0	0	0	0	0	0	0	0
Alternatives Considered Plan Sheet	0	0	0	0	0	0	0	0	0	0	0
Roll Plans	0	0	0	0	0	0	0	0	0	0	0
<b>Traffic Control Sheets</b>											
<b>Signage &amp; Event Markings</b>											
<b>Roadside</b>											
<b>Right-of-Way</b>											
<b>Gr. Retention</b>											
NOI & Progress Meetings	80	0	80	20	20	20	0	0	0	0	0
Internal Design Coordination Meetings	80	0	80	20	20	20	0	0	0	0	0
Construction Review Meetings (2)	0	0	0	0	0	0	0	0	0	0	0
Env Investigation & Permits	0	0	0	0	0	0	0	0	0	0	0
Environmental Opinions	0	0	0	0	0	0	0	0	0	0	0
<b>Communication</b>											
<b>Project Management</b>											
QA/QC	80	0	80	20	20	20	0	0	0	0	0
Schedule & Updates	20	0	20	0	0	0	0	0	0	0	0
ADOT and Local Agency Coord	0	0	0	0	0	0	0	0	0	0	0
TOTALS	0	0	880	100	120	320	380	0	0	0	0
Plains Percentages=											
Overall Percentages=				6%	15%	20%	30%	30%	5%	0%	
Rates =											
LABOR COST = \$											
Overhead @ 150%											
Fixed Fee @ 10%											
Contingency @ 5%											
Estimated Total Project Costs=											
Estimated Total Project Costs =											

Estimated Total Project Costs = \$167,300.00

Estimated Total Project Costs = \$770,000.00

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

1. PRB Meeting Date: 2/13/2024

2. Teleconference: No

3. Form Date / 5. Form By:

2/15/2024

Meagan Bell

4. Project Manager / Presenter:

Meagan Bell @ (619) 402-7008

1611 W Jackson St, - 4210 MPD PLANNING TEAM

6. Project Name:

Yuma Multi-Modal Transportation Center

7. Type of Work:

Transit Center

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

- Yuma

Yuma

- ?

16. Program Budget: \$017. Program Item #:18. Current Approved Program Budget:

\$0

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

\$3,500

18b Total Program Budget After Request:

\$3,500

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

Item #	Amount	Description	Comments
73824	\$3,500	.	ADOT Share of AZSMART funds

**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: NOADV: NO**CHANGE IN:**24a. PROJECT NAME: NO24b. TYPE OF WORK: NO24c. SCOPE: NO24d. 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**

FYI

**26. JUSTIFICATION OF REQUEST**

This is a joint AZ SMART application from the City of Yuma and ADOT as the match for the \$10.6 mil RAISE grant that the City of Yuma received in 2021. The Department supports the joint venture application and the use of AZ SMART - STATE PROJECTS Funding. This is the first step to the turnback of the I-8 Frontage Road to the City of Yuma.

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

FYI ONLY

**APPROVED / RECOMMENDED ACTIONS:**

FYI



# Arizona State Match Advantage for Rural Transportation (AZ SMART) Fund Application

Each application may address only one Project and one Federal Grant. Additional Projects and/or Federal Grants require a separate application. See the Application Guidelines for important information and detailed instructions for completing this Application. To ensure the Application is Administratively Complete and will be presented to the State Transportation Board, please respond to all questions and submit all requested documents.

**Document Checklist:** the following documents required to be uploaded to complete this application (PDFs required for all uploaded documents):

1. Documentation evidencing the COG/MPO approval to apply to the AZ SMART Fund
2. Map showing Project location (for infrastructure projects and studies).
3. Documentation showing the Project cost estimates (scoping document, cost estimation form, etc.).

**NOTE:** Careful attention should be given to developing the cost estimate as the Applicant is responsible for all costs exceeding the amount awarded from the AZ SMART Fund and/or a Federal Grant.

Email \*

ppatane@azdot.gov

## Applicant Information

Please answer all the questions below.

1. Name of Applicant City, Town or County \*

ADOT on behalf of the City of Yuma

2. Name of Contact Person for Applicant \*

Paul Patane

3. By checking the box below, the Contact Person for the Applicant certifies they have read and agree to the **Program Guidelines and Application Instructions** for the AZ SMART Fund Program. \*



I have read and agree to the Program Guidelines and Application Instructions for the AZ SMART Fund Program.

4. Contact's Title \*

ADOT Multimodal Planning Director

5. Contact's Full Mailing Address \*

1611 W Jackson

6. Contact's Office Phone # \*

7. Contact's Business Cell Phone # (if applicable)

8. Contact's Business Email Address \*

9. Select the Applicant's COG/MPO. \*

Not Applicable

## Project Information

Please answer all the questions below.

**NOTE regarding ADOT project design administration (PDA) fees:** If requesting ADOT administration of the Project, initial ADOT PDA fees of \$30,000 will apply. These fees are eligible for AZ SMART Funding only when included in an Application for Design and Other Engineering Services or for Match on a federal grant application which will include design. The initial PDA fees are an estimate only and may be more or less, depending on the Project. By submitting this application, the Applicant understands that ADOT may bill additional PDA fees and agrees to pay such fees. Any fees not required for the Project will be refunded to the Applicant upon approval of the Project final voucher.

10. Select the Project Type. \*

- ☐ Road
- ☐ Bridge
- ☒ Transit
- ☐ Rail
- ☐ Other: \_\_\_\_\_

11. Project Name - enter a brief, intuitive name. \*

Yuma Multi-Modal Transportation Center

12. Enter the Project limits as applicable. If an infrastructure Project is infrastructure, provide the name of the road and "From" and "To" Mileposts or Cross Streets. If a non-infrastructure project, enter the geographic area to which the plan or study will relate. \*

200 S. Gila Street

13. Enter the Project's TIP number, if applicable. If the Project is not in the TIP, enter "NA". \*

YU-22-11

14. Submit written documentation evidencing the COG/MPO approval to submit the Project to the AZ SMART Fund program (PDF format only). \*

 MPO Approval - s...




15. Project Description - Provide a concise, specific description of the Project, including the type \* of work to be performed and benefits to be realized (3,000 character maximum, including spaces and punctuation).

This is a joint application between ADOT and the City of Yuma. ADOT requests approval of funding from its AZ SMART category to provide to the City of Yuma with match on a \$10.6 million RAISE grant the City received in 2021 for a project to transform the Hotel Del Sol into a Multi-Modal Transportation Center (MMTC) for the Yuma Region. In exchange, the City has agreed to take over and maintain XX miles of the east-bound frontage road (Gila Ridge Rd) along I-8, from Ave 4E to Ave 6 1/2E, approximately 2.5 miles (see map). Due to development along this corridor, this facility serves as a local connector road and will be in need of \$3.3 mil to rehab the pavement in the future. In addition, the City will take care of the operations, maintenance and oversight for which ADOT would otherwise be responsible. The benefit to ADOT of this turn back more than offsets the \$3,537,057 the City is requesting in match for the RAISE grant in this application. The turn back is a condition of the AZ SMART award and will be referenced in the AZ SMART IGA.

The MMTC project is being developed by the City of Yuma with FTA oversight and is currently approximately 60% complete with NEPA environmental clearance to be complete in the spring of 2024. Construction of the MMTC is scheduled to begin in the summer of 2024 and take about 2 years to complete. The City has entered into a design-build contract with CORE Construction to complete the core and shell for the entire building as well as the fully improved MMTC and the exterior plaza and enhanced pedestrian facilities. The City of Yuma is looking to partner with a developer as a P3 effort to lead the redevelopment effort to transform a portion of the 1st floor and 2nd and 3rd floors of Hotel Del Sol structure to facilitate a private venture. The P3 effort will be ongoing in 2024.

The Yuma MMTC will will serve as the primary regional transfer hub for all arriving and departing Amtrak and Greyhound passengers of the Yuma Region, and as Yuma County Area Transit's (YCAT) Downtown Transit Center. In addition to the consolidation of transportation elements, the MMTC will spur economic and community development that will transform the heart of Yuma's downtown while providing significant regional impact for our citizens, tourists, businesses, and local higher education institutions.

16. Please upload a map showing the Project location or study area (PDF format only).

 Project Location ...

17. Is the Project entirely in the Applicant's Right of Way? For non-infrastructure projects, check \* "Not applicable."

- ☒ Yes
- ☐ No
- ☐ Not applicable

18. If Project involves ADOT Right of Way, has the Applicant discussed the Project and obtained the consent of the applicable ADOT District office to proceed with this grant application? If no ADOT Right of Way or a non-infrastructure project, check "Not applicable." \*

- ☐ Yes
- ☐ No
- ☒ Not Applicable

19. If Project involves privately-owned or another jurisdiction's Right of Way, has the Applicant discussed the Project with owner and obtained its consent to proceed with this grant application? If no other Right of Way or non-infrastructure project, check "Not applicable." \*

- ☐ Yes
- ☐ No
- ☒ Not applicable

20. Project Schedule - check the boxes to show the State Fiscal Years in which each phase is scheduled to begin. Check only ONE box in each row. Non-infrastructure projects - check the boxes under Not Applicable for each row. **NOTE:** the State Fiscal Year runs from July 1 through June 30. \*

	2023	2024	2025	2026	Not Applicable
Design	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Construction	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (for non-infrastructure projects)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

21. Project Status - check the boxes to indicate the status of each phase. Check only ONE box \*  
in each row. Non-infrastructure projects - check the boxes under Not Applicable for each row.

	Not started	In progress	Completed	Not Applicable
Scoping/Pre-Design	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Design	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Right of Way Acquisition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environmental	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Utilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Construction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (for non-infrastructure projects)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

22. Design Status - for each Stage, check one box to indicate the Project's Design Status. Non-infrastructure projects - check the boxes under Not Applicable for each row.

	Not started	In progress	Completed	Not Applicable
Stage 1, 15% design	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Stage 2, 30% design	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Stage 3, 60% design	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stage 4, 95% design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stage 5, 100%	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

23. Cost Estimate for Scoping/Pre-design - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

\$200,000

24. Enter the date of the Scoping/Pre-design estimate. Enter "NA" if not applicable. \*

2-2-2022

25. Cost Estimate for Design - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

\$1,665,000

26. Enter the date of the Design estimate. Enter "NA" if not applicable. \*

10-17-2023

27. Cost Estimate for Right of Way - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

0

28. Enter the date of the Right of Way estimate. Enter "NA" if not applicable. \*

N/A

29. Cost Estimate for Utilities - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

\$143,000

30. Enter the date of the Utilities estimate. Enter "NA" if not applicable. \*

1-31-2024

31. Cost Estimate for Construction - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

\$17,161,982

32. Enter the date of the Construction estimate. Enter "NA" if not applicable. \*

1-31-2024

33. Cost Estimate for Other - enter in whole dollars (for example, 250,000) . Enter "0" if not applicable. \*

0

34. Enter the date of the Other estimate. Enter "NA" if not applicable. \*

N/A

35. Do the estimates provided reflect costs on a Year of Expenditure basis? Note: Year of Expenditure basis means the costs have been inflated in later years. \*



Yes



No

36. Please indicate the source of the Project Cost Estimates entered above. \*



Developed by the Applicant



Developed by an engineering consultant



Other:

37. Please upload documentation (PDF format only) showing the Project cost estimates (scoping document, cost estimation form, etc.).

\*

 Cost Estimate 1-...

## AZ SMART Fund Request

Please answer all the questions below.

**NOTE: Careful attention should be paid to developing a thorough and complete cost estimate on a year of expenditure basis.** The Applicant will be responsible for all costs which exceed the amount of an AZ SMART Fund or federal grant award. ADOT has developed a Project Cost Estimating Tool which is available on the AZ SMART Fund webpage under Application Materials. This tool is provided as a courtesy only and does not purport to cover all possible costs or scenarios. Applicants are ultimately responsible for determining the Project cost estimate.

Unless the NOFO/NOFA includes the option to be a direct recipient, both CA and non-CA agencies should include initial project development fees for road/bridge/rail projects. For transit projects, an administration fee of 10% of the total project cost will apply.

38. County Applicants with population of 100,000 or less and municipalities with population of 10,000 or less ONLY: Enter the amount requested for Reimbursement of up to 50% of the costs associated with developing and submitting an application for the Federal Grant identified below. **The amount entered below should be no more than 50% of the total estimated costs of developing and submitting the grant - enter in whole dollars (for example, 250,000).**

0

39. Enter the amount requested from the AZ SMART Fund for Match for the Federal Grant identified in this application - enter in whole dollars (for example, 250,000). If not requesting Match, skip this question.

\$3,537,057

40. Beyond the amount requested from the AZ SMART Fund, enter the dollar amount of Matching cash funds to be committed by the Applicant for the Project in the Federal Grant identified in this application. If not requesting Match, skip this question.

\$3,010,682

41. Enter the percent to the second decimal place (for example, 15.05%) of Matching cash funds which will be provided by just the Applicant in the Federal Grant application - do not include the amount requested from the AZ SMART Fund. See Application Guidelines for directions to calculate the percentage. If not requesting Match, skip this question.

25.00

42. Enter the amount requested from the AZ SMART Fund for reimbursement of design and other engineering services expenditures that meet federal design standards for Projects eligible for the Federal Grant identified in this application. Enter in whole dollars (for example, 250,000). If not requesting design funds, skip this question.

0

43. Are ADOT Project Development Fees included in the amount requested for design and other engineering expenditures? If not, requesting design funding, skip this question.

☒ Yes

☐ No



43. Provide the names of any other entities the Applicant will partner with to deliver the Project. Identify and quantify the contribution of each partner(s) (dollar amount of cash match, type of in-kind services, etc.). If none, enter "NA."

N/A

### Federal Grant

Please answer all the questions below. NOTE: Federal grants eligible under the SMART Fund are federal discretionary grant programs administered by any federal agency for SURFACE TRANSPORTATION PURPOSES.

44. How does the Applicant intend to submit the federal grant application? **Note:** If requesting ADOT to submit, the following time frames apply: \*

A. At least thirty (30) day prior to the application deadline in the NOFO for the applicable federal discretionary grant, the Applicant is required to submit the ADOT Grant Coordination Support Request Form at <https://apps.azdot.gov/files/mvd/mvd-forms-lib/42-0103.pdf>.

B. At least seven (7) days before the NOFO/NOFA deadline, the completed application materials must be provided to the ADOT Grant office for submission.

☐ Applicant or consultant will submit directly

☐ Applicant requests ADOT to submit

☒ Other: RAISE Grant was submitted by the City of Yuma The RAISE grant was awarded in 2021.

45. How does the Applicant intend to administer the Project if awarded a federal grant? \*

☒ Be a direct recipient if allowed in the NOFO

☐ Request ADOT administration (Project development administration fees will apply)

☐ Other:

46. Select the Federal Grant for which the Applicant intends to submit the Project - select one \*  
grant only. If the desired grant is not listed, select Other and provide the name of the grant and the applicable federal agency. **NOTE:** This list does not include all federal discretionary grants and may contain grants that are not currently available or funded. Applicants are responsible for conducting their own research to identify an appropriate federal grant for their Project.

- ☐ Active Transportation Infrastructure Investment Program
- ☐ Bridge Investment Program
- ☐ Defense Community Infrastructure Pilot
- ☐ Grants for Charging and Fueling Infrastructure
- ☒ Local and Regional Project Assistance (RAISE)
- ☐ Multi State Freight Corridor Planning
- ☐ National Culvert Removal, Replacement and Restoration Grant Program
- ☐ National Infrastructure Project Assistance (MEGA)
- ☐ Nationally Significant Freight and Highway Projects (INFRA)
- ☐ PROTECT Grant Program
- ☐ Reconnecting Communities Pilot Program
- ☐ Rural Surface Transportation Grant Program
- ☐ Safe Streets and Roads for All Program (SS4A)
- ☐ Strategic Innovation for Revenue Collection
- ☐ Strengthening Mobility and Revolutionizing Transportation Grant Program
- ☐ Wildlife Crossing Safety
- ☐ Rail - Consolidated Rail Infrastructure and Safety Improvements Grants
- ☐ Rail - Fixed Guideway Capital Investment Grants
- ☐ Rail - Restoration and Enhancement Grants
- ☐ Rail - Railroad Crossing Elimination Program
- ☐ Transit - All Stations Accessibility
- ☐ Transit - Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants Program

- ☐ Transit - Buses and Bus Facilities Program
- ☐ Transit - Develop Interoperable Standards for Bus Exportable Power Systems (BEPS)
- ☐ Transit - Innovative Coordinated Access and Mobility (ICAM) Pilot Program
- ☐ Transit - Low-No Emission Vehicle Program
- ☐ Transit - Public Transportation Innovation Program
- ☐ Transit - State of Good Repair Grants Program
- ☐ Transit - Technical Assistance, Standards Development, and Workforce Development Programs
- ☐ Other: \_\_\_\_\_

47. In what Federal Fiscal Year does the Applicant intend to submit an application for the Federal Grant? **NOTE:** the Federal Fiscal Year runs from October 1 through September 30. Applications must be submitted prior to the expiration of the Infrastructure Investment and Jobs Act, currently expiring on September 30, 2026. \*

Submitted in 2021  
\_\_\_\_\_

48. Which phase of the Project will be submitted in the Federal Grant application? \*

- ☐ Design
- ☐ Right of Way Acquisition
- ☒ Construction
- ☐ Other: \_\_\_\_\_

### For State Purposes only

Adopted at STB meeting on \_\_\_\_\_. Action taken:

\_\_\_ Approved

\_\_\_ Denied      \_\_\_ Modified as shown in the attached document

FW: AZSMART Application



**From:** Crystal Figueroa <[cfigueroa@ympo.org](mailto:cfigueroa@ympo.org)>  
**Sent:** Tuesday, January 30, 2024 7:42 AM  
**To:** Steve Wilson <[Steve.Wilson@yumaaz.gov](mailto:Steve.Wilson@yumaaz.gov)>  
**Cc:** David Wostenberg <[David.Wostenberg@yumaaz.gov](mailto:David.Wostenberg@yumaaz.gov)>  
**Subject:** RE: AZSMART Application

**CAUTION: External Email**

Good morning Steve,

For the US 95 AZ SMART application, the instruction was that since the State was applying for the AZ SMART funds, MPO approval was not needed. ADOT staff created a pdf called MPO approval and it stated, "not applicable" and was included as part of the application by ADOT.

I just spoke to Lisa Danko, and she verified this information. By state statute, ADOT AZ SMART funds only get approved by the Arizona State Transportation Board.

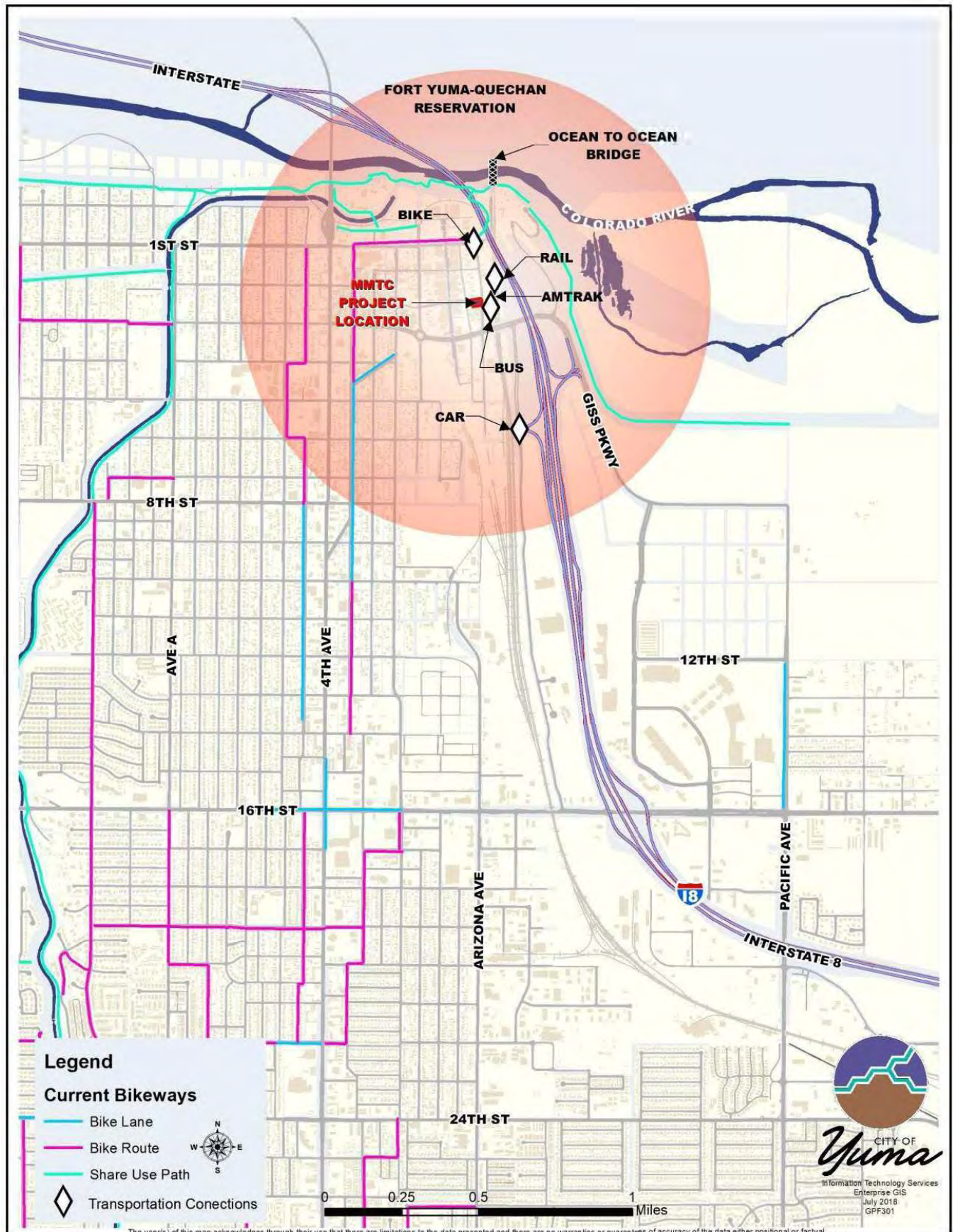
**Crystal Figueroa**

Yuma Metropolitan Planning Organization  
Executive Director  
PH: 928-783-8911  
Cell: 928-390-0557  
230 West Morrison St.  
Yuma, AZ 85364





# Multi-Modal Transportation Center (MMTC) Project Location Map





COY Hotel Del Sol MMTF  
DD Estimate 01.31.24  
Location: 200 N. 3rd St., Yuma, AZ

#	Description	Base Price	BO #1 Base - Building	BO #2 South Pick/Drop	BO#3 Gilla Street/Amtrack Access	BO #4 West Patio Area Improvements	BO #5 3rd Street Improvements
	GENERAL REQUIREMENTS	\$ 307,038	\$264,364.00	\$27,260.00	\$6,670.00	\$2,579.00	\$6,165.00
GR1	General Requirements	\$ 248,937	\$217,975.00	\$21,635.00	\$4,555.00	\$1,319.00	\$3,453.00
MT1	Material Testing	\$ 52,081	\$40,369.00	\$5,625.00	\$2,115.00	\$1,260.00	\$2,712.00
FC	Final Clean	\$ 6,020	\$6,020.00	\$0.00	\$0.00	\$0.00	\$0.00
	DEMOLITION/OFF-SITE INFRASTRUCTURE	\$ 757,476	\$660,000.00	\$45,238.00	\$24,862.00	\$19,075.00	\$8,301.00
1	Demolition	\$ 657,476	\$560,000.00	\$45,238.00	\$24,862.00	\$19,075.00	\$8,301.00
2	Hazardous Material Abatement	\$ 100,000	\$100,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	SITE WORK (ROUGH)	\$ 479,436	\$178,762.00	\$114,442.00	\$20,085.00	\$10,130.00	\$156,017.00
6	Surveying/Staking	\$ 29,705	\$8,742.00	\$12,174.00	\$4,654.00	\$2,772.00	\$1,363.00
7	Earthwork & Paving	\$ 304,017	\$61,856.00	\$102,268.00	\$15,431.00	\$7,358.00	\$117,104.00
8	Site Utilities	\$ 143,966	\$106,416.00	\$0.00	\$0.00	\$0.00	\$37,550.00
11	Soil Treatment	\$ 1,748	\$1,748.00	\$0.00	\$0.00	\$0.00	\$0.00
	SITE WORK (FINISH)	\$ 659,205	\$75,452.00	\$324,135.00	\$186,075.00	\$14,811.00	\$58,732.00
14	Site Signage & Striping	\$ 4,487	\$0.00	\$1,219.00	\$2,580.00	\$0.00	\$688.00
15	Landscaping & Irrigation	\$ 101,981	\$0.00	\$67,698.00	\$0.00	\$7,585.00	\$26,698.00
18	Fencing & Gates	\$ 32,800	\$32,800.00	\$0.00	\$0.00	\$0.00	\$0.00
19	Site Concrete	\$ 373,266	\$32,317.00	\$206,308.00	\$96,069.00	\$7,226.00	\$31,346.00
20	Site Masonry	\$ 13,971	\$10,335.00	\$0.00	\$3,636.00	\$0.00	\$0.00
21	Flagpole	\$ 8,500	\$0.00	\$8,500.00	\$0.00	\$0.00	\$0.00
24	Site Furnishings	\$ 124,200	\$0.00	\$40,410.00	\$83,790.00	\$0.00	\$0.00
	STRUCTURE	\$ 2,889,899	\$2,482,434.00	\$137,419.00	\$270,046.00	\$0.00	\$0.00
27	Building Concrete	\$ 571,752	\$571,752.00	\$0.00	\$0.00	\$0.00	\$0.00
30	Steel Package	\$ 1,744,872	\$1,690,868.00	\$54,004.00	\$0.00	\$0.00	\$0.00
31	Misc. Metals	\$ 390,211	\$36,750.00	\$83,415.00	\$270,046.00	\$0.00	\$0.00
33	Rough Carpentry	\$ 183,064	\$183,064.00	\$0.00	\$0.00	\$0.00	\$0.00
	ENCLOSURE	\$ 2,236,548	\$2,056,940.00	\$152,163.00	\$9,967.00	\$5,544.00	\$11,934.00
37	Damproofing/Waterproofing/Air Barrier	\$ 1,768	\$1,108.00	\$0.00	\$660.00	\$0.00	\$0.00
38	Insulation	\$ 19,054	\$19,054.00	\$0.00	\$0.00	\$0.00	\$0.00
39	Aluminum Storefront	\$ -	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
40	Glass & Glazing	\$ 200,650	\$200,650.00	\$0.00	\$0.00	\$0.00	\$0.00
41	Wood Storefront - Historic	\$ 170,572	\$170,572.00	\$0.00	\$0.00	\$0.00	\$0.00
42	Plaster Restoration	\$ 828,448	\$828,448.00	\$0.00	\$0.00	\$0.00	\$0.00
43	Exterior Wall Systems (Stucco /EIFIS)	\$ 549,263	\$549,263.00	\$0.00	\$0.00	\$0.00	\$0.00
44	Fire Stopping & Joint Sealants	\$ 117,701	\$66,167.00	\$24,749.00	\$9,307.00	\$5,544.00	\$11,934.00
45	Expansion Control	\$ 6,632	\$6,632.00	\$0.00	\$0.00	\$0.00	\$0.00
47	Membrane Roofing	\$ -	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
48	Tile Roof	\$ 48,800	\$48,800.00	\$0.00	\$0.00	\$0.00	\$0.00
49	Metal Roofing	\$ 173,586	\$46,172.00	\$127,414.00	\$0.00	\$0.00	\$0.00
50	Roof Specialties & Accessories	\$ 6,500	\$6,500.00	\$0.00	\$0.00	\$0.00	\$0.00
53	TPO Roofing	\$ 113,574	\$113,574.00	\$0.00	\$0.00	\$0.00	\$0.00
	INTERIOR FINISHES	\$ 939,177	\$924,965.00	\$14,212.00	\$0.00	\$0.00	\$0.00
55	Finished Carpentry & Milwork	\$ 33,875	\$33,875.00	\$0.00	\$0.00	\$0.00	\$0.00
56	HM Frames, Doors, & Hardware	\$ 88,000	\$88,000.00	\$0.00	\$0.00	\$0.00	\$0.00
59	Metal Studs & Drywall Package	\$ 668,264	\$668,264.00	\$0.00	\$0.00	\$0.00	\$0.00
60	FRP	\$ 1,320	\$1,320.00	\$0.00	\$0.00	\$0.00	\$0.00
61	Painting	\$ 43,324	\$29,112.00	\$14,212.00	\$0.00	\$0.00	\$0.00
62	Acoustical Ceilings & Wall Panels	\$ 16,056	\$16,056.00	\$0.00	\$0.00	\$0.00	\$0.00
64	Tile Package	\$ 15,422	\$15,422.00	\$0.00	\$0.00	\$0.00	\$0.00
65	Flooring Package	\$ 27,123	\$27,123.00	\$0.00	\$0.00	\$0.00	\$0.00
66	Concrete Sealing, Grinding & Polishing	\$ 3,504	\$3,504.00	\$0.00	\$0.00	\$0.00	\$0.00
67	Terrazzo Floors	\$ 42,289	\$42,289.00	\$0.00	\$0.00	\$0.00	\$0.00
	SPECIALTIES	\$ 90,275	\$65,275.00	\$20,000.00	\$5,000.00	\$0.00	\$0.00
73	Signage Package	\$ 78,000	\$53,000.00	\$20,000.00	\$5,000.00	\$0.00	\$0.00
75	Toilet Partitions & Accessories	\$ 5,300	\$5,300.00	\$0.00	\$0.00	\$0.00	\$0.00
77	Wall Protection & Corner Guards	\$ 2,975	\$2,975.00	\$0.00	\$0.00	\$0.00	\$0.00
78	Fire Extinguishers & Cabinets	\$ 4,000	\$4,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	EQUIPMENT	\$ 154,100	\$154,100.00	\$0.00	\$0.00	\$0.00	\$0.00
86	Residential Appliances	\$ 4,100	\$4,100.00	\$0.00	\$0.00	\$0.00	\$0.00
92	FF&E	\$ -	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
93	Elevators	\$ 150,000	\$150,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	MEP SYSTEMS	\$ 2,681,638	\$2,546,638.00	\$130,000.00	\$0.00	\$0.00	\$5,000.00
97	Fire Sprinkler Systems	\$ 148,593	\$148,593.00	\$0.00	\$0.00	\$0.00	\$0.00
98	Plumbing Systems	\$ 519,754	\$519,754.00	\$0.00	\$0.00	\$0.00	\$0.00
99	HVAC Systems	\$ 928,808	\$928,808.00	\$0.00	\$0.00	\$0.00	\$0.00
101	Test & Balance	\$ 5,764	\$5,764.00	\$0.00	\$0.00	\$0.00	\$0.00
102	Electrical Systems	\$ 1,043,859	\$908,859.00	\$130,000.00	\$0.00	\$0.00	\$5,000.00
103	Fire Alarm Systems	\$ 34,860	\$34,860.00	\$0.00	\$0.00	\$0.00	\$0.00
	SPECIAL SYSTEMS	\$ 47,714	\$47,714.00	\$0.00	\$0.00	\$0.00	\$0.00
109	Structured Cabling Systems	\$ 25,635	\$25,635.00	\$0.00	\$0.00	\$0.00	\$0.00
110	Security/Access Control Systems	\$ 22,079	\$22,079.00	\$0.00	\$0.00	\$0.00	\$0.00
	CONTINGENCIES & ALLOWANCES	\$ 2,487,080	\$2,131,383.60	\$206,850.96	\$90,775.82	\$11,553.20	\$46,516.08
4%	Construction Contingency	\$ 566,242	\$495,815.00	\$49,213.00	\$10,361.00	\$3,000.00	\$7,853.00
1%	Design Contingency	\$ 141,590	\$123,984.00	\$12,303.00	\$2,590.00	\$750.00	\$1,963.00
14%	2023 to 2024 Escalation	\$ 1,779,248	\$1,511,584.60	\$145,334.96	\$77,824.82	\$7,803.20	\$36,700.08
	SUBTOTAL	\$ 13,729,586					
	SUBTOTAL (with GC's, Insurance, tax, & Fee)	\$ 17,161,982					

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

1. PRB Meeting Date: 3/5/2024

2. Teleconference: No

3. Form Date / 5. Form By:

3/5/2024

Meagan Bell

4. Project Manager / Presenter:

Meagan Bell @ (619) 402-7008

1611 W Jackson St, , - 4210 MPD PLANNING TEAM

6. Project Name:

Ruby Road Bridge over Potrero Creek and UPRR

7. Type of Work:

New Bridge

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

-

Santa Cruz

- ?

16. Program Budget: \$017. Program Item #:18. Current Approved Program Budget:

\$0

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

\$3,300

18b Total Program Budget After Request:

\$3,300

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

Item #	Amount	Description	Comments
73724	\$3,300	.	\$3,300,000 - DT6020

**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: NOADV: NO**CHANGE IN:**24a. PROJECT NAME:

NO

24b. TYPE OF WORK:

NO

24c. SCOPE:

NO

24d. CURRENT STAGE:

NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE:

NO

24f. MATERIALS MEMO COMP:

NO

24g. U&RR CLEARANCE:

NO

24h. C&S CLEARANCE:

NO

24i. R/W CLEARANCE:

NO

24j. CUSTOMIZED SCHEDULE:

NO

24k. SCOPING DOCUMENT:

NO

**25. DESCRIPTION OF REQUEST**

FYI ONLY

**26. JUSTIFICATION OF REQUEST**

This is an AZ SMART Application from Santa Cruz County for a Match of \$3.3 mil. Santa Cruz County is requesting ADOT Administration and has already applied for the Reconnecting Communities Pilot Program grant for construction in the 2023 round. This new bridge would be the only bridge in the County that would span both the floodplain and the Union Pacific Railroad (UPRR), providing a resilient and reliable east-west connection for all traveling public, including bicyclists, pedestrians, emergency services, businesses, tourists, and underserved residents.

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

FYI ONLY

**APPROVED / RECOMMENDED ACTIONS:**

SUBJECT TO PPAC APPROVAL - 3/7/2024



# Arizona State Match Advantage for Rural Transportation (AZ SMART) Fund Application

Each application may address only one Project and one Federal Grant. Additional Projects and/or Federal Grants require a separate application. See the Application Guidelines for important information and detailed instructions for completing this Application. To ensure the Application is Administratively Complete and will be presented to the State Transportation Board, please respond to all questions and submit all requested documents.

**Document Checklist:** the following documents required to be uploaded to complete this application (PDFs required for all uploaded documents):

1. Documentation evidencing the COG/MPO approval to apply to the AZ SMART Fund
2. Map showing Project location (for infrastructure projects and studies).
3. Documentation showing the Project cost estimates (scoping document, cost estimation form, etc.). **NOTE:** Careful attention should be given to developing the cost estimate as the Applicant is responsible for all costs exceeding the amount awarded from the AZ SMART Fund and/or a Federal Grant.

Email \*

jfontesjr@santacruzcountyaz.gov

## Applicant Information

Please answer all the questions below.

1. Name of Applicant City, Town or County \*

Santa Cruz County

2. Name of Contact Person for Applicant \*

J. Leonard Fontes, Jr., RLS

3. By checking the box below, the Contact Person for the Applicant certifies they have read and agree to the **Program Guidelines and Application Instructions** for the AZ SMART Fund Program. \*

☒ I have read and agree to the Program Guidelines and Application Instructions for the AZ SMART Fund Program.



## 4. Contact's Title \*

Public Works Director

## 5. Contact's Full Mailing Address \*

2150 N Congress Drive, Suite 116, Nogales, AZ 85621

## 6. Contact's Office Phone # \*

(520) 375-7830

## 7. Contact's Business Cell Phone # (if applicable)

5209070152

## 8. Contact's Business Email Address \*

jfontesjr@santacruzcountyaz.gov

## 9. Select the Applicant's COG/MPO. \*

Southeastern Arizona Governments Organization (SEAGO) ▼

**Project Information**

Please answer all the questions below.

**NOTE regarding ADOT project design administration (PDA) fees:** If requesting ADOT administration of the Project, initial ADOT PDA fees of \$30,000 will apply. These fees are eligible for AZ SMART Funding only when included in an Application for Design and Other Engineering Services or for Match on a federal grant application which will include design. The initial PDA fees are an estimate only and may be more or less, depending on the Project. By submitting this application, the Applicant understands that ADOT may bill additional PDA fees and agrees to pay such fees. Any fees not required for the Project will be refunded to the Applicant upon approval of the Project final voucher.

## 10. Select the Project Type. \*

☐ Road☒ Bridge☐ Transit☐ Rail☐ Other: .....

## 11. Project Name - enter a brief, intuitive name. \*

Ruby Road Bridge over Potrero Creek and the Union Pacific Railroad

.....

12. Enter the Project limits as applicable. If an infrastructure Project is infrastructure, provide the name of the road and "From" and "To" Mileposts or Cross Streets. If a non-infrastructure project, enter the geographic area to which the plan or study will relate. \*

The bridge over Potrero Creek is located approximately 1/4 mile east of I-19 on Ruby Road. The project proposes to reconstruct 1,500' of Ruby Road westerly from the eastern edge of the I-19 Arizona Department of Transportation (ADOT) right-of-way.


.....

## 13. Enter the Project's TIP number, if applicable. If the Project is not in the TIP, enter "NA". \*

SEAGO TIP SCC 22-01

.....

14. Submit written documentation evidencing the COG/MPO approval to submit the Project to the AZ SMART Fund program (PDF format only). \*

 Santa Cruz-Ruby ...

15. Project Description - Provide a concise, specific description of the Project, including the type of work to be performed \* and benefits to be realized (3,000 character maximum, including spaces and punctuation).

The Ruby Road project, located in rural Santa Cruz County (the County), is in an area of persistent poverty, is within a Historically Disadvantaged Community, and has multiple physical barriers that impact connectivity. The project is in the southern part of unincorporated Rio Rico, a census designated place. Rio Rico is the fastest growing community in the County. The new bridge would be the only bridge in the County that would span both the floodplain and the Union Pacific Railroad (UPRR), providing a resilient and reliable east-west connection for all traveling public, including bicyclists, pedestrians, emergency services, businesses, tourists, and underserved residents. The County has begun to identify funding opportunities for transit to serve this area and Ruby Road would be a key transit hub.

Ruby Road is a vital connection between emergency services, mining, and residential areas east of the UPRR and a key Interstate 19 (I-19) access to business and industrial areas west of the UPRR. Ruby Road also provides primary access to tourist areas such as Coronado National Forest, Patagonia Lake State Park, the Town of Patagonia, and the Wine Country of Sonoita and Elgin.


The existing bridge, constructed almost 50 years ago to local street standards, is nearing the end of its design service life and needs significant scour maintenance annually. The aging infrastructure, at-grade crossing of the UPRR, lack of bike lanes, and sidewalks present multiple hazards and barriers to multi-modal connectivity and social equity.

This project is consistent with the County's Comprehensive Plan (the Plan) and is proposed as a candidate for a scenic road. The plan calls for this area to be a future economic growth area in the County. Developments include moderate and high-density residential, large retail, offices, warehousing, and destination entertainment and cultural activities. The considerations in the Plan were identified through research and an extensive public participation plan involving many community partners, including ADOT, school districts, businesses, and residents.

A significant transportation improvement called for in the Plan is a new interconnect between Nogales International Airport and I-19 at the Ruby Road Traffic Interchange (TI). Another improvement discussed in the Plan is the ADOT planned improvement of the I-19, Ruby Road TI. ADOT has completed a Project Assessment for this TI, and the project team has worked closely with ADOT to ensure that the Ruby Road project enhances both the proposed ADOT improvements and the future interconnect.

The County has advanced the project to the point where construction could be advertised within twelve months of receiving funding and has secured approximately \$6M in funding for the project, about 50% of the funding needed for construction. This project is so vital to the County and this area, that the \$6M in funding represents 50% of the County's transportation CIP non-maintenance budget.

16. Please upload a map showing the Project location or study area (PDF format only).

 SCC Ruby Road ...

17. Is the Project entirely in the Applicant's Right of Way? For non-infrastructure projects, check "Not applicable." \*

☐ Yes

☒ No

☐ Not applicable

18. If Project involves ADOT Right of Way, has the Applicant discussed the Project and obtained the consent of the applicable ADOT District office to proceed with this grant application? If no ADOT Right of Way or a non-infrastructure project, check "Not applicable." \*

- ☐ Yes
- ☐ No
- ☒ Not Applicable

19. If Project involves privately-owned or another jurisdiction's Right of Way, has the Applicant discussed the Project with owner and obtained its consent to proceed with this grant application? If no other Right of Way or non-infrastructure project, check "Not applicable." \*

- ☐ Yes
- ☒ No
- ☐ Not applicable

20. Project Schedule - check the boxes to show the State Fiscal Years in which each phase is scheduled to begin. Check only ONE box in each row. Non-infrastructure projects - check the boxes under Not Applicable for each row. **NOTE:** the State Fiscal Year runs from July 1 through June 30. \*

	2023	2024	2025	2026	Not Applicable
Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Construction	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (for non-infrastructure projects)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

21. Project Status - check the boxes to indicate the status of each phase. Check only ONE box in each row. Non-infrastructure projects - check the boxes under Not Applicable for each row. \*

	Not started	In progress	Completed	Not Applicable
Scoping/Pre-Design	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Design	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Right of Way Acquisition	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environmental	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Utilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Construction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (for non-infrastructure projects)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

22. Design Status - for each Stage, check one box to indicate the Project's Design Status. Non-infrastructure projects - check the boxes under Not Applicable for each row.

	Not started	In progress	Completed	Not Applicable
Stage 1, 15% design	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Stage 2, 30% design	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Stage 3, 60% design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stage 4, 95% design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stage 5, 100%	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

23. Cost Estimate for Scoping/Pre-design - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

0

24. Enter the date of the Scoping/Pre-design estimate. Enter "NA" if not applicable. \*

NA

25. Cost Estimate for Design - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

\$940,000 (FY24)

26. Enter the date of the Design estimate. Enter "NA" if not applicable. \*

08/23/2023

27. Cost Estimate for Right of Way - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

\$20,000 (FY24)

28. Enter the date of the Right of Way estimate. Enter "NA" if not applicable. \*

08/23/2023

29. Cost Estimate for Utilities - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

0

30. Enter the date of the Utilities estimate. Enter "NA" if not applicable. \*

NA

31. Cost Estimate for Construction - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

\$13,330,000 (FY25)

32. Enter the date of the Construction estimate. Enter "NA" if not applicable. \*

08/23/2023

33. Cost Estimate for Other - enter in whole dollars (for example, 250,000) . Enter "0" if not applicable. \*

\$2,200,000 (Contingency)

34. Enter the date of the Other estimate. Enter "NA" if not applicable. \*

08/23/2023

35. Do the estimates provided reflect costs on a Year of Expenditure basis? Note: Year of Expenditure basis means the costs have been inflated in later years. \*

☒ Yes

☐ No


36. Please indicate the source of the Project Cost Estimates entered above. \*

☐ Developed by the Applicant

☒ Developed by an engineering consultant

☐ Other: \_\_\_\_\_

37. Please upload documentation (PDF format only) showing the Project cost estimates (scoping document, cost estimation form, etc.). \*

 adot-cost-estima...

## AZ SMART Fund Request

Please answer all the questions below.

**NOTE: Careful attention should be paid to developing a thorough and complete cost estimate on a year of expenditure basis.** The Applicant will be responsible for all costs which exceed the amount of an AZ SMART Fund or federal grant award. ADOT has developed a Project Cost Estimating Tool which is available on the AZ SMART Fund webpage under Application Materials. This tool is provided as a courtesy only and does not purport to cover all possible costs or scenarios. Applicants are ultimately responsible for determining the Project cost estimate.

Unless the NOFO/NOFA includes the option to be a direct recipient, both CA and non-CA agencies should include initial project development fees for road/bridge/rail projects. For transit projects, an administration fee of 10% of the total project cost will apply.

38. County Applicants with population of 100,000 or less and municipalities with population of 10,000 or less ONLY: Enter the amount requested for Reimbursement of up to 50% of the costs associated with developing and submitting an application for the Federal Grant identified below. **The amount entered below should be no more than 50% of the total estimated costs of developing and submitting the grant** - enter in whole dollars (for example, 250,000).

0

39. Enter the amount requested from the AZ SMART Fund for Match for the Federal Grant identified in this application - enter in whole dollars (for example, 250,000). If not requesting Match, skip this question.

\$3,300,000

40. Beyond the amount requested from the AZ SMART Fund, enter the dollar amount of Matching cash funds to be committed by the Applicant for the Project in the Federal Grant identified in this application. If not requesting Match, skip this question.

\$6,000,000

41. Enter the percent to the second decimal place (for example, 15.05%) of Matching cash funds which will be provided by just the Applicant in the Federal Grant application - do not include the amount requested from the AZ SMART Fund. See Application Guidelines for directions to calculate the percentage. If not requesting Match, skip this question.

50.00

42. Enter the amount requested from the AZ SMART Fund for reimbursement of design and other engineering services expenditures that meet federal design standards for Projects eligible for the Federal Grant identified in this application. Enter in whole dollars (for example, 250,000). If not requesting design funds, skip this question.

43. Are ADOT Project Development Fees included in the amount requested for design and other engineering expenditures? If not, requesting design funding, skip this question.

☐ Yes

☐ No



43. Provide the names of any other entities the Applicant will partner with to deliver the Project. Identify and quantify the contribution of each partner(s) (dollar amount of cash match, type of in-kind services, etc.). If none, enter "NA."

NA

### Federal Grant

Please answer all the questions below. NOTE: Federal grants eligible under the SMART Fund are federal discretionary grant programs administered by any federal agency for SURFACE TRANSPORTATION PURPOSES.

44. How does the Applicant intend to submit the federal grant application? **Note: If requesting ADOT to submit, the following time frames apply:** \*

A. At least thirty (30) day prior to the application deadline in the NOFO for the applicable federal discretionary grant, the Applicant is required to submit the ADOT Grant Coordination Support Request Form at <https://apps.azdot.gov/files/mvd/mvd-forms-lib/42-0103.pdf>.

B. At least seven (7) days before the NOFO/NOFA deadline, the completed application materials must be provided to the ADOT Grant office for submission.

☒ Applicant or consultant will submit directly

☐ Applicant requests ADOT to submit

☐ Other: \_\_\_\_\_

45. How does the Applicant intend to administer the Project if awarded a federal grant? \*

☐ Be a direct recipient if allowed in the NOFO

☒ Request ADOT administration (Project development administration fees will apply)

☐ Other: \_\_\_\_\_

46. Select the Federal Grant for which the Applicant intends to submit the Project - select one grant only. If the desired grant is not listed, select Other and provide the name of the grant and the applicable federal agency. **NOTE:** This list does not include all federal discretionary grants and may contain grants that are not currently available or funded. Applicants are responsible for conducting their own research to identify an appropriate federal grant for their Project. \*

- ☐ Active Transportation Infrastructure Investment Program
- ☐ Bridge Investment Program
- ☐ Defense Community Infrastructure Pilot
- ☐ Grants for Charging and Fueling Infrastructure
- ☐ Local and Regional Project Assistance (RAISE)
- ☐ Multi State Freight Corridor Planning
- ☐ National Culvert Removal, Replacement and Restoration Grant Program
- ☐ National Infrastructure Project Assistance (MEGA)
- ☐ Nationally Significant Freight and Highway Projects (INFRA)
- ☐ PROTECT Grant Program
- ☒ Reconnecting Communities Pilot Program
- ☐ Rural Surface Transportation Grant Program
- ☐ Safe Streets and Roads for All Program (SS4A)
- ☐ Strategic Innovation for Revenue Collection
- ☐ Strengthening Mobility and Revolutionizing Transportation Grant Program
- ☐ Wildlife Crossing Safety
- ☐ Rail - Consolidated Rail Infrastructure and Safety Improvements Grants
- ☐ Rail - Fixed Guideway Capital Investment Grants
- ☐ Rail - Restoration and Enhancement Grants
- ☐ Rail - Railroad Crossing Elimination Program
- ☐ Transit - All Stations Accessibility
- ☐ Transit - Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants Program
- ☐ Transit - Buses and Bus Facilities Program
- ☐ Transit - Develop Interoperable Standards for Bus Exportable Power Systems (BEPS)
- ☐ Transit - Innovative Coordinated Access and Mobility (ICAM) Pilot Program
- ☐ Transit - Low-No Emission Vehicle Program
- ☐ Transit - Public Transportation Innovation Program
- ☐ Transit - State of Good Repair Grants Program
- ☐ Transit - Technical Assistance, Standards Development, and Workforce Development Programs

☐ Other: .....

47. In what Federal Fiscal Year does the Applicant intend to submit an application for the Federal Grant? **NOTE:** the Federal Fiscal Year runs from October 1 through September 30. Applications must be submitted prior to the expiration of the Infrastructure Investment and Jobs Act, currently expiring on September 30, 2026. \*

FY23 .....

48. Which phase of the Project will be submitted in the Federal Grant application? \*

☐ Design

☐ Right of Way Acquisition

☒ Construction

☐ Other: .....

#### For State Purposes only

Adopted at STB meeting on ..... Action taken:

\_\_\_ Approved

\_\_\_ Denied

\_\_\_ Modified as shown in the attached document

This form was created inside of State of Arizona.

Google Forms



## SouthEastern Arizona Governments Organization

*Serving our member governments and their constituents since 1972*

October 13, 2023

### SEAGO Member Entities

#### *Cochise County*

*Benson  
Bisbee  
Douglas  
Huachuca City  
Sierra Vista  
Tombstone  
Willcox*

#### *Graham County*

*Pima  
Safford  
San Carlos  
Apache Tribe*

*Thatcher*

#### *Greenlee County*

*Clifton  
Duncan*

#### *Santa Cruz County*

*Nogales  
Patagonia*

**SEAGO Office  
Administration  
CDBG  
Economic Dev.  
Housing  
Transportation**

*1403 W. Highway 92  
Bisbee, AZ 85603  
520-432-5301  
520-432-5858 Fax  
Housing Fax  
520-432-2646*

**Area Agency on  
Aging Office**

*1403 B W. Hwy 92  
Bisbee, AZ 85603  
520-432-5301  
520-432-9168 Fax*

**[www.seago.org](http://www.seago.org)**

Jesus Valdez  
Santa Cruz County Manager  
2150 N. Congress Drive  
Nogales, AZ 85621

RE: Santa Cruz County (Ruby Road Bridge over the Potrero Creek and UPRR)

Dear Mr. Valdez,

It is our understanding that Santa Cruz County intends to submit an AZSMART Fund application to secure matching funds for the Reconnecting Communities and Neighborhoods grant that the County applied for in September for the Ruby Road Bridge over the Potrero Creek and UPRR.

This letter is to confirm that the SEAGO has included the Ruby Road Bridge over the Potrero Creek and UPRR in the SEAGO Regional TIP. It is located in the Future Projects section of the TIP. TIP ID is SCC 22-01. I have attached a copy of the TIP to this letter.

If I can provide you with any further information, please do not hesitate to contact me. My phone number is 520-432-5301 extension 209 and may email is [cdvertrees@seago.org](mailto:cdvertrees@seago.org).

Sincerely,

Christopher Vertrees  
Transportation Program Administrator  
SEAGO

TIP YEAR Project ID	PROJECT SPONSOR	PROJECT NAME	PROJECT LOCATION	LENGTH	TYPE OF IMP - WK -STRU	Functional Classifications	LANES BEFORE	LANES AFTER	FED AID TYPE	FEDERAL FUNDS	HURF EXCHANGE	LOCAL MATCH	OTHER FUNDS	TOTAL COST
DGS17-01	City of Douglas	Chino Road Extension Phase 2	Chino Road: 9th Street to SR90	.85 miles	Design	Urban Minor Arterial	2	2	CDS	\$238,912		\$15,370		\$254,282
BIS-24-01	City of Bisbee	Moon Canyon Bridge Rehabilitation	Moon Canyon at Tombstone Canyon Road	.10mile	Design/Admin Costs	Local	2	2	OSB	\$530,000		\$0		\$530,000
CCH 23-01	Cochise County	Davis Road Rehabilitation, MP 5 & 13	Davis Road MP 5 & 13	1.61 miles	Construction	Rural Major Collector	2	2	CDS	\$2,893,000		\$174,869		\$3,067,869
CCH 23-01	Cochise County	Davis Road Rehabilitation, MP 5 & 13	Davis Road MP 5 & 13	1.61 miles	Design	Rural Major Collector	2	2	N/A	\$0		\$0	\$100,000	\$100,000
GEH-BR-07	Greenlee County	Soapbox Canyon Bridge Replacement (Structure 6149)	Soapbox Canyon Bridge (Structure 6149)	.10 miles	Bridge Replacement	Local	2	2	CDS	\$288,000				\$288,000
DGS 24-01	City of Douglas	Commercial Port of Entry Connector Road	City of Douglas from new Commercial POE to SR80	1.5 miles	Construction	N/A	0	2	N/A				\$8,170,000	\$8,170,000
PAT 24-01	Town of Patagonia	McKewen Ave Reconstruction	McKewen Ave between 4th Street West to SR82	2,540 feet	Construction	Rural Major Collector	2	2	N/A				\$1,500,000	\$1,500,000
GGH 24-01	Graham County	Norton Road & Reay Lane Intersection Reconstruction	Graham County - Norton Road & Reay Lane Intersection	300 feet	Construction	Rural Major Collector	2	2	N/A				\$500,000	\$500,000
GGH 24-02	Graham County	Talley Creek Crossing Improvements	Graham County - Safford Bryce Road at Talley Creek Crossing	400 feet	Construction	Rural Major Collector	2	2	N/A				\$1,781,500	\$1,781,500
THR 24-01	Town of Thatcher	8th Street Improvements I-19 Interchange	8th Street between 1st Avenue and 20th Avenue		Construction	Rural Major Collector	2	2	N/A				\$4,526,400	\$4,526,400
SCC 24-01	Santa Cruz County	Improvements at Rio Rico Drive & Ruby Road	Santa Cruz County at Rio Rico Drive and Ruby Road	.93 miles	Construction	Rural Major Collector	2	2	N/A				\$8,600,000	\$8,600,000
NOG 21-01	City of Nogales	Multilane Pathway along Patagonia Highway (SR82)	Patagonia Highway (SR82) from Moiley Avenue to Royal Road	1.4 miles	Construction	N/A	N/A	N/A	CMAQ STP	\$1,090,546 \$10,000		\$65,919		\$1,156,465
		LTAP								\$10,000				\$10,000
		TOTAL FOR 2024								\$4,811,546		\$240,788		\$30,484,516
2025														
BIS 23-01	City of Bisbee	City of Bisbee Shared Use Path	SR80 from Downtown Bisbee to Elie Street	1.43 miles	Construction	Urban Principal Arterial	4	3	EDA	\$3,375,000		\$36,899		\$3,411,899
BIS-24-01	City of Bisbee	Moon Canyon Bridge Rehabilitation	Moon Canyon at Tombstone Canyon Road	.10mile	Construction	Local	2	2	OSB	\$750,000		\$0		\$750,000
DGS17-01	City of Douglas	Chino Road Extension Phase 2	Chino Road: 9th Street to SR90	.85 miles	Construction	Urban Minor Arterial	2	2	CDS STP	\$3,000,000 \$0		\$181,336		\$3,181,336
		LTAP								\$10,000		\$0		\$10,000
		TOTAL FOR 2025								\$7,135,000		\$218,235	\$0	\$7,353,235
2026														
		LTAP							STP	\$10,000		\$0		\$10,000
		TOTAL FOR 2026								\$10,000		\$0		\$10,000
2027														
DGS17-01	City of Douglas	Chino Road Extension Phase 2	Chino Road: 9th Street to SR90	.85 miles	Construction	Urban Minor Arterial	2	2	STP	\$1,800,000		\$108,802		\$1,908,802
		LTAP							STP	\$10,000		\$0		\$10,000
		TOTAL FOR 2027								\$1,810,000		\$108,802		\$1,918,802
2028														
		LTAP							STP	\$10,000		\$0		\$10,000
		TOTAL FOR 2028								\$10,000		\$0		\$10,000
		5-YEAR TOTALS								\$13,776,546		\$567,824		\$39,776,552
		FUNDING OBLIGATED IN 2023												
CLF21-01	Town of Clifton	Chase Creek Bridge #1 Replacement	Structure# 08536 Frisco Avenue - 0.1 mile north of Junction with Park Avenue	.01 mile	Construction	Rural Local	2	2	Off System Bridge	\$726,821		\$43,933		\$770,754
CLF21-01	Town of Clifton	Chase Creek Bridge #1 Replacement	Structure# 08536 Frisco Avenue - 0.1 mile north of Junction with Park Avenue	.01 mile	Construction	Rural Local	2	2	STBG	\$149,151		\$9,015		\$158,166
SCC 21-01	Santa Cruz County	Pendleton Drive - Roadway Dip Elimination	Pendleton Drive Dip at Sonoita Creek Wash	.25 miles	Construction	Minor Arterial	2	2	HSLP	\$424,350		\$25,650		\$450,000
SCC 21-01	Santa Cruz County	Pendleton Drive - Roadway Dip Elimination	Pendleton Drive Dip at Sonoita Creek Wash	.25 miles	Construction	Minor Arterial	2	2	STP	\$125,000		\$7,556	\$216,347	\$348,903
CCH 21-01	Cochise County	Double Adobe Road, SR 80 to Frontier Road, Installation of Rumble Strips	Double Adobe Road, SR 80 to Frontier Road	4.9 miles	Design	Major Collector	2	2	HSLP	\$264,000		\$0		\$264,000
GGH 21-01	Graham County	Golf Course Road, Cottonwood Wash Road - Shoulders and Rumble Strips	Golf Course Road from Hoopes Avenue to just west of 20th Avenue; Cottonwood Wash Road from Cottonwood Wash Loop to 1200 South.	5.1 miles	Construction	Major Collector	2	2	HSLP	\$1,992,408		\$186,830		\$2,179,238

	Town of Duncan	Town of Duncan Systemwide Improvement Project	Town of Duncan Multiple Roads	2,477 linear feet	Design/Engineering Services	Various	Various	AZ Smart Fund										
DUN 23-01	Town of Duncan	Commerce Street Bridge Replacement	Commerce Street (Adjacent to Main Street)	520 feet	Design/Engineering Services	Local	1	AZ Smart Fund						\$595,000	\$595,000			
BIS 23-03	City of Bisbee		East side of Grand Avenue from Baifert Drive to Country Club Drive. Intersects with Grand Avenue path on south side of Frank Reed Road to Nogales High School		Design/Engineering Services	Local	1							\$208,500	\$208,500			
NOG 20-02	City of Nogales	Frank Reed Rd MUP. Nogales HS to Grand Ave.	Frank Reed Road to Nogales High School	3 miles	Design	N/A	N/A	CMAQ					\$18,960	\$1,140				\$20,000
NOG 20-02	City of Nogales	Frank Reed Rd MUP. Nogales HS to Grand Ave.	Baifert Drive to Country Club Drive. Intersects with Grand Avenue path on south side of Frank Reed Road to Nogales High School	3 miles	Design	N/A	N/A	CMAQ					\$136,735	\$8,265				\$145,000
BIS 23-01	City of Bisbee	City of Bisbee Shared Use Path	SR80 from Downtown Bisbee to Erie Street	1.43 miles	PE Design	Urban Principal Arterial	4	EDA					\$1,147,137	\$12,964				\$1,160,101
WLX 23-01	City of Wilcox	Vehicle Security Fencing	Wilcox	N/A	Capital	N/A	N/A	FTA Section 5339					\$51,732	\$12,933				\$64,665
WLX 23-02	City of Wilcox	Metal Parking Structure	Wilcox	N/A	Capital	N/A	N/A	FTA Section 5339					\$68,004	\$17,001				\$85,005
NOG 21-01	City of Nogales	Multilane Pathway along Patagonia Highway (SR82) LTAP	Patagonia Highway (SR82) from Morley Avenue to Royal Road	1.4 miles	Design	N/A	N/A	CMAQ STP					\$32,576 \$10,000	\$1,970 \$0				\$34,546 \$10,000
TOTAL FOR 2023													\$5,146,774	\$0	\$327,257	\$1,019,847		\$6,493,878
<b>Future Construction Projects</b>																		
CCH12-10	Cochise County	Davis Rd. Improvements	Davis Road MP 13	1 mile	Construction of Safety & Drainage Improvements	Rural Major Collector	2	TBD					\$924,560	\$55,885				\$980,445
CCH 23-02	Cochise County	Charging and Fueling Infrastructure (CFI) Grant	Varietas (Bisbee/Douglas/Sierra Vista/Hindawi/Wilcox/Bowie)	N/A	Design/Purchase & Installation	N/A	N/A	TBD					\$500,000	\$125,000				\$625,000
SCC 22-01	Santa Cruz County	Polyoro Creek Bridge at Replacement Project	Ruby Road--1500 feet east of I19	.27 miles	Bridge Replacement	Minor Arterial	2	TBD					TBD	\$4,500,000	TBD			\$13,631,315
WLX 23-01	Wilcox	Capital - Mini-Van with Lift	Wilcox/Pearce/Bowie	N/A	Capital	N/A	N/A	TBD					\$65,000	\$13,000				\$78,000
GEH 22-01	Greenlee County	Soapbox Canyon Bridge Replacement (Structure 8149)	Soapbox Canyon Bridge (Structure 8149)	.10 miles	Bridge Replacement	Local	2	TBD					\$240,000	TBD				\$240,000
CCH 22-01	Cochise County	Davis Road -Central Highway to SR80 Roadway Improvements	Davis Road -Central Highway to SR80	22.3 miles	PE Design	Rural Major Collector	2	TBD					\$6,320,641	\$382,054				\$6,702,695
DGS17-01	City of Douglas	Chino Road Extension	Chino Road	.85 miles	Construction	Urban Minor Arterial	2	STP					\$1,029,000	\$62,199				\$1,091,198
DGS 23-01	Douglas	Bicycle and Pedestrian Shared Use Path	City of Douglas	N/A	Feasibility/Design	N/A	N/A	TBD					\$1,000,000	\$60,445				\$1,060,445
SCC 23-01	Santa Cruz County	West Frontage Road at Camino Ramanote Roundabout	Santa Cruz County-West Frontage Road at Camino Ramanote Roundabout	.25 miles	Construction	Rural Arterial/Rural Major Collector	2	TBD					\$1,200,000	\$72,534				\$1,272,534
CCH 22-01	Cochise County	Davis Road -Central Highway to SR80 Roadway Improvements	Davis Road -Central Highway to SR80	22.3 miles	ROW	Rural Major Collector	2	TBD					\$1,131,600	\$68,400				\$1,200,000
CCH 22-01	Cochise County	Davis Road -Central Highway to SR80 Roadway Improvements	Davis Road -Central Highway to SR80	22.3 miles	Construction	Rural Major Collector	2	TBD					\$61,084,658	\$3,392,286				\$64,476,944
CCH15-01	Cochise County	Davis Rd. Improvements	Davis Road MP 5	0.61 miles	Construction of Safety & Drainage Improvements	Rural Major Collector	2	TBD					\$1,045,000	\$63,165				\$1,108,165





## Santa Cruz County, Arizona

### Ruby Road Bridge Over Potrero Creek and the Union Pacific Railroad

*Project Location Map*



*Project Limits Map*



## Estimated Project Costs

**INSTRUCTIONS:** List all items necessary to develop and construct your project. The applicant is responsible for verifying all costs and their accuracy. Construction cost overruns will be the responsibility of the sponsoring agency.

**Enter values into GREEN CELLS.**

The program will automatically calculate the Totals and Federal Share at 94.3%

**LOCAL PROJECTS:** Please note that the Stage I Costs shown below are to be funded by the sponsoring agency and are not eligible for Federal Reimbursement.

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
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### STAGE 1 – SCOPING (15% Preliminary Design)

#### SCOPING COSTS

Costs cannot be applied toward the federal participation or local match

SITE TOPOGRAPHIC SURVEY (2%-5% of constr. cost) <i>(Enter \$0 in Unit Price column if none required)</i>	LS	1	\$36,000.00	\$36,000.00		
SCOPING DOCUMENT (Scoping Letter, Project Assessment or DCR)	LS	1	\$20,000.00	\$20,000.00		
ENVIRONMENTAL DETERMINATION (Including technical supporting documents)	LS	1	\$35,000.00	\$35,000.00		
HAZARDOUS MATERIALS ASSESSMENT Including heavy metals & asbestos (If an assessment is necessary, anticipate \$1,500. <i>Enter \$0 in Unit Price column if none required</i> )	LS	1	\$1,500.00	\$1,500.00		
<b>SUBTOTAL – PROJECT SCOPING COSTS</b>				\$ 92,500	\$87,228	\$5,273

### STAGES II, III, IV - DESIGN (30%, 60%, 95%-100% Design)

#### DESIGN COSTS

Note: The use of federal funds for design is optional and subject to authorization. Design should not go beyond Stage II (30%) without environmental approval.

PS&E's - Plans, Special Provisions, Cost Estimates & Schedules (10%-20% of construction cost.) (Shall be refunded if project is not constructed)	LS	1	\$800,000.00	\$800,000.00		
GEOTECHNICAL INVESTIGATION (If a report is necessary, anticipate 5% of construction cost) Includes testing, Geotech Report, Materials & Pavement Design Report) <i>Enter \$0 in Unit Price column if none required.</i>	LS	1	\$25,000.00	\$25,000.00		
DRAINAGE REPORT (If a report is necessary, anticipate 5% of construction cost) <i>Enter \$0 in Unit Price column if none required</i>	LS	1	\$22,000.00	\$22,000.00		
STORM WATER POLLUTION PREVENTION PLAN (Required if there is over 1 acre of total disturbance, 1% of construction cost) <i>Enter \$0 in Unit Price column if none required.</i>	LS	1	\$5,000.00	\$5,000.00		
<b>SUBTOTAL – PROJECT DESIGN COSTS</b>				\$ 852,000	\$803,436	\$48,564
Federal Funds for design are calculated at 94.3% of the total design cost. If requesting less than 94.3% Federal Funds for design, enter new total or 0 in the Federal column.						

### STAGE V – CONSTRUCTION



ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
<b>SITE ACQUISITION &amp; HARDSCAPE CONSTRUCTION</b>						
RIGHT-OF-WAY ACQUISITION (if necessary)	LS	1	\$20,000.00	\$20,000.00	\$18,860.00	\$1,140.00
INSTALLATION OF STORMWATER POLLUTION PREVENTION MEASURES (If over 1 acre of disturbance, 5% of constr. costs) <i>Enter \$0 in Unit Price column if area of disturbance is less than one acre.</i>	LS	1	\$80,000.00	\$80,000.00	\$75,440.00	\$4,560.00
SITE PREPARATION (Clearing and grubbing, plant salvage)	LS	1	\$33,000.00	\$33,000.00	\$31,119.00	\$1,881.00
DEMOLITION						
Sawcut	LF	0	\$0.00	\$0.00	\$0.00	\$0.00
Remove Structures and Obstructions	LS	1	\$33,000.00	\$33,000.00	\$31,119.00	\$1,881.00
Remove Fencing	LF	0	\$0.00	\$0.00	\$0.00	\$0.00
Remove Structural Concrete		0	\$0.00	\$0.00	\$0.00	\$0.00
Remove Asphaltic Concrete Pavement	CY	0	\$0.00	\$0.00	\$0.00	\$0.00
Remove Concrete Sidewalks, Slabs		0	\$0.00	\$0.00	\$0.00	\$0.00
HAZARDOUS MATERIALS ABATEMENT (If applicable; include heavy metals & asbestos; 5% of construction cost) <i>Enter \$0 in Unit Price column if none required.</i>	LS	1	\$0.00	\$0.00	\$0.00	\$0.00
UTILITY RELOCATION (If necessary) Only the cost of utilities needing relocation as a direct result of the enhancement project are eligible for federal reimbursement. Because of the costs involved, the undergrounding of overhead utilities is not eligible	LS	1	\$0.00	\$0.00	\$0.00	\$0.00
RETAINING WALL (Concrete; SF of face above the footing)	SFF	13,000	\$135.00	\$1,755,000.00	\$1,654,965.00	\$100,035.00
EARTHWORK						
General Excavation		1,050	\$45.00	\$47,250.00	\$44,556.75	\$2,693.25
Drainage Excavation		25	\$55.00	\$1,375.00	\$1,296.63	\$78.38
Structural Excavation	CY	2,250	\$55.00	\$123,750.00	\$116,696.25	\$7,053.75
Structural Backfill		270	\$220.00	\$59,400.00	\$56,014.20	\$3,385.80
Borrow (In Place)		7,600	\$40.00	\$304,000.00	\$286,672.00	\$17,328.00
CURB & GUTTER	LF	1,000	\$72.00	\$72,000.00	\$67,896.00	\$4,104.00
AGGREGATE BASE	CY	1,170	\$105.00	\$122,850.00	\$115,847.55	\$7,002.45
PATHWAY OR SIDEWALK MATERIALS						
Concrete		2,400	\$17.50	\$42,000.00	\$39,606.00	\$2,394.00
Colored Concrete		0	\$0.00	\$0.00	\$0.00	\$0.00
Stamped Color Concrete	SF	0	\$0.00	\$0.00	\$0.00	\$0.00
Precast Concrete Pavers		0	\$0.00	\$0.00	\$0.00	\$0.00
Asphaltic Concrete	Ton	1,800	\$165.00	\$297,000.00	\$280,071.00	\$16,929.00
Polymer or Resin Stabilized Surface	SF	0	\$0.00	\$0.00	\$0.00	\$0.00
CROSSWALK ENHANCEMENT						
Concrete Pavers		0	\$0.00	\$0.00	\$0.00	\$0.00
Stamped Asphalt		0	\$0.00	\$0.00	\$0.00	\$0.00
Stamped Concrete	SF	0	\$0.00	\$0.00	\$0.00	\$0.00
Concrete		0	\$0.00	\$0.00	\$0.00	\$0.00
Integral Color Concrete		0	\$0.00	\$0.00	\$0.00	\$0.00
PEDESTRIAN ADA RAMP	SF	600	\$16.00	\$9,600.00	\$9,052.80	\$547.20
CULVERT EXTENSIONS	LF	55	\$200.00	\$11,000.00	\$10,373.00	\$627.00
PEDESTRIAN LIGHTING (Includes conduit and trenching) Street lighting is not eligible for federal reimbursement.	Each	0	\$0.00	\$0.00	\$0.00	\$0.00
HANDRAIL						

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
Standard	LF	0	\$0.00	\$0.00	\$0.00	\$0.00
Decorative		0	\$0.00	\$0.00	\$0.00	\$0.00
SUBTOTAL - SITE ACQUISITION & HARDSCAPE CONSTRUCTION				\$ 3,011,225	\$2,839,585	\$171,640
LANDSCAPING & IRRIGATION ITEMS						
TREES (Above 15 gallon in size as required per local code or special design requirements)	Each	0	\$0.00	\$0.00	\$0.00	\$0.00
TREES (15 GALLON SIZE)	Each	0	\$0.00	\$0.00	\$0.00	\$0.00
TREES (5 GALLON SIZE)	Each	0	\$0.00	\$0.00	\$0.00	\$0.00
SHRUBS (5 GALLON SIZE)	Each	0	\$0.00	\$0.00	\$0.00	\$0.00
SHRUBS (1 GALLON SIZE)	Each	0	\$0.00	\$0.00	\$0.00	\$0.00
CACTUS (5 GALLON SIZE)	Each	0	\$0.00	\$0.00	\$0.00	\$0.00
MULCH						
Decomposed Granite	CY	0	\$0.00	\$0.00	\$0.00	\$0.00
Organic		0	\$0.00	\$0.00	\$0.00	\$0.00
TOPSOIL	CY	0	\$0.00	\$0.00	\$0.00	\$0.00
SEEDING	Acre	0	\$0.00	\$0.00	\$0.00	\$0.00
TURF SOD	SY	0	\$0.00	\$0.00	\$0.00	\$0.00
BOULDERS	Each	0	\$0.00	\$0.00	\$0.00	\$0.00
IRRIGATION SYSTEM						
Drip	SF	0	\$0.00	\$0.00	\$0.00	\$0.00
Turf		0	\$0.00	\$0.00	\$0.00	\$0.00
SLEEVEING FOR IRRIGATION SYSTEM						
Directional Bore	LF	0	\$0.00	\$0.00	\$0.00	\$0.00
Cut and Patch		0	\$0.00	\$0.00	\$0.00	\$0.00
LANDSCAPE HEADER CURB	LF	0	\$0.00	\$0.00	\$0.00	\$0.00
LANDSCAPE ESTABLISHMENT (Typically 4.5% of the cost of landscaping)	LS	0	\$0.00	\$0.00	\$0.00	\$0.00
SUBTOTAL – LANDSCAPING & IRRIGATION ITEMS				\$ -	\$0	\$0
SITE FURNISHINGS						
BENCHES	Each	0	\$0.00	\$0.00	\$0.00	\$0.00
SEATWALLS	LF	0	\$0.00	\$0.00	\$0.00	\$0.00
BIKE RACKS	Each	0	\$0.00	\$0.00	\$0.00	\$0.00
TRASH RECEPTACLES	Each	0	\$0.00	\$0.00	\$0.00	\$0.00
DRINKING FOUNTAINS	Each	0	\$0.00	\$0.00	\$0.00	\$0.00
SIGNAGE (Standard Traffic Control)	Each	0	\$0.00	\$0.00	\$0.00	\$0.00
TREE GRATES	Each	0	\$0.00	\$0.00	\$0.00	\$0.00
SUBTOTAL – SITE FURNISHINGS				\$ -	\$0	\$0
OTHER CONSTRUCTION ITEMS (List line items)						
Bridge Removal	LS	1	\$165,000.00	\$165,000.00	\$155,595.00	\$9,405.00
New Bridge	LS	1	\$5,800,000.00	\$5,800,000.00	\$5,469,400.00	\$330,600.00
Misc	LS	1	\$200,000.00	\$200,000.00	\$188,600.00	\$11,400.00
				\$0.00	\$0.00	\$0.00
				\$0.00	\$0.00	\$0.00
				\$0.00	\$0.00	\$0.00
				\$0.00	\$0.00	\$0.00
				\$0.00	\$0.00	\$0.00
SUBTOTAL - OTHER CONSTRUCTION LINE ITEMS				\$ 6,165,000	\$5,813,595	\$351,405
MOBILIZATION AND ADMINISTRATION COSTS						

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%		
CONTRACTOR MOBILIZATION (Typically 8% of construction cost)	LS	1	\$1,400,000.00	\$1,400,000.00	\$1,320,200.00	\$79,800.00		
TRAFFIC CONTROL (0-8% of construction cost)	LS	1	\$900,000.00	\$900,000.00	\$848,700.00	\$51,300.00		
CONSTRUCTION SURVEY & LAYOUT (Typically 1% of construction cost)	LS	1	\$150,000.00	\$150,000.00	\$141,450.00	\$8,550.00		
CONSTRUCTION CONTINGENCIES (Typically 5% of construction cost)	LS	1	\$2,200,000.00	\$2,200,000.00	\$2,074,600.00	\$125,400.00		
CONSTRUCTION ADMINISTRATION (Averaging 18% of construction cost)	LS	1	\$1,650,000.00	\$1,650,000.00	\$1,555,950.00	\$94,050.00		
<b>SUBTOTAL – MOBILIZATION &amp; ADMINISTRATION COSTS</b>				\$ 6,300,000	\$5,940,900.00	\$359,100.00		
<b>TOTAL STAGE V COSTS (CONSTRUCTION)</b> (Enter this amount in Box A below.)				\$ 15,476,225	\$14,594,080.18	\$882,144.83		
ADOT REVIEW FEES (Cannot be applied to the federal participation or the local match. On local Certification Acceptance or Self-administration projects, change to \$3,000)	LS	1	\$30,000.00	\$30,000.00	NO ENTRY			
<b>TOTAL PROJECT COST (All <u>subtotals</u> + ADOT review fee)</b>				\$ 16,450,725	NO ENTRY			
<b>SUMMARY OF FEDERAL AND LOCAL FUNDS</b>								
<b>TOTAL STAGE V COSTS (CONSTRUCTION) FROM THE ESTIMATE ABOVE, AND DESIGN COSTS IF REQUESTING FEDERAL FUNDS FOR DESIGN.</b> Include design costs (Stages II thru IV) if federal funds are requested for design as shown under Design Costs in the federal column above.					<b>BOX A</b>	<b>\$ 16,328,225</b>		
<b>TOTAL <u>FEDERAL FUNDS</u> CAPPED @ 94.3% (.943 x amount shown in Box A above).</b> <i>Note: For local projects, the maximum federal funds that can be requested is \$500,000 (\$1,000,000 for state projects).</i>					<b>BOX B</b>	<b>\$ 15,397,516</b>		
<b>TOTAL SPONSOR <u>MATCHING FUNDS</u> (.057 x cost shown in Box A above).</b> <i>Note: The maximum amount that should be shown on this line is \$30,223 for local projects (\$60,445 for state projects).</i>					<b>BOX C</b>	<b>\$ 930,709</b>		
<b>TOTAL SPONSOR <u>ADDITIONAL FUNDS</u> (OVERMATCH).</b> Enter the amount in Box A in excess, if any, of \$530,223 for local projects or \$1,060,445 for state projects.					<b>BOX D</b>	<b>\$ 0</b>		
<b>TOTAL SPONSOR FUNDS</b> (Sum of Box C and Box D).					<b>BOX E</b>	<b>\$ 930,709</b>		

04

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

1. PRB Meeting Date: 2/27/2024

2. Teleconference: No

3. Form Date / 5. Form By:

3/1/2024

Meagan Bell

4. Project Manager / Presenter:

Meagan Bell @ (619) 402-7008

1611 W Jackson St, , - 4210 MPD PLANNING TEAM

6. Project Name:

PINETOP COMMONS ROAD AT BILLY CREEK

7. Type of Work:

NEW ROAD / NEW BRIDGE

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

- Northeast

Navajo

- ?

16. Program Budget: \$0

17. Program Item #:

18. Current Approved Program Budget:

\$0

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

\$175

18b Total Program Budget After Request:

\$175

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

Item #	Amount	Description	Comments
73424	\$175	.	\$174,600 - DT6010

**CURRENT SCHEDULE:**

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

**CHANGE REQUEST/NEW SCHEDULE:**

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED:

NO

ADV:

NO

CHANGE IN:

24a. PROJECT NAME: NO

24b. TYPE OF WORK: NO

24c. SCOPE: NO

24d. CURRENT STAGE:

NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE:

NO

24f. MATERIALS MEMO COMP:

NO

24g. U&amp;RR CLEARANCE:

NO

24h. C&amp;S CLEARANCE:

NO

24i. R/W CLEARANCE:

NO

24j. CUSTOMIZED SCHEDULE:

NO

24k. SCOPING DOCUMENT:

NO

**25. DESCRIPTION OF REQUEST**

FYI ONLY

**26. JUSTIFICATION OF REQUEST**

This is an AZ SMART Application requesting design services in the Munis under 10k category. The town of Pinetop-Lakeside intends to submit a Local and Regional Project Assistance (RAISE) grant application in the 2025 round to construct the new road and bridge to provide additional routes and expansion of the town to the north side of Billy creek.

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

FYI ONLY

**APPROVED / RECOMMENDED ACTIONS:**

FYI

# Arizona State Match Advantage for Rural Transportation (AZ SMART) Fund Application

Each application may address only one Project and one Federal Grant. Additional Projects and/or Federal Grants require a separate application. See the Application Guidelines for important information and detailed instructions for completing this Application. To ensure the Application is Administratively Complete and will be presented to the State Transportation Board, please respond to all questions and submit all requested documents.

**Document Checklist:** the following documents required to be uploaded to complete this application (PDFs required for all uploaded documents):

1. Documentation evidencing the COG/MPO approval to apply to the AZ SMART Fund
2. Map showing Project location (for infrastructure projects and studies).
3. Documentation showing the Project cost estimates (scoping document, cost estimation form, etc.). **NOTE:** Careful attention should be given to developing the cost estimate as the Applicant is responsible for all costs exceeding the amount awarded from the AZ SMART Fund and/or a Federal Grant.

Email \*

joseph@tripjllc.com

## Applicant Information

Please answer all the questions below.

1. Name of Applicant City, Town or County \*

Town of Pinetop-Lakeside, Arizona

2. Name of Contact Person for Applicant \*

Matt Patterson

3. By checking the box below, the Contact Person for the Applicant certifies they have read and agree to the **Program Guidelines and Application Instructions** for the AZ SMART Fund Program. \*

☒ I have read and agree to the Program Guidelines and Application Instructions for the AZ SMART Fund Program.

## 4. Contact's Title \*

Public Works Director

## 5. Contact's Full Mailing Address \*

958 S Woodland Road, Lakeside AZ 85929

## 6. Contact's Office Phone # \*

928-368-8885

## 7. Contact's Business Cell Phone # (if applicable)

## 8. Contact's Business Email Address \*

mpatterson@pinetoplakesideaz.gov

## 9. Select the Applicant's COG/MPO. \*

Northern Arizona Council of Governments (NACOG)

**Project Information**

Please answer all the questions below.

**NOTE regarding ADOT project design administration (PDA) fees:** If requesting ADOT administration of the Project, initial ADOT PDA fees of \$30,000 will apply. These fees are eligible for AZ SMART Funding only when included in an Application for Design and Other Engineering Services or for Match on a federal grant application which will include design. The initial PDA fees are an estimate only and may be more or less, depending on the Project. By submitting this application, the Applicant understands that ADOT may bill additional PDA fees and agrees to pay such fees. Any fees not required for the Project will be refunded to the Applicant upon approval of the Project final voucher.

## 10. Select the Project Type. \*

☐ Road☐ Bridge☐ Transit☐ Rail☒ Other: Bridge and supporting roads

## 11. Project Name - enter a brief, intuitive name. \*

Pinetop Commons Road &amp; Bridge

12. Enter the Project limits as applicable. If an infrastructure Project is infrastructure, provide the name of the road and "From" and "To" Mileposts or Cross Streets. If a non-infrastructure project, enter the geographic area to which the plan or study will relate. \*

12) From Latitude 34.14140 Longitude -109.95335 to Latitude 34.14374 Longitude -109.95226

## 13. Enter the Project's TIP number, if applicable. If the Project is not in the TIP, enter "NA". \*

NA


14. Submit written documentation evidencing the COG/MPO approval to submit the Project to the AZ SMART Fund program (PDF format only). \*

 NACOG RAISE Le...

15. Project Description - Provide a concise, specific description of the Project, including the type of work to be performed and benefits to be realized (3,000 character maximum, including spaces and punctuation). \*

The Town is requesting funding assistance to widen the existing driveway, construct a bridge across Billy Creek and construct a road to complete the ingress/egress to cross the Creek. The amount of road is less than 1,000 feet. The project resides within the Town's right-of-way and the Town's property. The Town seeks to construct a bridge across the Creek so that the north side of the Creek can be developed into recreation land, potentially into a low-income, multi-family complex, provide an additional ingress/egress route for the existing and potential single-family dwellings north of the Creek, and allow the expansion of the Town on the north side of Creek. These plans can only proceed if another bridge is constructed to cross the Creek.

16. Please upload a map showing the Project location or study area (PDF format only).

 Pinetop Commo...

17. Is the Project entirely in the Applicant's Right of Way? For non-infrastructure projects, check "Not applicable." \*

- ☒ Yes
- ☐ No
- ☐ Not applicable

18. If Project involves ADOT Right of Way, has the Applicant discussed the Project and obtained the consent of the applicable ADOT District office to proceed with this grant application? If no ADOT Right of Way or a non-infrastructure project, check "Not applicable." \*

- ☐ Yes
- ☐ No
- ☒ Not Applicable

19. If Project involves privately-owned or another jurisdiction's Right of Way, has the Applicant discussed the Project with owner and obtained its consent to proceed with this grant application? If no other Right of Way or non-infrastructure project, check "Not applicable." \*

- ☐ Yes
- ☐ No
- ☒ Not applicable



20. Project Schedule - check the boxes to show the State Fiscal Years in which each phase is scheduled to begin. \*  
Check only ONE box in each row. Non-infrastructure projects - check the boxes under Not Applicable for each row. **NOTE:** the State Fiscal Year runs from July 1 through June 30.

	2023	2024	2025	2026	Not Applicable
Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Construction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other (for non-infrastructure projects)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

21. Project Status - check the boxes to indicate the status of each phase. Check only ONE box in each row. Non-infrastructure projects - check the boxes under Not Applicable for each row. \*

	Not started	In progress	Completed	Not Applicable
Scoping/Pre-Design	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Right of Way Acquisition	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Environmental	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Utilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Construction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (for non-infrastructure projects)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

22. Design Status - for each Stage, check one box to indicate the Project's Design Status. Non-infrastructure projects - check the boxes under Not Applicable for each row.

	Not started	In progress	Completed	Not Applicable
Stage 1, 15% design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stage 2, 30% design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stage 3, 60% design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stage 4, 95% design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stage 5, 100%	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

23. Cost Estimate for Scoping/Pre-design - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

0

24. Enter the date of the Scoping/Pre-design estimate. Enter "NA" if not applicable. \*

NA

25. Cost Estimate for Design - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

174600

26. Enter the date of the Design estimate. Enter "NA" if not applicable. \*

1/5/2024

27. Cost Estimate for Right of Way - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

0

28. Enter the date of the Right of Way estimate. Enter "NA" if not applicable. \*

NA

29. Cost Estimate for Utilities - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

0

30. Enter the date of the Utilities estimate. Enter "NA" if not applicable. \*

NA

31. Cost Estimate for Construction - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

3149735

32. Enter the date of the Construction estimate. Enter "NA" if not applicable. \*

1/15/2024

33. Cost Estimate for Other - enter in whole dollars (for example, 250,000) . Enter "0" if not applicable. \*

0

34. Enter the date of the Other estimate. Enter "NA" if not applicable. \*

NA

35. Do the estimates provided reflect costs on a Year of Expenditure basis? Note: Year of Expenditure basis means the costs have been inflated in later years. \*

☒ Yes

☐ No

36. Please indicate the source of the Project Cost Estimates entered above. \*

☐ Developed by the Applicant

☒ Developed by an engineering consultant

☐ Other: .....

37. Please upload documentation (PDF format only) showing the Project cost estimates (scoping document, cost estimation form, etc.). \*

 Construction Co...

### AZ SMART Fund Request

Please answer all the questions below.

**NOTE: Careful attention should be paid to developing a thorough and complete cost estimate on a year of expenditure basis.** The Applicant will be responsible for all costs which exceed the amount of an AZ SMART Fund or federal grant award. ADOT has developed a Project Cost Estimating Tool which is available on the AZ SMART Fund webpage under Application Materials. This tool is provided as a courtesy only and does not purport to cover all possible costs or scenarios. Applicants are ultimately responsible for determining the Project cost estimate.

Unless the NOFO/NOFA includes the option to be a direct recipient, both CA and non-CA agencies should include initial project development fees for road/bridge/rail projects. For transit projects, an administration fee of 10% of the total project cost will apply.

38. County Applicants with population of 100,000 or less and municipalities with population of 10,000 or less ONLY: Enter the amount requested for Reimbursement of up to 50% of the costs associated with developing and submitting an application for the Federal Grant identified below. **The amount entered below should be no more than 50% of the total estimated costs of developing and submitting the grant** - enter in whole dollars (for example, 250,000).

.....

39. Enter the amount requested from the AZ SMART Fund for Match for the Federal Grant identified in this application - enter in whole dollars (for example, 250,000). If not requesting Match, skip this question.

.....

40. Beyond the amount requested from the AZ SMART Fund, enter the dollar amount of Matching cash funds to be committed by the Applicant for the Project in the Federal Grant identified in this application. If not requesting Match, skip this question.

.....

41. Enter the percent to the second decimal place (for example, 15.05%) of Matching cash funds which will be provided by just the Applicant in the Federal Grant application - do not include the amount requested from the AZ SMART Fund. See Application Guidelines for directions to calculate the percentage. If not requesting Match, skip this question.

.....

42. Enter the amount requested from the AZ SMART Fund for reimbursement of design and other engineering services expenditures that meet federal design standards for Projects eligible for the Federal Grant identified in this application. Enter in whole dollars (for example, 250,000). If not requesting design funds, skip this question.

174600

43. Are ADOT Project Development Fees included in the amount requested for design and other engineering expenditures? If not, requesting design funding, skip this question.

☒ Yes

☐ No

43. Provide the names of any other entities the Applicant will partner with to deliver the Project. Identify and quantify the contribution of each partner(s) (dollar amount of cash match, type of in-kind services, etc.). If none, enter "NA."

Low-Income Multi-Family Housing Developer will contribute \$2,000,000 towards construction

### Federal Grant

Please answer all the questions below. NOTE: Federal grants eligible under the SMART Fund are federal discretionary grant programs administered by any federal agency for SURFACE TRANSPORTATION PURPOSES.

44. How does the Applicant intend to submit the federal grant application? **Note: If requesting ADOT to submit, the following time frames apply:** \*

A. At least thirty (30) day prior to the application deadline in the NOFO for the applicable federal discretionary grant, the Applicant is required to submit the ADOT Grant Coordination Support Request Form at <https://apps.azdot.gov/files/mvd/mvd-forms-lib/42-0103.pdf>.

B. At least seven (7) days before the NOFO/NOFA deadline, the completed application materials must be provided to the ADOT Grant office for submission.

☒ Applicant or consultant will submit directly

☐ Applicant requests ADOT to submit

☐ Other: \_\_\_\_\_

45. How does the Applicant intend to administer the Project if awarded a federal grant? \*

☒ Be a direct recipient if allowed in the NOFO

☐ Request ADOT administration (Project development administration fees will apply)

☐ Other: \_\_\_\_\_

46. Select the Federal Grant for which the Applicant intends to submit the Project - select one grant only. If the desired grant is not listed, select Other and provide the name of the grant and the applicable federal agency. **NOTE:** This list does not include all federal discretionary grants and may contain grants that are not currently available or funded. Applicants are responsible for conducting their own research to identify an appropriate federal grant for their Project. \*

- ☐ Active Transportation Infrastructure Investment Program
- ☒ Bridge Investment Program
- ☐ Defense Community Infrastructure Pilot
- ☐ Grants for Charging and Fueling Infrastructure
- ☒ Local and Regional Project Assistance (RAISE)
- ☐ Multi State Freight Corridor Planning
- ☐ National Culvert Removal, Replacement and Restoration Grant Program
- ☐ National Infrastructure Project Assistance (MEGA)
- ☐ Nationally Significant Freight and Highway Projects (INFRA)
- ☐ PROTECT Grant Program
- ☐ Reconnecting Communities Pilot Program
- ☐ Rural Surface Transportation Grant Program
- ☐ Safe Streets and Roads for All Program (SS4A)
- ☐ Strategic Innovation for Revenue Collection
- ☐ Strengthening Mobility and Revolutionizing Transportation Grant Program
- ☐ Wildlife Crossing Safety
- ☐ Rail - Consolidated Rail Infrastructure and Safety Improvements Grants
- ☐ Rail - Fixed Guideway Capital Investment Grants
- ☐ Rail - Restoration and Enhancement Grants
- ☐ Rail - Railroad Crossing Elimination Program
- ☐ Transit - All Stations Accessibility
- ☐ Transit - Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants Program
- ☐ Transit - Buses and Bus Facilities Program
- ☐ Transit - Develop Interoperable Standards for Bus Exportable Power Systems (BEPS)
- ☐ Transit - Innovative Coordinated Access and Mobility (ICAM) Pilot Program
- ☐ Transit - Low-No Emission Vehicle Program
- ☐ Transit - Public Transportation Innovation Program
- ☐ Transit - State of Good Repair Grants Program
- ☐ Transit - Technical Assistance, Standards Development, and Workforce Development Programs

☐ Other: .....

47. In what Federal Fiscal Year does the Applicant intend to submit an application for the Federal Grant? **NOTE:** the Federal Fiscal Year runs from October 1 through September 30. Applications must be submitted prior to the expiration of the Infrastructure Investment and Jobs Act, currently expiring on September 30, 2026. \*

2024 .....

48. Which phase of the Project will be submitted in the Federal Grant application? \*

☐ Design

☐ Right of Way Acquisition

☒ Construction

☐ Other: .....

#### For State Purposes only

Adopted at STB meeting on ..... Action taken:

\_\_\_ Approved

\_\_\_ Denied

\_\_\_ Modified as shown in the attached document

This form was created inside of State of Arizona.

Google Forms



January 18th, 2024

The Honorable Pete Buttigieg  
U.S. Department of Transportation  
1200 New Jersey Ave., SE  
Washington, DC 20590

Dear Secretary Buttigieg,

I am writing to express support for the *Pinetop Commons Road & Bridge project* located within the Town of Pinetop-Lakeside in Navajo County, Arizona. Pinetop-Lakeside has identified the need for this bridge to allow development on the north side of Billy Creek. Therefore, this project serves a major need towards the overall growth and safety of mobility in Pinetop-Lakeside. As an effort supported by the Northern Arizona Council of Governments (NACOG) as the preferred method for improving transportation in the area, this project will be included in the NACOG FY2024 – 2029 Transportation Investment Plan (TIP) if RAISE Grant Program funding is awarded.

Improving community connectivity and economic activity is central to this project and NACOG priorities. The Town of Pinetop-Lakeside seeks to construct a bridge across Billy Creek so that the north side of the creek can be developed potentially into a low-income, multi-family complex, and provide an additional ingress/egress route for the existing and potential single-family dwellings. These development plans can only proceed if a bridge is constructed to cross the creek.

I want to thank you in advance for your consideration of this project. It is our hope that you will see the importance of this project in increasing the safety of residents and regional visitors who travel in the NACOG region regularly and will support full funding for the project.

Sincerely,



Chris Fetzer  
Executive Director



TOWN OF  
PINETOP-LAKESIDE  
PUBLIC WORKS  
DEPARTMENT  
900 North McDowell Road  
Pinetop, AZ 85929  
(928) 368-4885  
(928) 368-4885 FAX

# PROPOSED LOCATION FOR ACCESS ROAD AND BRIDGE

DATE	REVISION
1/18	1

DRAWN BY  
SCALE AS SHOWN  
DATE: 1/18/24

PROPOSED  
IMPROVEMENTS

SHEET NO.  
01



**Date: December 18, 2023**

**Project: CBC Financial**

**Scope: Bridge Design, Bridge Manufacturing**

**Contact: Jim Danaher**

**Our Estimate below defines our full scope of work for the bridges on the above-referenced project. The price on this proposal is only valid for thirty (30) days.**

**Bridge Brother's scope will include all structural engineering, manufacturing, installation, and site construction for your project. Any associated designs will be in adherence to the engineering standards set forth in the proposal. Any additional work outside of the proposed scope below will be priced in the form of a Change Order.**

**Structural & Civil Engineering: Included**

- PE Stamped Design & Calculation Package
- PE Stamped Abutment & Anchor Design - Add \$15,000
  - Permits/Geotechnical Reports/Site Surveys Supplied by Others

**Bridge Manufacturing (Excluding Sales Tax): \$1,299,574**

- Qty (1) 28' x 125' Vehicle Bridge
  - 1 @ 11' travel lanes
  - 1 @ 1' curb
  - 1 @ 5' build up sidewalk
- Bridge Design and Member Size is Based on Bridge Brothers Stamped Design
- Finish (Weathering)
- Truss Configuration (Pratt)
- Decking (SIP Galvanized Pan for concrete to be poured by GC)
  - Shipped Loose
- HL-93 vehicle loading (72,000#)
- Railing (42" Horizontal railing) one side
- 1' curb
- Splices (Whipped in 4 threes and disassembled floor beams)
- Additional Options included (Anchor Bolt Supply, Bearing Plate Supply, Expansion Plate Supply)
- Sales Tax is EXCLUDED
- Freight to Project Site (FOB)

TURNKEY PREFABRICATED **BRIDGES**

- The bridge will be shipped in 4-12 pieces ( Length and or floor splice) with a current estimated value of freight of (\$80,000)
- Estimated total bridge weight is 175,000#)

**Bridge Sitework & Erection (Excluding Sales Tax):****\$1,374,177**

- QTY (2) Precast or poured-in-place foundations - Assumed to be no more than 6' tall
- Site excavation and grading estimate could be subject to change based on geotechnical report, site survey, and site constraints/conditions
- Site must have clear accessible graded access for crane to travel to abutment locations
- Site must be cut to grade and pre-excavated, ready for either precast or poured in place abutments. Site must have sufficient site access for construction/installation equipment to both sides of the bridge.
- Site is to have clear crane access within a 10' radius of abutments backwall - if radius is more than 10' a Change Order may be issued for the difference in crane value.
- Rip rap, piles, dewatering, and suitable fill are excluded and will be charged at T&M rates if required for project site conditions.
  - If piles are required \$1,500 per pile will be charged and \$175 per ln/ft
- Excess soils to be removed by others.
- Unload and splice/fit-up bridge sections.
- Utilities and overhead powerlines are to be covered, protected or relocated at the owner expense prior to Bridge Brothers mobilization.
- Lane closures by others
- Erect bridge and install bridge anchors per project plans
- Pour Bridge deck

**Estimated Project Schedule**

- **Structural Design Package**
  - 8 weeks
- **Bridge Manufacturing and Freight**
  - 24-30 Weeks from the Date of Approved Drawings Depending on Project Scope
    - Delivery may vary due to mill lead times
- **Bridge Site Work and Erection**
  - 3-5 Weeks depending on project specific details

---

**TURNKEY PREFABRICATED BRIDGES**



**Qualifications:**

- Bridge Brothers Terms and Conditions are required to be signed, in the circumstance where they are not, please allow a minimum of ten (10) working days for contract review.
- Any language listed within this proposal shall be fully incorporated into the final contract.
- Bridge Brothers will require a payment to serve as a deposit to begin engineering services.
- Bridge Brothers will require a payment following the approval of engineering submittals.
- Bridge Brothers will require a payment following the completion of fabrication.
- Bridge Brothers will require the payment of Change Orders prior to shipment.
- Bridge Brothers will require a payment that serves as an erection deposit before any Bridge Brothers mobilization.
- Bridge Brothers will not accept any retention holdbacks thirty (30) days after the completion of our scope of work.
- The Customer must provide sufficient space for delivery trucks to safely park and be unloaded, any time delays at delivery which result in additional freight charges will be billed to the customer.
- Means and methods of installation are Bridge Brothers and any measure requested and/or required outside of this will be charged at Time and Material from our standard rate sheet.
- Pricing may be subject to change based on the Geotechnical Report, Site Survey, and Site Constraint.
- Utilities, overhead power lines, or anything in relation are to be covered, protected, or relocated at the Customers' expense prior to Bridge Brother's mobilization.
- Customer needs to provide graded access to both abutment locations for erection equipment, the following will apply:
  - o Bridge Brothers is not responsible for the following:
    - Tree removal.
    - Brush removal.
    - Excess dirt removal.
    - Excess grubbing.
  - o Bridge Brothers will bill a fee for where site conditions are not in compliance and any delays/down time as a result of non compliance will be billed double our T&M rates.
- Any equipment or tools used on site that are owned/rented by the Customer is at the expense of the Customer; Bridge Brothers will not be responsible for any cost associated with such unless discussed prior to mobilization.
- The following requirements must be satisfied in relation to Unloading and Splice Fit Up Bridges:
  - o 80% Safety Factor to be used on all cranes, if a lower safety percentage is required/requested and a larger crane is required, any cost associated with such will be billed in the form of a Change Order.
- Lane Closures and traffic control will be completed by Others at no cost to Bridge Brothers.
- If Bridge Brothers is to be pouring concrete the following applies:
  - o Concrete cure time and setting of the Bridge is dependent on project specifics and project P.E.
  - o The cost associated with the concrete tes/heating is on the Customer.
  - o The cost associated with the sealing of concrete is on the Customer.
  - o The cost associated with any epoxy-coated rebar is on the Customer.
  - o Concrete is poured in conformance to structural requirements, not architectural requirements.
  - o Where Bridge Brothers performs any of the above-mentioned work or work in relation to the

above-mentioned this will be billed in the form of a Change Order at our T&M standard rates.

- Bridge Brothers is responsible for the precast or poured-in-place abutments, this is up to 6' tall; anything above 6' tall will require a Change Order at our T&M rates.
  - o Abutment backfilling will be done by Others.
- Where Piles are required, they will be billed at the following:
  - o Piles are priced at \$1,500 per pile and \$175 per In/ft
- Rip Rap, Wingwalls, and Dirt are not included in this price; where this is required the cost of such will bill in the form of a Change Order at our standard T&M rates.
- Where the project includes cable railing, Bridge Brothers will tension cables to the design specifications:
  - o Bridge Brothers will leave a tension tool upon written request from the Customer.
  - o Bridge Brothers will remobilize to tension cables following the final walkthrough, where the Customer requests any re-tensioning of cable railing; this will be billed in the form of a Change Order and will be completed at the discretion of the Bridge Brothers installation schedule.
- Where the project is painted or galvanized the following will apply:
  - o Any additional touch-up galv or paint will be completed by Bridge Brothers while on site, anything requested following the final walkthrough will be billed in the form of a Change Order.
  - o Bridge Brothers will leave additional paint with the customer following the final walkthrough.
- Bridge Brothers will require a final walk-through with a customer representative following such a project completion and the acceptance form will be signed while Bridge Brothers personnel is onsite.
- Bridge Brothers is a nondiscriminatory employer.

**Exclusions:**

- Any item not listed in this proposal is not included in Bridge Brothers' Scope of Work.
- Any proposed scope of work additions will be billed in the form of a Change Order.
- Sales Tax is not included here and shall be paid by the Customer to Bridge Brothers.
- Where Bridge Brothers is required to obtain higher insurance limits to match Customer requirements, the cost of such will be billed in the form of a Change Order.
- Bridge Brothers reserves the right to adjust pricing for material, freight, onsite equipment and labor escalation.
- Any additional inspection beyond visual is the responsibility of the customer.
- Any additional compliance requirements are excluded from this proposal.
- Any design revision after Rev1 submittals will be billed in the form of a Change Order at our standard hourly rates.
- Any cost associated with union labor is not included in this proposal.
- Any cost associated with prevailing wage is not included in this proposal.
- Any cost associated with dewatering is not included in this proposal.
- Any cost associated with soil compaction, dirt removal, bull rock, erosion control, silt fencing, or anything in relation is not included in this proposal.
- Bridge Brothers does not perform site elevation references, centerline work, site layout, surveys, or control points.
  - o Bridge foundations and/or supports must be surveyed and verify locations/elevations and be provided to Bridge Brothers prior to mobilization.

- 
- Due to the nature of this business, engineering, and market delays shall not result in any consequential or liquidated damages for which Bridge Brothers may be held liable.
  - Bridge Brothers reserves the right to make schedule adjustments for installation due to site conditions.



TURNKEY PREFABRICATED BRIDGES



**If you have any follow-up questions in relation to this proposal or require additional information, please feel free to contact us at the following:**

Aaron Gentilucci - Sales - 540.266.8473 - [aaron@bridgebrothers.com](mailto:aaron@bridgebrothers.com)



**Access Rd for Pinetop Commons Bridge**  
**CONCEPT ENGINEERS ESTIMATE OF CONSTRUCTION COST**  
*(Per Concept Plan - 01/2024)*

	Est	Unit	Unit	Total
	Quant.	Units	Price	Price
<b>ROADWAY AND DRAINAGE</b>				
Traffic control	1	LS	\$50,000	\$50,000
SWPPP	1	LS	\$30,000	\$30,000
Remove existing pavement	1,040	SY	\$12	\$12,480
Remove existing Sidewalk and C&G	411	SY	\$12	\$4,933
6" vertical C&G (Type "A" on 3" ABC)	1,400	LF	\$30	\$42,000
Roadway	1,946	SY	\$70	\$136,189
ADOT Turn Lane	658	SY	\$150	\$98,667
Sidewalk (5' Wide, 1 side)	4,425	SF	\$20	\$88,500
ADA ramp	4	EA	\$3,000	\$12,000
Bridge (NOT Included)	1	LS	--	
<b>Roadway &amp; drainage subtotal</b>				<b>\$474,769</b>
Contingency of 15%				\$71,215
<b>Roadway &amp; drainage total</b>				<b>\$545,984</b>
This estimate is based on the survey for the project dated 10/24.				
This Cost Estimate is made on the basis of our experience and qualifications and represents our best judgement. However, since so many aspects of costs are beyond our control, we cannot and do not guarantee that Costs will not vary from this Estimate.				
Project Length	515	LF		
Pavement Width	34	LF		
26' Lanes and 4' Bike Lanes				
ADOT Turn Lane	370	LF		
Pavement Width	16			

01

1. PRB Meeting Date: 3/5/2024

2. Teleconference: No

3. Form Date / 5. Form By:

3/5/2024

Meagan Bell

4. Project Manager / Presenter:

Meagan Bell @ (619) 402-7008

1611 W Jackson St, , - 4210 MPD PLANNING TEAM

6. Project Name:

I-10 West Quartzsite Traffic Interchange &amp; Frontage Road

7. Type of Work:

Road Widening &amp; Improvements

8. CPSID:

-

9. District:

10. Route:

I-10

11. County:

La Paz

12. Beg MP:

17

13. TRACS #:

- ?

14. Len (Mi.):

1

15. Fed Id #:

16. Program Budget: \$0

17. Program Item #:

18. Current Approved Program Budget:

\$0

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

\$3,400

18b Total Program Budget After Request:

\$3,400

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

Item #	Amount	Description	Comments
73424	\$3,400		AZSMART Grant - DT6010

**CURRENT SCHEDULE:**

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

**CHANGE REQUEST/NEW SCHEDULE:**

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED:

NO

ADV:

NO

**CHANGE IN:**

24a. PROJECT NAME:

NO

24b. TYPE OF WORK:

NO

24c. SCOPE:

NO

24d. CURRENT STAGE:

NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE:

NO

24f. MATERIALS MEMO COMP:

NO

24g. U&amp;RR CLEARANCE:

NO

24h. C&amp;S CLEARANCE:

NO

24i. R/W CLEARANCE:

NO

24j. CUSTOMIZED SCHEDULE:

NO

24k. SCOPING DOCUMENT:

NO

**25. DESCRIPTION OF REQUEST**

FYI ONLY

**26. JUSTIFICATION OF REQUEST**

This is an AZ SMART Application from the Town of Quartzsite requesting \$3.4 Mil in Design and Other Engineering Services. The Town of Quartzsite intends to go after the Rural Surface Transportation Grant in the FY24-FY25 round for ROW and Construction. The Town of Quartzsite is Requesting ADOT to submit the federal grant application as well as ADOT Administration.

Brief Project Description: Widen and Reconstruct Quartzsite Blvd for additional lanes, 2 new Overpass Bridges over I-10 (N & S), Widen and Reconstruct freeway ramps and ramp intersections, along with frontage road intersections to handle the forecasted traffic in the area and significantly reduce traffic delays.

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

FYI ONLY

**APPROVED / RECOMMENDED ACTIONS:**

SUBJECT TO PPAC APPROVAL - 3/7/2024

# Arizona State Match Advantage for Rural Transportation (AZ SMART) Fund Application

Each application may address only one Project and one Federal Grant. Additional Projects and/or Federal Grants require a separate application. See the Application Guidelines for important information and detailed instructions for completing this Application. To ensure the Application is Administratively Complete and will be presented to the State Transportation Board, please respond to all questions and submit all requested documents.

**Document Checklist:** the following documents required to be uploaded to complete this application (PDFs required for all uploaded documents):

1. Documentation evidencing the COG/MPO approval to apply to the AZ SMART Fund
2. Map showing Project location (for infrastructure projects and studies).
3. Documentation showing the Project cost estimates (scoping document, cost estimation form, etc.). **NOTE:** Careful attention should be given to developing the cost estimate as the Applicant is responsible for all costs exceeding the amount awarded from the AZ SMART Fund and/or a Federal Grant.

Email \*

jim.ferguson@quartzsite.org

## Applicant Information

Please answer all the questions below.

1. Name of Applicant City, Town or County \*

Town of Quartzsite

2. Name of Contact Person for Applicant \*

James Ferguson

3. By checking the box below, the Contact Person for the Applicant certifies they have read and agree to the **Program Guidelines and Application Instructions** for the AZ SMART Fund Program. \*

☒ I have read and agree to the Program Guidelines and Application Instructions for the AZ SMART Fund Program.

## 4. Contact's Title \*

Town Manager

## 5. Contact's Full Mailing Address \*

465 N Plymouth Ave, PO Box 2812, Quartzsite, AZ 85346

## 6. Contact's Office Phone # \*

928-927-4333

## 7. Contact's Business Cell Phone # (if applicable)

928-916-7474

## 8. Contact's Business Email Address \*

jim.ferguson@quartzsiteaz.org

## 9. Select the Applicant's COG/MPO. \*

Western Arizona Council of Governments (WACOG)

**Project Information**

Please answer all the questions below.

**NOTE regarding ADOT project design administration (PDA) fees:** If requesting ADOT administration of the Project, initial ADOT PDA fees of \$30,000 will apply. These fees are eligible for AZ SMART Funding only when included in an Application for Design and Other Engineering Services or for Match on a federal grant application which will include design. The initial PDA fees are an estimate only and may be more or less, depending on the Project. By submitting this application, the Applicant understands that ADOT may bill additional PDA fees and agrees to pay such fees. Any fees not required for the Project will be refunded to the Applicant upon approval of the Project final voucher.

## 10. Select the Project Type. \*

☐ Road☐ Bridge☐ Transit☐ Rail☒ Other: I-10 Exit 17 Traffic Interchange & Frontage Road Improvements

## 11. Project Name - enter a brief, intuitive name. \*

I-10 West Quartzsite Traffic Interchange & Frontage Road Improvements


12. Enter the Project limits as applicable. If an infrastructure Project is infrastructure, provide the name of the road and "From" and "To" Mileposts or Cross Streets. If a non-infrastructure project, enter the geographic area to which the plan or study will relate. \*

I-10 from MP 17 to MP 18

## 13. Enter the Project's TIP number, if applicable. If the Project is not in the TIP, enter "NA". \*

NA


14. Submit written documentation evidencing the COG/MPO approval to submit the Project to the AZ SMART Fund program (PDF format only). \*

 2024-02-22 WAC...

15. Project Description - Provide a concise, specific description of the Project, including the type of work to be performed \* and benefits to be realized (3,000 character maximum, including spaces and punctuation).

The project involves the complete full design and preparation of 30%, 60%, 95%, and 100% stage plans, specifications, and construction cost estimates for the proposed reconstruction and improvement of the existing standard diamond traffic interchange. The construction work to be designed includes the following elements: (1) Widening and reconstruction of Quartzsite Boulevard to add the additional lanes required to handle the forecasted traffic. (2) Two new overpass bridge structures over I-10 (one for northbound traffic lanes and one for southbound traffic lanes). (3) Widening and reconstruction the freeway ramps and ramp intersections with Quartzsite Boulevard. (4) Widening and reconstruction of the frontage road intersections and approaches with Main Street to the north and with Dome Rock Road/Kuehn Street to the south. (5) New modern fully actuated traffic control signalization at the two frontage road intersection and at the two ramp intersections. (6) New lighting to enhance travel safety within the TI area. (7) Evaluate lowering the grade of the I-10 lanes below the new structures to reduce the slopes on the Quartzsite Boulevard overpass to facilitate heavy truck traffic movements. (8) Construct retaining walls where needed to eliminate the need for right of way acquisition on developed parcels. (9) Related grading, drainage, and paving improvements. Benefits include: (1) Better operational performance to enable efficient and effective movement of traffic, including for the significant number of heavy trucks, through the TI area at a suitable level of service throughout the planning period. (2) Enhanced traffic safety. (3) Allow for additional development in the area to occur with the resulting economic growth for the region. (4) Provide capacity needed to handle the influx of seasonal traffic during the winter months. (5) Elimination of the deficient height bridge enabling use of I-10 for oversized vehicle transport. (6) Significantly reduced travel delays and queues, including eliminating the potential for traffic backup onto the main line of I-10, resulting in less air pollution and a better experience for the interchange area users. (7) Maximizing the use of the existing right of way. The proposed Quartzsite West TI and Frontage Road Improvements will replace the existing pavements that are in poor condition, replace the existing two lane deficient, obsolete, and aged bridge structure, and alleviate the traffic delays and queuing currently experienced by providing added lanes and improved roadway geometrics resulting in a better and safer travel for the community, the traveling public, and commercial transportation. At the 30% plan development stage, the Town of Quartzsite intends on applying for various sources of grants to secure funds for the construction of the proposed TI and frontage road improvements. The AZ Smart Fund monies will enable the design to be completed at this time.

16. Please upload a map showing the Project location or study area (PDF format only).

 2024-02-08 Proje...

17. Is the Project entirely in the Applicant's Right of Way? For non-infrastructure projects, check "Not applicable." \*

- ☒ Yes
- ☐ No
- ☐ Not applicable

18. If Project involves ADOT Right of Way, has the Applicant discussed the Project and obtained the consent of the applicable ADOT District office to proceed with this grant application? If no ADOT Right of Way or a non-infrastructure project, check "Not applicable." \*

- ☒ Yes
- ☐ No
- ☐ Not Applicable

19. If Project involves privately-owned or another jurisdiction's Right of Way, has the Applicant discussed the Project with owner and obtained its consent to proceed with this grant application? If no other Right of Way or non-infrastructure project, check "Not applicable." \*

- ☐ Yes
- ☐ No
- ☒ Not applicable

20. Project Schedule - check the boxes to show the State Fiscal Years in which each phase is scheduled to begin. Check only ONE box in each row. Non-infrastructure projects - check the boxes under Not Applicable for each row. **NOTE:** the State Fiscal Year runs from July 1 through June 30. \*

	2023	2024	2025	2026	Not Applicable
Design	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Construction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other (for non-infrastructure projects)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

21. Project Status - check the boxes to indicate the status of each phase. Check only ONE box in each row. Non-infrastructure projects - check the boxes under Not Applicable for each row. \*

	Not started	In progress	Completed	Not Applicable
Scoping/Pre-Design	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Right of Way Acquisition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environmental	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Utilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Construction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (for non-infrastructure projects)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

22. Design Status - for each Stage, check one box to indicate the Project's Design Status. Non-infrastructure projects - check the boxes under Not Applicable for each row.

	Not started	In progress	Completed	Not Applicable
Stage 1, 15% design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stage 2, 30% design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stage 3, 60% design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stage 4, 95% design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stage 5, 100%	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

23. Cost Estimate for Scoping/Pre-design - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

\$0



24. Enter the date of the Scoping/Pre-design estimate. Enter "NA" if not applicable. \*

NA

25. Cost Estimate for Design - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

\$3,400,000

26. Enter the date of the Design estimate. Enter "NA" if not applicable. \*

01-29-2024

27. Cost Estimate for Right of Way - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

\$0

28. Enter the date of the Right of Way estimate. Enter "NA" if not applicable. \*

NA

29. Cost Estimate for Utilities - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

\$0

30. Enter the date of the Utilities estimate. Enter "NA" if not applicable. \*

NA

31. Cost Estimate for Construction - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

\$33,000,000 (includes ADOT ICAP fee)

32. Enter the date of the Construction estimate. Enter "NA" if not applicable. \*

10-31-2023

33. Cost Estimate for Other - enter in whole dollars (for example, 250,000) . Enter "0" if not applicable. \*

\$0

34. Enter the date of the Other estimate. Enter "NA" if not applicable. \*

NA

35. Do the estimates provided reflect costs on a Year of Expenditure basis? Note: Year of Expenditure basis means the costs have been inflated in later years. \*

☒ Yes

☐ No


36. Please indicate the source of the Project Cost Estimates entered above. \*

☐ Developed by the Applicant

☒ Developed by an engineering consultant

☐ Other: \_\_\_\_\_

37. Please upload documentation (PDF format only) showing the Project cost estimates (scoping document, cost estimation form, etc.). \*

 2023-10-31 I-10 ...

## AZ SMART Fund Request

Please answer all the questions below.

**NOTE: Careful attention should be paid to developing a thorough and complete cost estimate on a year of expenditure basis.** The Applicant will be responsible for all costs which exceed the amount of an AZ SMART Fund or federal grant award. ADOT has developed a Project Cost Estimating Tool which is available on the AZ SMART Fund webpage under Application Materials. This tool is provided as a courtesy only and does not purport to cover all possible costs or scenarios. Applicants are ultimately responsible for determining the Project cost estimate.

Unless the NOFO/NOFA includes the option to be a direct recipient, both CA and non-CA agencies should include initial project development fees for road/bridge/rail projects. For transit projects, an administration fee of 10% of the total project cost will apply.

38. County Applicants with population of 100,000 or less and municipalities with population of 10,000 or less ONLY: Enter the amount requested for Reimbursement of up to 50% of the costs associated with developing and submitting an application for the Federal Grant identified below. **The amount entered below should be no more than 50% of the total estimated costs of developing and submitting the grant** - enter in whole dollars (for example, 250,000).

\$0

39. Enter the amount requested from the AZ SMART Fund for Match for the Federal Grant identified in this application - enter in whole dollars (for example, 250,000). If not requesting Match, skip this question.

\$0

40. Beyond the amount requested from the AZ SMART Fund, enter the dollar amount of Matching cash funds to be committed by the Applicant for the Project in the Federal Grant identified in this application. If not requesting Match, skip this question.

\$0

41. Enter the percent to the second decimal place (for example, 15.05%) of Matching cash funds which will be provided by just the Applicant in the Federal Grant application - do not include the amount requested from the AZ SMART Fund. See Application Guidelines for directions to calculate the percentage. If not requesting Match, skip this question.

0

42. Enter the amount requested from the AZ SMART Fund for reimbursement of design and other engineering services expenditures that meet federal design standards for Projects eligible for the Federal Grant identified in this application. Enter in whole dollars (for example, 250,000). If not requesting design funds, skip this question.

\$3,400,000

43. Are ADOT Project Development Fees included in the amount requested for design and other engineering expenditures? If not, requesting design funding, skip this question.

☒ Yes

☐ No

43. Provide the names of any other entities the Applicant will partner with to deliver the Project. Identify and quantify the contribution of each partner(s) (dollar amount of cash match, type of in-kind services, etc.). If none, enter "NA."

NA

### Federal Grant

Please answer all the questions below. NOTE: Federal grants eligible under the SMART Fund are federal discretionary grant programs administered by any federal agency for SURFACE TRANSPORTATION PURPOSES.

44. How does the Applicant intend to submit the federal grant application? **Note: If requesting ADOT to submit, the following time frames apply:** \*

A. At least thirty (30) day prior to the application deadline in the NOFO for the applicable federal discretionary grant, the Applicant is required to submit the ADOT Grant Coordination Support Request Form at <https://apps.azdot.gov/files/mvd/mvd-forms-lib/42-0103.pdf>.

B. At least seven (7) days before the NOFO/NOFA deadline, the completed application materials must be provided to the ADOT Grant office for submission.

☐ Applicant or consultant will submit directly

☒ Applicant requests ADOT to submit

☐ Other: \_\_\_\_\_

45. How does the Applicant intend to administer the Project if awarded a federal grant? \*

☐ Be a direct recipient if allowed in the NOFO

☒ Request ADOT administration (Project development administration fees will apply)

☐ Other: \_\_\_\_\_

46. Select the Federal Grant for which the Applicant intends to submit the Project - select one grant only. If the desired grant is not listed, select Other and provide the name of the grant and the applicable federal agency. **NOTE:** This list does not include all federal discretionary grants and may contain grants that are not currently available or funded. Applicants are responsible for conducting their own research to identify an appropriate federal grant for their Project. \*

- ☐ Active Transportation Infrastructure Investment Program
- ☐ Bridge Investment Program
- ☐ Defense Community Infrastructure Pilot
- ☐ Grants for Charging and Fueling Infrastructure
- ☐ Local and Regional Project Assistance (RAISE)
- ☐ Multi State Freight Corridor Planning
- ☐ National Culvert Removal, Replacement and Restoration Grant Program
- ☐ National Infrastructure Project Assistance (MEGA)
- ☐ Nationally Significant Freight and Highway Projects (INFRA)
- ☐ PROTECT Grant Program
- ☐ Reconnecting Communities Pilot Program
- ☒ Rural Surface Transportation Grant Program
- ☐ Safe Streets and Roads for All Program (SS4A)
- ☐ Strategic Innovation for Revenue Collection
- ☐ Strengthening Mobility and Revolutionizing Transportation Grant Program
- ☐ Wildlife Crossing Safety
- ☐ Rail - Consolidated Rail Infrastructure and Safety Improvements Grants
- ☐ Rail - Fixed Guideway Capital Investment Grants
- ☐ Rail - Restoration and Enhancement Grants
- ☐ Rail - Railroad Crossing Elimination Program
- ☐ Transit - All Stations Accessibility
- ☐ Transit - Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants Program
- ☐ Transit - Buses and Bus Facilities Program
- ☐ Transit - Develop Interoperable Standards for Bus Exportable Power Systems (BEPS)
- ☐ Transit - Innovative Coordinated Access and Mobility (ICAM) Pilot Program
- ☐ Transit - Low-No Emission Vehicle Program
- ☐ Transit - Public Transportation Innovation Program
- ☐ Transit - State of Good Repair Grants Program
- ☐ Transit - Technical Assistance, Standards Development, and Workforce Development Programs

☐ Other: .....

47. In what Federal Fiscal Year does the Applicant intend to submit an application for the Federal Grant? **NOTE:** the Federal Fiscal Year runs from October 1 through September 30. Applications must be submitted prior to the expiration of the Infrastructure Investment and Jobs Act, currently expiring on September 30, 2026. \*

Federal FY 2024-2025 (at 30% PS&E Stage)  
.....

48. Which phase of the Project will be submitted in the Federal Grant application? \*

☐ Design

☒ Right of Way Acquisition

☒ Construction

☐ Other: .....

#### For State Purposes only

Adopted at STB meeting on ..... Action taken:

\_\_\_ Approved

\_\_\_ Denied

\_\_\_ Modified as shown in the attached document

This form was created inside of State of Arizona.

Google Forms



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February 22, 2024

Arizona Department of Transportation  
Multimodal Planning Division  
1611 W Jackson St  
Phoenix, AZ 85007

**West Quartzsite Traffic Interchange – Interstate-10 at MP17**

To Whom It Might Concern:

The Western Arizona Council of Governments (WACOG) is pleased to support the Arizona State Match Advantage for Rural Transportation (SMART) Fund grant application for the West Quartzsite Traffic Interchange – Interstate-10 at MP17 Project, located within the city limits of Quartzsite, Arizona.

Being located at the intersection of two major thoroughfares, State Highway 95 and US Interstate 10, the Town of Quartzsite is strategically positioned to serve as a transportation hub for both travelers and heavy freight. With six existing commercial centers in the immediate area and with four more developments planned for the near future, average daily traffic over the West Quartzsite TI is projected to increase substantially by 2045. The existing interchange will need to be expanded or replaced to accommodate the steadily increasing vehicle traffic.

With an aim to accommodate the projected increase in interstate vehicle and residential traffic and being performed in conjunction with the recommendations from the 2024 I-10 MP17 Traffic Interchange Alternatives Analysis Report, the **West Quartzsite Traffic Interchange – Interstate-10 at MP17 Project** will fund the design of a Standard Diamond Interchange (SDI). Including not only the installation of a new bridge and seven travel lanes, but also widened off-ramps and new safety barriers, the construction of a Standard Diamond Interchange presents a cost-effective option to expand and expedite interstate access.

The Western Arizona Council of Governments enthusiastically supports this project as the improvement of the West Quartzsite traffic interchange will safely and effectively facilitate the steadily increasing interstate traffic through 2045.

Please feel free to contact me should you have any questions or require additional information.

Sincerely,

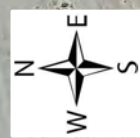
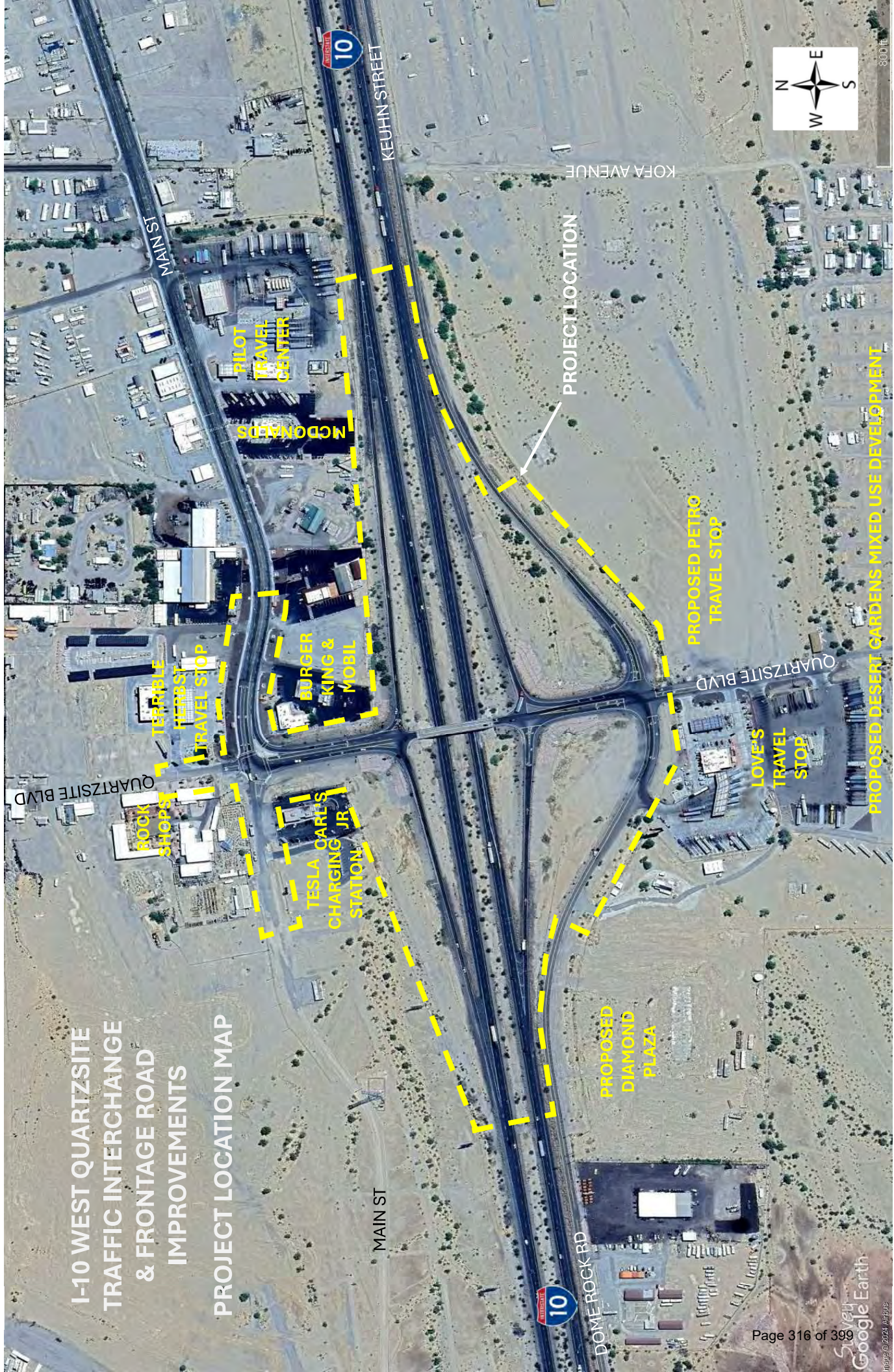
A handwritten signature in black ink, appearing to read 'Brian H. Babiars', is written over a light blue circular stamp.

Brian H. Babiars  
Executive Director  
Western Arizona Council of Governments



I-10 WEST QUARTZSITE  
TRAFFIC INTERCHANGE  
& FRONTAGE ROAD  
IMPROVEMENTS

PROJECT LOCATION MAP



PROPOSED DESERT GARDENS MIXED USE DEVELOPMENT





# I-10 MP 17 TRAFFIC INTERCHANGE ALTERNATIVES ANALYSIS REPORT

31 OCTOBER 2023



*with*



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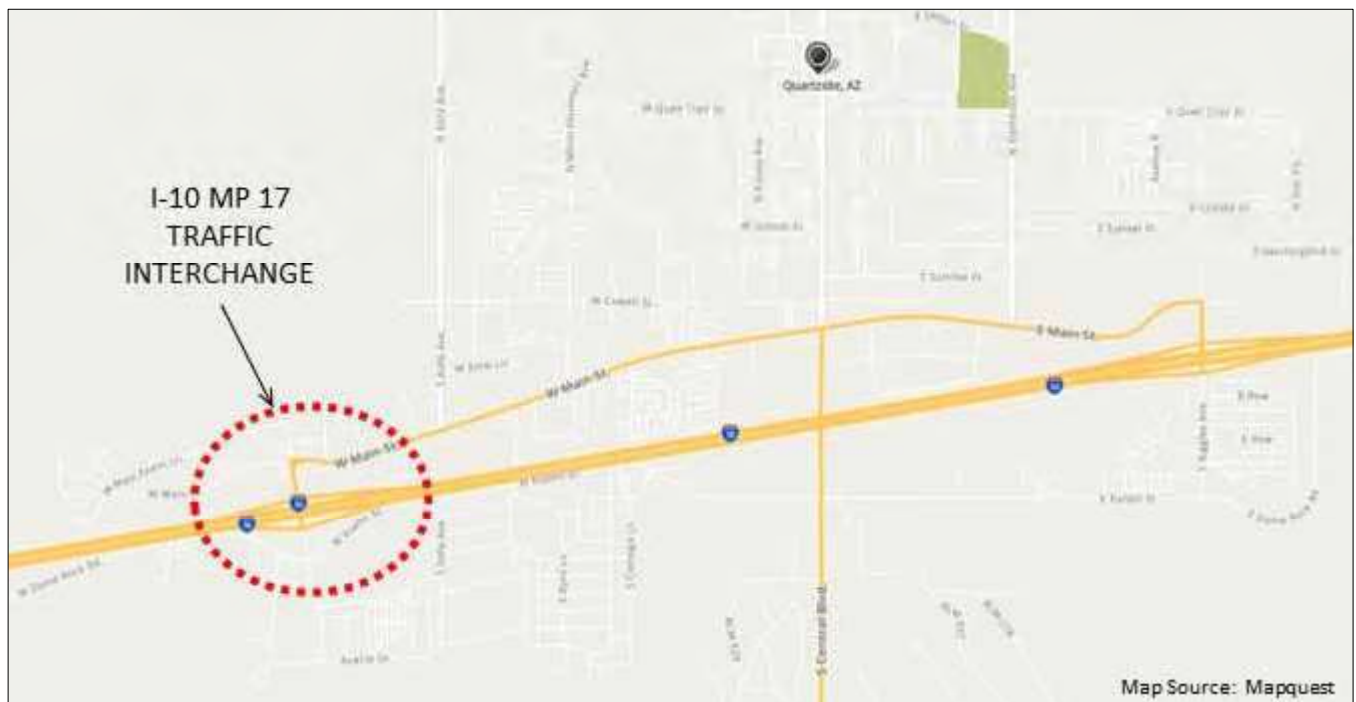
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## 1. INTRODUCTION

### a. Location and Extents

The site of this Alternatives Analysis study is the Interstate 10 (I-10) West Quartzsite traffic interchange (TI) at Milepost 17 (MP 17) area in the Town of Quartzsite, La Paz County, Arizona. The TI is located in ADOT's Southwest District approximately 17 miles east of the California state line (Figure 1, Project Location Map).



**Figure 1, Project Location Map**

The study limits (Figure 2, Project Detail Map – next page) include the TI ramps, frontage roads (Main Street to the north and Dome Rock Road/Kuehn Street to the south), and Quartzsite Boulevard within existing ADOT right-of-way (R/W).

The nearest TIs on either side of the study location are Dome Rock Road (Exit 11) to the west and East Quartzsite (Exit 19) to the east.

ADOT classifies I-10, which has two through travel lanes in each direction, as a Rural Principal Interstate.

Main Street is classified as Business Route 10 (B-10) in the study area.

Kuehn Street is classified as a Rural Major Collector and Dome Rock Road as a Rural Local Road.



Figure 2, Project Detail Map

### b. Purpose and Need

The purpose of this study and report is to perform an expanded alternatives study, using year 2045 traffic forecasts, to evaluate initial and future alternatives that encompass the four intersections on Quartzsite Boulevard at the TI. From south to north, the intersecting cross roads are:

- i. Dome Rock Road (west of the intersection) and Kuehn Street (to the east) — the south frontage road
- ii. South I-10 TI ramp intersection (with one-way eastbound [EB] off- and on-ramps)
- iii. North I-10 TI ramp intersection (with one-way westbound [WB] off- and on-ramps)
- iv. Main Street (also known as B-10) — the north frontage road

## 2. BACKGROUND INFORMATION

### a. Roadway Data

This section of I-10, including the West Quartzsite TI, was constructed in 1964 as part of the main coast-to-coast interstate highway connecting Los Angeles, Phoenix, southern Texas, and Jacksonville, Florida. It was one of the first segments of I-10 built in Arizona west of Phoenix. The ADOT milepost strip map shows that eight projects were constructed within the study limits during and after 1964. Table 1 summarizes these previous projects, listed in chronological order.

**Table 1, Summary of Previous Projects**

Project No.	Begin MP	End MP	As-Built Date	Description
I-10-1(5)	17.03	20.20	1964	Grading, bridge, pavement.
I-10-1(39)	1.63	29.95	1976	Signing.
I-10-1(55)	17.17	20.10	1978	Lighting.
I-10-1(54)	1.75	20.20	1981	Safety.
IR-10-1(71)	17.50	19.79	1992	Ramp widening.
I-10-1-510	17.50	17.90	1994	Construct cross road.
H7075 01C	17.51	18.67	2008	B-10 reconstruction.
010 LA 017 H8517 01L Final Project Assessment	17	18	2013	Add traffic signals to existing frontage road intersections and widen Quartzsite Boulevard to improve capacity and safety of existing West Quartzsite TI. <i>Note: These improvements were not constructed.</i>
010 LA 017 H8517 01C Spot improvement as built	15	25	2021	Add a second northbound (NB) and a second southbound (SB) lane between Main Street and the WB ramp intersections, and between Dome Rock Road and the EB ramp intersections.* Add a right turn lane in each direction on Quartzsite Boulevard.

Sources: Quartzsite -- I-10 West Quartzsite TI Pre-Scoping: WSP February 2017.

Table 2 lists relevant previous studies in the project area.

**Table 2, Relevant Previous Studies**

Identification	Extent	Length (miles)	Description
Traffic Impact Analysis, Quartzsite 2014	I-10 MP 17-18	1	Studied traffic impact of West Quartzsite TI project and potential new development in the town.
La Paz Transportation Study June 2010	I-10 from Arizona / California border to La Paz County / Maricopa County border	92	Identified roadway and multimodal improvements on I-10 in La Paz County to meet the needs of a growing population and changing land uses, and to encourage sustainable development.
Quartzsite Transit Feasibility Study November 2015	I-10 MP 16-22	6	Presented possible transit solutions to meet the needs of residents and winter visitors; proposed regional connections to nearby towns and cities.
010 LA 017 H8517 01C Environmental Clearance 2014	I-10 MP 15-25	10	Found that West Quartzsite TI project meets criteria of a Group Two Categorical Exclusion (CE).



Identification	Extent	Length (miles)	Description
MPD 013-16 I-10/SR 85 Corridor Profile Study March 2017	I-10 from Arizona/California border to MP 113	113	Recommended no strategic solutions for corridor improvement near the West Quartzsite TI.

Sources: Quartzsite -- I-10 West Quartzsite TI Pre-Scoping: WSP February 2017.

Each directional roadway of the existing I-10 mainline consists of two 12-foot through traffic lanes, a 10-foot outside shoulder, and a 4-foot inside shoulder. The EB and WB roadways are separated by a naturally vegetated median approximately 76 feet wide. The typical section is rural with roadside ditches. The posted speed limit is 75 miles per hour. I-10 traverses level terrain with an average elevation of 910 feet above mean sea level.

The West Quartzsite TI entrance ramps are taper-type ramps varying in width from 18 to 22 feet. The cross-section consists of a 12-foot lane, a 2-foot left (inside) shoulder, and a right (outside) shoulder varying from 4 to 8 feet in width. The two exit ramps are also taper-type ramps 18 feet in width, consisting of a 12-foot lane, a 4-foot left shoulder, and a 2-foot right shoulder. At the EB ramp intersection with Quartzsite Boulevard, the EB exit ramp was widened by ADOT to include left and right turn lanes. The ramp intersections with Quartzsite Boulevard are spaced 440 feet apart.

Quartzsite Boulevard varies in width. Between the Dome Rock Road/Keuhn Street intersection and the I-10 EB ramp intersection, there are two NB lanes (1 through lane and one right turn lane) and two SB lanes (one through/right turn lane and one left turn lane). Between the two ramp intersections, there are only two lanes on the existing bridge, one NB through/left turn lane and one SB through/left turn lane. Between the WB I-10 ramp intersection and the Main Street intersection, there are two NB lanes (1 through/left turn lane and 1 right turn lane) and two SB lanes (one through lane and one right turn lane).

The existing bridge over I-10 is a two-lane, four-span, steel girder bridge. As-built plans show that the Quartzsite Boulevard cross road was constructed on a horizontal tangent section and the bridge is on a 400-foot vertical curve. The approach grades are 4.9% from the north and 5.5% from the south.

The speed limit on Quartzsite Boulevard is 25 mph per Town of Quartzsite Ordinance. The speed limit is not posted within the project limits.

All four intersections are currently STOP-controlled, with no conventional traffic signals located within the project limits. The northern intersection with Main Street has a flashing red light facing all directions, representing an all-way STOP control.

Frontage roads exist on both the north and south sides of the TI. See the Vicinity Map on the next page.

The Dome Rock Road/Kuehn Street (south frontage road) intersection with Quartzsite Boulevard is approximately 400 feet south of the south ramp intersection. The Love's Travel Center/Truck Stop is located at the southwest corner of this intersection. There is a proposed development project located to the west of the Love's Travel Center known as Diamond Plaza, a commercial development with

potentially travel center and a hotel. At the southeast corner of the intersection, there is another truck stop proposed by Petro Travel Stop. South of the Loves Truck Stop and the proposed Petro Travel Stop is a proposed development known as Desert Gardens, a mixed use subdivision.

The intersection of Quartzsite Boulevard with Main Street (north frontage road) is approximately 515 feet north of the north I-10 ramp intersection. There is a Carl's Jr. fast food restaurant and a Tesla E-vehicle Charging Station at the southwest corner. There are rock/mineral shops at the northwest corner. Terrible Herbst Travel Stop and another Tesla EV charging station is located at the northeast corner. There are Burger King and McDonalds fast food restaurants and a Mobil vehicle fueling station and Pilot Travel Center located at the southeast corner.



**Figure 3, Vicinity Map**

An American Association of State Highway and Transportation Officials (AASHTO) Controlling Design Criteria Report was completed in 2013. Table 3 summarizes existing design features that did not meet the currently recommended AASHTO guidelines at that point in time.



**Table 3, Summary of AASHTO Non-Conforming Design Features**

Location	Description
Quartzsite Boulevard (cross road)	<ul style="list-style-type: none"> <li>Existing shoulder width is less than the AASHTO-recommended 8 feet. <i>Corrected with the 2017 West Quartzsite TI Improvements Project.</i></li> <li>Vertical stopping sight distance is less than recommended.</li> <li>Bridge rails are structurally deficient and do not meet AASHTO recommendations.</li> </ul>
Ramps	<ul style="list-style-type: none"> <li>Existing pavement width is less than the AASHTO-recommended 21 feet. <i>Addressed with the 2017 West Quartzsite TI Improvements Project.</i></li> <li>Existing superelevation rate is less than the recommended 0.031 feet per foot at the mainline gore.</li> </ul>
North frontage road	<ul style="list-style-type: none"> <li>Existing shoulder width is less than the AASHTO-recommended 8 feet. <i>Main Street (B10) to the east is an urban roadway section.</i></li> </ul>
South frontage road	<ul style="list-style-type: none"> <li>Existing shoulder width is less than the AASHTO-recommended 8 feet. <i>Addressed with the 2017 West Quartzsite TI Improvements Project.</i></li> <li>Existing superelevation rate is less than recommended in two locations.</li> <li>Existing degree of curve exceeds the recommended maximum of 8 degrees, 15 minutes, 0 seconds.</li> </ul>

Source: Quartzsite--I-10 West Quartzsite TI Pre-Scoping: WSP February 2017.

#### **b. Traffic Data and Related Development Considerations**

Data provided by the Town of Quartzsite and ADOT was collected for the purpose of developing a traffic forecast for the interim (near future, 5 to 10 years) and 2045-time frames.

Traffic counts taken in January 2019 were used as the starting point for the forecast, as these counts occurred pre-Covid during the peak months of activity in Quartzsite.

Traffic in Quartzsite is unimodal in nature and the peak traffic occurs midday versus morning and evening peaks.

Table 4, West Quartzsite TI Traffic Counts, Midday Peak Hour, January 2019, found on the next page shows the results of midday peak hour turning movement counts taken at the four study intersections in January 2019.

**Table 4, West Quartzsite TI Traffic Counts, Midday Peak Hour, January 2019**

Intersection and Movement	Peak Hour Vehicles Reported
<b><i>Dome Rock Rd/Kuehn St</i></b>	
Eastbound left (EBL)	154
Eastbound through (EBT)	79
Eastbound right (EBR)	17
Westbound left (WBL)	43
Westbound through (WBT)	54
Westbound right (WBR)	307
Northbound left (NBL)	15
Northbound through (NBT)	132
Northbound right (NBR)	56
Southbound left (SBL)	197
Southbound through (SBT)	172
Southbound right (SBR)	100
<i>Intersection Total</i>	<i>1326</i>
<b><i>I-10 Eastbound Ramps</i></b>	
Eastbound left (EBL)	107
Eastbound through (EBT)	1
Eastbound right (EBR)	118
Northbound through (NBT)	471
Northbound right (NBR)	115
Southbound left (SBL)	34
Southbound through (SBT)	403
<i>Intersection Total</i>	<i>1249</i>
<b><i>I-10 Westbound Ramps</i></b>	
Westbound left (WBL)	56
Westbound through (WBT)	3
Westbound right (WBR)	114
Northbound left (NBL)	70
Northbound through (NBT)	482
Southbound through (SBL)	377
Southbound right (SBR)	199
<i>Intersection Total</i>	<i>1301</i>
<b><i>Main Street (B-10)</i></b>	
Eastbound left (EBL)	3
Eastbound through (EBT)	68
Eastbound right (EBR)	61
Westbound left (WBL)	473
Westbound through (WBT)	111
Westbound right (WBR)	51
Northbound left (NBL)	26
Northbound through (NBT)	20
Northbound right (NBR)	550
Southbound left (SBL)	120
Southbound through (SBT)	29
Southbound right (SBR)	8
<i>Intersection Total</i>	<i>1520</i>

*Impacts of Neighboring Development*

The results of current and planned development near the TI have a significant impact on all traffic movements at the Dome Rock Road and Main Street intersections with Quartzsite Boulevard. At Dome Rock Road/Kuehn Street (south frontage road), the travel demand along the east, west, and south legs will increase substantially. At Main Street (north frontage road), the anticipated growth will occur along the north leg and west leg as there is vacant land within close proximity and some along the east leg of the intersection where local shopping and dining is concentrated. A notable increase has already taken place on the north leg because of the recently constructed Terrible Herbst vehicle fueling stop.

All this additional traffic will result in a large increase in volume between the Dome Rock Road/Kuehn Street and Main Street intersections along Quartzsite Boulevard, and therefore between the EB and WB I-10 ramp intersections.

The ADOT Southwest District pointed out that the regional shopping destination is Parker, the La Paz County seat. As a result, the trip distribution from the proposed Desert Garden development may be heavier to and from Main Street and Kuehn Street (the easterly extension of Dome Rock Road) than to I-10 as those streets provide direct access to Highway 95 north through Quartzsite to Parker. The proposed Desert Garden mixed use development is located south of the Love's Travel Center and the proposed Petrol Travel Stop and is shown on Figure 3, Vicinity Map, found on page 5.

The 2019 trip distribution was retained for this report as the study team agreed that doing so will not affect the final geometry of the intersections.

**c. Structures**

For the existing Quartzsite Boulevard overpass bridge structure across I-10 (Structure No. 00826), ADOT provided a Structural Inventory and Appraisal report dated 06/24/2020 for the inspection made on 05/27/2020. Pertinent data:

- The bridge has two lanes of traffic over I-10, one NB lane and one SB lane.
- The minimum vertical clearance under the bridge to the I-10 lanes is 15.92 feet. The existing bridge does not meet ADOT's current standard of 16.5 feet for vertical clearance over the travel lanes. New bridge structures must provide 16.5 feet of vertical clearance which would be 7" higher than the existing bridge.
- Average daily traffic on I-10 passing beneath the structure in 2019 was 25,359 vehicles.
- Truck traffic on the structure was reported as 15% on the bridge and 26% passing beneath the structure over I-10 eastbound and westbound lanes combined.
- ADOT owns and maintains the bridge structure.
- Roadway width is 28 feet.
- Structure length is 249 feet with a maximum span length of 78 feet.
- Structure was built in 1964.
- The sufficiency rating was 78.40 (rating can vary from 0 percent or poor condition to 100 percent or very good condition. The formula considers structural adequacy, whether the bridge is functionally obsolete, and level of service provided to the public.

- The bridge was rated as being in ‘fair’ condition. The bridge deck condition was rated ‘fair’, the superstructure was rated ‘satisfactory’, and the substructure was rated ‘good’.
- Comment made “Approach barriers exhibit collision damage in the curved sections.”
- Comment made “Deck vibrates under heavy live loads.”

#### d. Right-of-Way

R/W information was obtained from the original as-built plans from Project I-10-I(5) and R/W Project I-10-1-707. The existing R/W corridor varies within the project limits, as Table 5 shows.

**Table 5, Existing Right-of-Way**

Location	Centerline Reference	Offset Distance (feet)
Along south frontage road	South frontage road	100 (south)
Along WB I-10 west of cross road	Original/abandoned US 60 alignment	50 (north)
Along WB I-10 east of cross road	WB off-ramp	Varies, 35 to 90 (north)
Along cross road north of I-10	Cross road	126 (west); 84 (east)
Along north frontage road	North frontage road	75 (north); 75 (south)

Source: Project Number 010 LA 017 H 8517 01L 010-A(219)S West Quartzsite Traffic Interchange Ehrenburg to Phoenix Highway Interstate 10, Final Project Assessment, January 2014, prepared for ADOT Statewide Project Management Section by Parsons Brinckerhoff.

#### e. Environmental Data

The environmental data reported herein was extracted in part from February 2017 Quartzsite – I-10 West Quartzsite Traffic Interchange Pre-Scoping Document. No additional environmental reviews were conducted for this report.

It is expected that funding from the Federal Highway Administration will be used for construction of the recommended improvements. Therefore, the project will require compliance with the National Environmental Policy Act.

The proposed improvements to the West Quartzsite TI (ramps and structures) will most likely occur within existing R/W and would qualify as a Group 2 Categorical Exclusion (CE) in accordance with 23 Code of Federal Regulations (CFR) 771.117(d). A CE was approved on December 5, 2014 for proposed TI improvements on a smaller scale than currently proposed. Therefore, ADOT would most likely approve a CE reevaluation. Associated technical reports would be updated from earlier reports that supported the 2014 CE, in accordance with ADOT’s required guidelines and formats.

The reconstruction of the frontage road intersections at Dome Rock Road/Kuehn Street and Main Street will require some additional R/W to be acquired to complete the anticipated improvements.

#### *Flood Plains and Waters of the United States*

Federal Emergency Management Agency Flood Insurance Rate Map panel 04012C1286C covers the southeast quadrant of the I-10/West Quartzsite TI and shows one flood hazard zone (designated AE) along Granite Mountain Wash West beginning just east of Quartzsite Boulevard and continuing east,

running parallel to Kuehn Street, the south frontage road. This has been preliminarily identified as a water of the U.S. under the jurisdiction of the U.S. Army Corps of Engineers.

#### *Species of Special Interest*

No federally listed species or critical habitat exist in the project area. No Bureau of Land Management sensitive species are present within two miles of the project area. No wildlife corridors or linkage zones are present.

#### *Cultural Resources*

No known archaeological or historic sites exist within the study limits.

#### *Social, Economic, and Land Use Impacts*

The project is in a predominately developed urban area with commercial and light industrial development. In accordance with current ADOT guidance, the presence of Title VI/Environmental Justice populations may not need to be determined because the project would have no new effects on the immediate surrounding area. The need for additional analysis will be evaluated during the environmental clearance process for subsequent federally funded improvement projects.

The proposed TI improvements will have no detrimental effect on existing or future land uses, although the developments proposed on the south side of I-10 will have an impact on the volume of traffic in the area.

#### *Survey/Right-of-Way*

Most of the construction is expected to take place inside the existing R/W boundaries. However, temporary construction and drainage easements may be required to construct intersection improvements and accommodate associated drainage features.

Existing survey monuments and section corner monuments exist inside the project limits. The monument locations will be investigated during subsequent designs and provisions will be made to avoid and/or mitigate disturbing them during construction.

#### *Fuel Storage Tanks*

A regulatory database search identified three underground storage tanks on the Mobil Mart/Burger King property at the SWC of the Main Street/Quartzsite Boulevard Intersection and six at the Love's Travel Stop at the SWC of the Dome Rock Road/Quartzsite Intersection. Two leaking underground storage tanks exist in the area: one at the Main Event RV Park and one at the Pilot Travel Center, both located north of I-10.

*Environmental Conditions that the Project Would Not Affect*

Based on the previous studies for this TI, the proposed project would have no impact on Environmental Justice populations, jurisdictional waters, wetlands, prime or unique farmland, wilderness areas, sole source aquifers, wild and scenic rivers, air quality, noise, Section 4(f) or 6(f) (recreational) resources, visual quality, or national natural landmarks because these issues and resources do not occur in the project area.

**f. Utilities**

A number of utilities exist in the project corridor. According to Arizona Blue Stake, the utilities include:

- APS (electric)
- AT&T (fiber)
- Sprint (fiber)
- TDS Telecom (fiber, copper)
- Town of Quartzsite (water, sewer)

The proposed improvements are not expected to conflict with APS, AT&T, or Sprint. Relocations related to TDS Telecom and the Town of Quartzsite facilities are expected to be minor in conjunction with the proposed improvements. Potential work typically includes relocation of power poles and/or fire hydrants, valve/manhole adjustments, and conflict mitigation for underground work near buried utility lines. Precautions will need be taken near the overhead electric lines that cross Main Street on the east and west sides of Quartzsite Boulevard and cross Main Event Way on the north side of Main Street.

**3. ALTERNATIVES ANALYSIS****a. Scope**

The scope of this analysis includes:

- Forecasting traffic for the design year 2045.
- Screening and evaluation of alternatives.
- Applying ADOT-approved criteria and weights.
- Recommending future improvements based on the preferred alternative.

**b. Year 2045 Traffic Forecasts**

As noted above under *Traffic Data*, the Town of Quartzsite and ADOT provided January 2019 traffic counts to the study team as a starting point to forecast traffic for the design year 2045. Forecasts for the midday peak hour were developed by adding estimated trips generated from the following sources to the 2019 counts:

- One percent (1%) background traffic growth in each of the 26 years from 2019 to 2045.
- Combined 2045 forecasts of additional trips generated by the four proposed new or expanded developments: Diamond Plaza, Love's Truck Stop, Petro/TA Stopping Center, and Terrible Herbst.
- Trips that the 140-acre Desert Gardens property is expected to generate.

The Terrible Herbst vehicle fueling center has opened since the traffic counts were conducted. The three additional developments, Love's Truck Stop expansion, Petro/TA truck stop, and the Diamond Plaza commercial development, are planned and pending.

New trips generated by the four proposed developments, plus the Desert Gardens mixed use development, are expected to contribute substantially to all traffic movements at the Dome Rock Road/Kuehn Street and Main Street intersections with Quartzsite Boulevard. At Dome Rock Road/Kuehn Street, travel demand on each leg of the intersection will increase substantially from today.

At Main Street (the north frontage road), the bulk of the growth during the planning period is expected to occur on the east leg of the intersection (B-10), although a notable increase is also forecast on the north leg due to Terrible Herbst.

When the impacts of the pending developments plus the background traffic growth are combined, the result is a large increase in traffic on Quartzsite Boulevard between the Dome Rock Road and Main Street intersections. This growth will affect the EB and WB I-10 ramp intersections, which are located between Dome Rock Road/Kuehn Street and Main Street.

Table 6 shown below summarizes the 2045 forecasts of turning and through movements during the midday peak hour at each of the four intersections. Forecasts are reported for each traffic movement and for each entire intersection.

**Table 6, Forecast Growth in Traffic by Intersection and Turning Movement, 2019-2045  
(Midday Peak Hour)**

Quartzsite Blvd Intersections and Turn Movements	2045 Forecast Traffic (No. of Vehicles)	Growth in Traffic, 2019-2045		Contribution to Total Growth, 2019-2045 (percent)		
		No. of Vehicles	Percent	1% Annual Background Growth^	Four Planned Developments *^	Desert Gardens^
<i>Dome Rock Rd/Kuehn St</i>						
EBL	364	210	136	21	79	0
EBT	148	69	87	33	62	4
EBR	36	19	112	26	42	32
WBL	60	17	40	76	24	0
WBT	119	65	120	25	71	5
WBR	501	194	63	47	3	50
NBL	34	19	127	21	47	32
NBT	584	452	342	9	44	48
NBR	77	21	38	81	19	0
SBL	358	161	82	36	4	60
SBT	637	465	270	11	43	46
SBR	309	209	209	14	86	0
<i>Subtotals</i>	<i>3227</i>	<i>1,901</i>	<i>143</i>	<i>21</i>	<i>46</i>	<i>34</i>

Quartzsite Blvd Intersections and Turn Movements	2045 Forecast Traffic (No. of Vehicles)	Growth in Traffic, 2019-2045		Contribution to Total Growth, 2019-2045 (percent)		
		No. of Vehicles	Percent	1% Annual Background Growth^	Four Planned Developments *^	Desert Gardens^
I-10 EB ramps						
EBL	177	70	65	46	54	0
EBT	1	0	0	0	0	0
EBR	383	265	225	13	57	29
NBT	1070	599	127	23	38	39
NBR	370	255	222	13	56	31
SBL	82	48	141	21	79	0
SBT	987	584	145	20	40	40
Subtotals	3070	1,821	146	20	45	34
I-10 WB ramps						
WBL	299	243	434	7	61	32
WBT	4	1	33	100	0	0
WBR	186	72	63	47	53	0
NBL	313	243	347	9	59	32
NBT	897	415	86	34	28	38
SBT	765	388	103	29	31	40
SBR	296	97	49	61	39	0
Subtotals	2760	1,459	112	26	42	32
Main Street (B-10)						
EBL	10	7	233	14	86	0
EBT	88	20	29	100	0	0
EBR	97	36	59	50	19	31
WBL	809	336	71	42	17	42
WBT	144	33	30	100	0	0
WBR	93	42	82	36	64	0
NBL	45	19	73	42	0	58
NBT	130	110	550	5	90	5
NBR	868	318	58	51	5	44
SBL	189	69	58	51	49	0
SBT	138	109	376	8	87	5
SBR	56	48	600	4	96	0
Subtotals	2667	1,147	75	39	34	27
Total for all intersections	11,724	6,328	117	25	42	32

\*Petro, Terrible Herbst, Diamond Plaza, and Love's.

<sup>^</sup>Percents in these three columns may not add exactly to 100 because of rounding.

The second column in Table 6 shows forecast 2045 peak hour volumes entering from each approach to the intersections, while the third and fourth columns provide the numerical and percent growth from 2019.



For the 36 movements with substantial activity (10 or more entering vehicles), expected growth during the midday peak hour ranges from 29% to 600%. Taking each intersection as a whole, the 26-year growth forecast ranges from 75% at the Main Street intersection to 146% at the I-10 EB ramp. Midday traffic volumes in 2045 are forecast to range from 2,667 entering the Main Street intersection to 3,227 entering Dome Rock Road/Kuehn Street.

The last three columns show how forecast midday traffic increases will likely be distributed among the three sources of growth: the 1% annual growth in background traffic, additional traffic generated by the four new or expanded developments, and traffic due to the Desert Gardens development.

The distribution of growth will vary widely by intersection and by individual movement. Background traffic growth will contribute as little as 4% to SB rights at Main Street and as much as 100% to three movements at the I-10 WB ramps and Main Street. The combined contribution of new trips generated by the four developments range from 0% to 96% of the total and that of Desert Gardens from 0% to 60%.

For the four studied intersections collectively, the forecast increase in midday traffic from 2019 to 2045 is 117 percent, meaning that traffic movements through the intersections will more than double. The contributions of background traffic, the new development openings and expansions, and Desert Gardens, will be approximately 25%, 42%, and 32% respectively (percents do not add to exactly 100 because of rounding).

### c. Overview of Alternatives

Following the traffic study that forecast the Year 2045 Traffic presented above, the study team developed a draft report for the TI presenting these preliminary alternatives:

1. New Diamond TI with Signalized Frontage Road Intersections.
2. Roundabout TI with Signalized Frontage Road Intersections.
3. Modified (oversized) Roundabout South of I-10 with Ramp Roundabout North of I-10.
4. DDI TI with Signalized Frontage Road Intersections.

This draft report was reviewed by ADOT, and working together with the study team, a new set of four TI design alternatives were discussed and selected for further analysis. The purpose of each alternative is to provide safe and efficient travel on the I-10 mainline, ramps, and frontage/access roads through the design year 2045.

The four selected alternatives are:

1. **Standard Diamond (SD) TI** – with signals at each ramp and frontage road intersection along Quartzsite Boulevard and two through lanes in each direction (northbound and southbound).
2. **Diverging Diamond Interchange (DDI) TI** – with signals at each ramp and frontage road intersection and two through lanes in each direction on Quartzsite Boulevard.
3. **Roundabouts (RAs) TI** – with a roundabouts at each ramp and frontage road intersection for a total of four roundabouts with two through lanes in each direction.
4. **Restricted Lefts (RLs) TI** – with right turns only allowed at the ramps onto Quartzsite Boulevard and roundabouts at the two frontage road intersections, requiring U-turns at the frontage road

roundabouts, with one through lane in each direction between the ramp intersections and across the bridge over I-10.

#### *Alternative 1: Standard Diamond*

This type of traffic interchange, illustrated in Figure 4, Alternative 1 – Standard Diamond (SD) TI, is familiar to Arizona drivers on both rural and urban freeways. The existing bridge over I-10 would be removed and replaced by a new one carrying seven lanes of traffic to accommodate both the through and turning movements. The I-10 off-ramps would be widened to provide left and right turn lanes and reprofiled to tie into the widened Quartzsite Boulevard. The on ramps would also be re-profiled. The existing bridge/ramp barriers would be removed, and new safer barriers provided. At the Main Street/Quartzsite Boulevard intersection, the existing WB lane through lane would be re-marked for use as an additional left turn/through lane. At the Dome Rock Road/Kuehn Street intersection, widening and lane reassignment would be needed to meet the forecast 2045 traffic demand. All four intersections would be signalized.

#### *Alternative 2: Diverging Diamond*

This type of freeway interchange is relatively new in the United States, having first been introduced in Missouri in 2009. Since then, more than half the states have constructed DDIs at one or more locations. ADOT's recent DDI installations include I-10/Houghton Road in Tucson, I-10/Miller Road and I-10 Watson Road in Buckeye, and I-17/Happy Valley Road in Phoenix, with more under development.

The DDI is designed to improve the safety and efficiency of traffic movements by comparison with the more traditional diamond design. Between the two sets of freeway ramps, each direction of traffic on the intersecting roadway temporarily crosses to the left of the opposing lanes. This allows vehicles turning left at the far side ramp intersection to flow freely at a green signal indication, without interference from opposing traffic. The DDI results in fewer vehicle conflict points, greater safety on the crossroad and ramps, and faster traffic flow because it obviates a separate phase for left turns.

Figure 5, Alternative 2 – Diverging Diamond (DDI) TI, illustrates the conceptual layout of this alternative at Quartzsite Boulevard. The existing bridge would be used for SB traffic. A new three-lane bridge to the west of the existing bridge would be needed for NB vehicles. The EB off-ramp would be widened to provide left and right turn lanes and re-profiled to tie into the new SB roadway. The EB on-ramp would require changes to the existing barrier in the SE corner of the bridge. The WB off-ramp would require changes to the barrier in the NE corner of the bridge to accommodate turning trucks, with changes to the approach to match the proposed layout. The WB on-ramp would require changes to match the layout and re-profiling to tie into the new locations of the DDI lanes. The frontage road intersection improvements would be the same as in Alternative 1.

#### *Alternative 3: Roundabouts Alternative (Four Roundabouts at Frontage Road and Ramp Intersections)*

Figure 6, Alternative 3 – Roundabout (RA) TI, illustrates the conceptual layout of this “Four Roundabout” alternative. A new bridge across I-10 would be constructed on the west side of the existing bridge to carry the two SB traffic lanes, while the existing bridge would be used to carry the two NB lanes. Two-

lane roundabouts would be provided at each ramp intersection to improve traffic ingress and egress to and from the freeway.

The ramps would need to be regraded and reconstructed on all four legs, as the roundabouts would be built with a cross slope less than the existing ramp approach grades. Therefore, the ramps would need to be steepened somewhat to tie into the new roundabouts. The additional lanes connecting the ramp intersections to the frontage road intersections would require earth fill and new pavement construction on the west side of the existing Quartzsite Boulevard pavement, both north and south of the freeway. The east side of the north ramp roundabout would likely require a retaining wall to keep the proposed improvements within the existing R/W.

The Main Street intersection would be reconstructed to accommodate the larger footprint of the roundabout, with the impact mostly on the west side and the northeast corner. The roundabout at Dome Rock Road/Kuehn Street would be more centered on the existing intersection and would require widening of the pavement in all four quadrants. The Kuehn Street WB approach would need to be widened as shown in Figure 6 to provide the additional WB right turn lane. New R/W would be needed.

*Alternative 4: Restricted Lefts Turns at Ramp Intersections with Roundabouts at Frontage Road Intersections*

Figure 7, Alternative 4 – Restricted Left (RL) TI, illustrates the conceptual layout of this alternative, also known as the “One-Way Loop.” The existing bridge across I-10 could be used for current and future traffic in each direction. This alternative would require comparatively less reconstruction of the four ramps in the immediate vicinity of their intersections with Quartzsite Boulevard. The EB and WB off-ramps would be retrofitted with barrier islands to allow only right turns onto Quartzsite Boulevard for approaching traffic. Similarly, the EB and WB on-ramps would be retrofitted with barrier islands to allow only right turns onto the freeway on-ramps from Quartzsite Boulevard.

The roadway segments between the ramp intersections and the frontage road intersections would be widened to accommodate:

- Four lanes of traffic.
- The northbound right turn lane between the WB off-ramp and Main Street.
- Construction of the splitter islands on the approaches to the roundabouts at the two frontage roads.

This widening would require earth fill and new pavement construction on both sides of the existing Quartzsite Boulevard pavement north and south of the freeway.

The Main Street intersection would be reconstructed to accommodate the larger footprint of the roundabout. This roundabout needs to have a third lane for WB to SB turning movements to accommodate the forecast traffic. The restricted left turns at the ramp intersection causes more traffic to use the Main Street roundabout than in Alternative 3 to be able to travel SB on Quartzsite Boulevard.

The roundabout at the Dome Rock Road/Kuehn Street is essentially the same configuration as Alternate 3. The Kuehn Street WB approach would need to be widened as shown in Figure 7 to provide the additional WB right turn lane. Additional R/W will be needed at both frontage road intersections.





Figure 4, Alternative 1 – Standard Diamond (SD) TI





Figure 5, Alternative 2 – Diverging Diamond (DDI) TI





Figure 6, Alternative 3 – Roundabouts (RAs) TI





Figure 7, Alternative 4 – Restricted Left (RLs) TI

**d. Evaluation Criteria**

ADOT and the study team chose six criteria to evaluate the four design alternatives:

- *Use of Existing Bridge*

Indicates the extent to which the existing bridge will be retained and used to carry traffic across I-10 at West Quartzsite TI, thereby minimizing the need for, or width of, a new bridge structure. Retaining the existing bridge and maximizing its use, as opposed to supplementing or replacing it with a new structure, is desirable for reasons of cost, avoidance of disruption to traffic during construction, compatibility with existing elements of the TI, and conservation of materials.

- *Delay and Queuing (Capacity)*

Shows how rapidly and efficiently vehicles will be able to move through intersections at the TI during the 2045 peak hour. Minimal delays and short queues are desirable for roadway users. The more efficiently traffic can move through the intersections, the less impact to the environment and less operational cost for the vehicle user. This aspect of the evaluation is also discussed in the next section, which covers the traffic analysis.

- *Construction Cost*

Cost estimates of the overall construction cost of each alternative in current dollars. These are preliminary, planning-level cost estimates for use only in this evaluation to compare the relative cost for each alternative. Detailed costs will be developed during subsequent design of the selected alternative. Obviously, the lower the cost, the better. ADOT provided the costs to use.

- *Construction Impact*

Gauges the estimated duration of construction from start to finish. This duration differs between alternatives. A shorter construction period means faster completion and less protracted disruptions to traffic. ADOT provided the construction periods to use for evaluation purposes.

- *Safety*

Considers the number of crossing conflict points and the improvement's crash modification factor. Fewer conflict points and a lower CMF represent a lower potential for crashes and thus an improvement in safety. A crash modification factor (CMF) is used to compute the expected number of crashes after implementing a countermeasure on a road or intersection. CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site. For example, if an intersection has 100 angle crashes per year and ADOT applies a countermeasure with a CMF of 0.80, one expects 80 angle crashes per year [ $100 \times 0.80$ ] after implementation. A CMF less than 1.0 represents improvement and a CMF greater than 1.0 represents degradation of safety performance.

- *Community Acceptance*

Attempts to translate the extent to which the local community welcomes each alternative. The Town of Quartzsite Council and staff have given their input on community acceptance.

The study team and ADOT has given these criteria different weights based on their estimated importance to the Town, the State, its taxpayers, and the traveling public. Delay/Queuing and Safety have been assigned the greatest weight, with a maximum score of 30 points for each. Each alternative can be awarded up to 15 points for Cost, 10 points for Use of Existing Bridge, 10 points for Construction Impacts, and 5 points for Community Acceptance. The maximum number of points for all six criteria is 100.



**e. Traffic Analysis**

Level of Service (LOS) is a qualitative measure used to relate the quality of motor vehicle traffic service. LOS is used to analyze roadways and intersections by categorizing traffic flow and assigning quality levels of traffic based on performance measure like vehicle speed, density, congestion, delay, queues, etc. Vehicle delay is a numerical surrogate for several related variables such as driver discomfort, frustration, and lost travel time. LOS criteria are specified as average delay per vehicle during a specified period — in this case, the midday peak hour. Vehicle delay, in turn, is a complex measure based on variables such as progression of movements through the intersection, signal phasing, signal cycle length, and traffic volumes in relation to intersection capacity.

Levels of service range from A (best) to F (over capacity or failing). ADOT considers LOS D for an individual approach acceptable, LOS E concerning, and LOS F unacceptable. Table 7 shows LOS criteria for signalized intersections, as described in the 2016 *Highway Capacity Manual*, Chapters 19 and 20.

**Table 7. Level of Service Criteria Used for Signalized Intersections and Roundabouts**

Level of Service	Average Control Delay* (seconds per vehicle)	Description
A	≤10	Free flow
B	>10-20	Stable flow (slight delays)
C	>20-35	Stable flow (acceptable)
D	>35-55	Approaching unstable flow (tolerable delay, occasional wait through more than one cycle before proceeding)
E	>55-80	Unstable flow (intolerable delay)
F	>80	Forced flow (jammed)

\*Control delay represents the increased travel time that a vehicle experiences because of traffic control at the intersection.  
Sources: 2016 *Highway Capacity Manual*, Sixth Edition.

Several iterations of alternatives analysis were completed using the 2045 traffic forecast. The first iteration used the VISSIM simulation software to model the alternatives. VISSIM was selected for use as it has the capability of modeling a system of intersections versus an isolated intersection. The VISSIM model was calibrated for the predicted travel speed of each vehicle type, the percent distribution of vehicles by type for each movement (left, right, and through), and other lesser variables.

ADOT concluded that VISSIM is too restrictive in facilitating movements through a roundabout. ADOT therefore requested the use of another model, Rodel, to analyze the individual roundabout intersections. The Rodel results show that each roundabout intersection would provide an acceptable LOS of C or better overall under every alternative. Rodel uses a heavy truck equivalency of two passenger vehicles for analysis purposes.

The study team then agreed that the VISSIM model would be calibrated to closely reflect the results of the Rodel model for the roundabout alternatives. Driver behavior parameters were shifted to the least conservative values within generally accepted modeling ranges to improve the operation results to emulate the Rodel model results. Each truck movement was then converted to two passenger car equivalents.

Figure 8, 2045 Traffic Movements, schematically illustrates the resulting number of 2045 peak hour traffic movements at each intersection along Quartzsite Boulevard, along with the percent distribution of movements on each approach. Separate numbers are shown for three types of vehicles: commercial trucks, passenger cars, and other vehicles such as motorcycles.

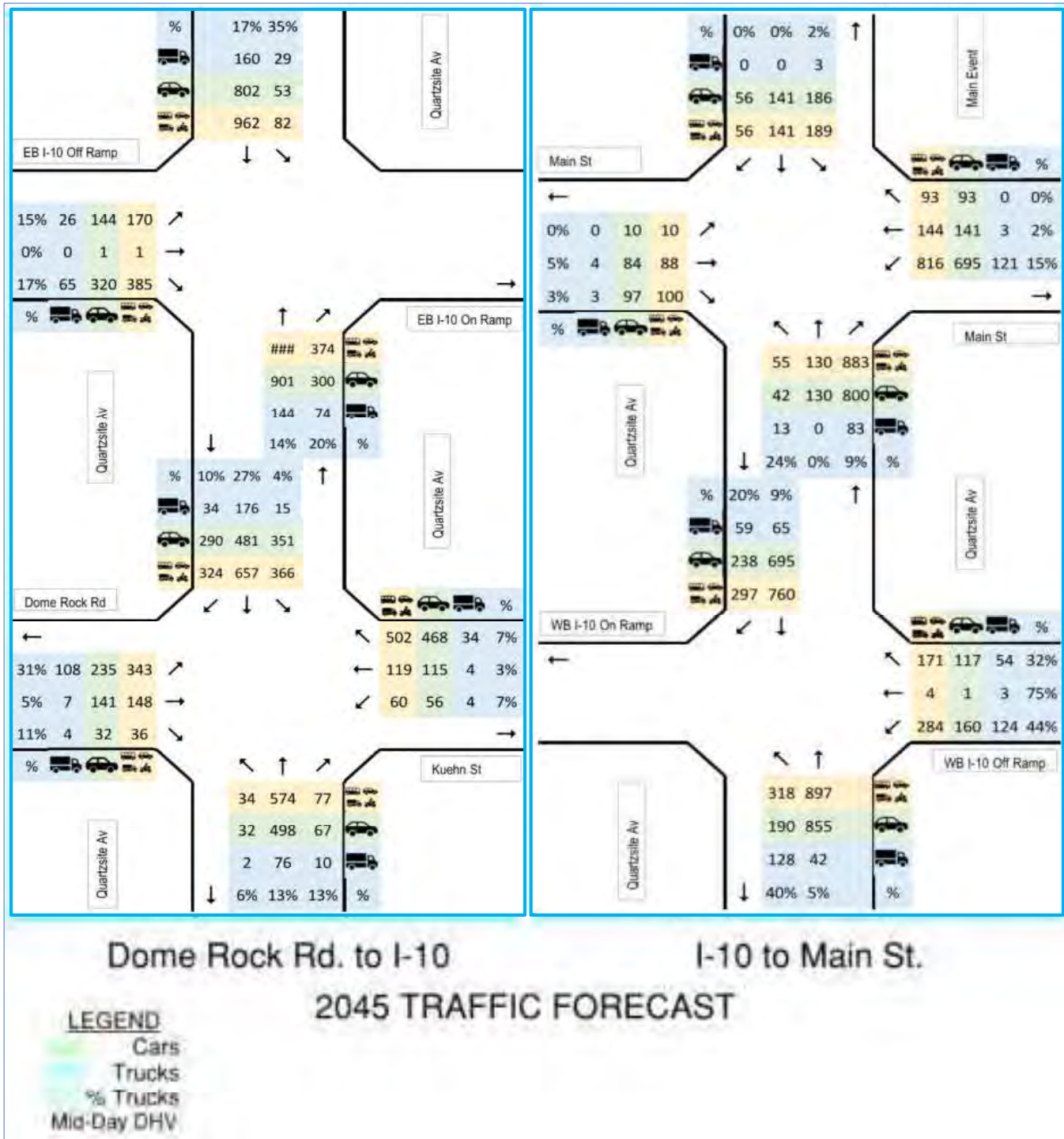


Figure 8, 2045 Traffic Movements

To derive the total volume for each traffic movement, passenger car equivalents for larger and smaller vehicles were factored into the model. The number of trips for each traffic movement was balanced during the modeling process. Hence, some of the vehicle movement totals derivable from Figure 8 differ slightly from those reported in Table 6.

*Year 2045 Average Delay and LOS at Intersections*

Using the VISSIM model calibrated to closely match the Rodel model results, the study team estimated Year 2045 average delays and LOS at each of the four Quartzsite Boulevard intersections, as shown in Table 8 below. Forecast LOS worse than C is color-coded: D as orange and E and F as red. All results apply to the midday peak hour.

**Table 8, Average Delay and LOS**

Quartzsite Boulevard Intersection	Approach	Average Delay (seconds)				LOS (Signalized Criteria)			
		SD	DDI	RA <sub>s</sub>	RL <sub>s</sub>	SD	DDI	RA <sub>s</sub>	RL <sub>s</sub>
<b>DOME ROCK RD/ KUEHN ST</b>	NB	29	27	28	23	C	C	C	C
	SB	11	13	2	6	B	B	A	A
	EB	36	35	18	81	D	C	B	F
	WB	29	34	14	66	C	C	B	E
	INT	23	24	13	33	C	C	B	C
<b>I-10 EB RAMPS</b>	NB	6	14	3	1	A	B	A	A
	SB	8	12	1	7	A	B	A	A
	EB	34	16	38	3	C	B	D	A
	INT	12	14	9	3	B	B	A	A
<b>I-10 WB RAMPS</b>	NB	8	6	1	2	A	A	A	A
	SB	12	18	10	3	B	B	A	A
	WB	28	18	75	2	C	B	E	A
	INT	13	13	19	2	B	B	B	A
<b>MAIN ST</b>	NB	25	43	2	3	C	D	A	A
	SB	36	35	15	15	D	D	B	B
	EB	24	23	13	13	C	C	B	B
	WB	21	21	2	2	C	C	A	A
	INT	17	18	4	4	B	B	A	A

The intersection average for the four alternatives is LOS C or better. A LOS D (shown in orange) occurred at two locations in the SD and DDI alternatives. A LOS D and E (shown in orange and red respectively) occurred in the RA alternative. A LOS E and F (shown in red) occurred at two locations in the RL alternative.

Of the 14 approaches to the ramp and frontage road intersections, two are expected to operate at LOS D or worse in Alternatives 1, 2, and 3, and 4. However, only Alternatives 3 (Four Roundabouts) and Alternative 4 (Restricted Lefts) would have one or more approaches that experience a peak hour LOS of E or F.

Year 2045 average peak hour delay would range from less than 10 seconds on one or more intersection approaches (in every alternative) to more than a minute on one approach in Alternative 3 (Four Roundabouts) and two approaches in Alternative 4 (Restricted Left Ramps) as shown in red. Approaches experiencing at least one minute of average delay under Alternative 3 or 4 are EB Dome Rock Road, WB Kuehn St, and the I-10 WB off-ramp.

### Queuing Analysis

Because of the proximity of the frontage road intersections to the I-10 ramp intersections, queuing is important in determining the number of through and turn lanes required to provide an acceptable level of service (D or better).

Table 9 shows both average and maximum year 2045 midday peak hour queue lengths at each intersection approach for the four alternative TI configurations.

**Table 9, Average and Maximum Lane Queue Lengths**

Quartzsite Av Intersection	Approach	Average Lane Queue (ft)				Maximum Lane Queue (ft)			
		SD	DDI	RA's	RL's	SD	DDI	RA's	RL's
<b>DOME ROCK RD / KUEHN ST</b>	NB	55	50	129	88	224	227	653	314
	SB	35	32	7	72	275	237	264	497
	EB	42	39	34	174	174	180	200	519
	WB	35	47	42	288	170	180	346	735
<b>I-10 EB RAMPS</b>	NB	19	45	2	0	223	232	112	2
	SB	10	23	0	18	198	137	36	315
	EB	39	17	144	0	161	137	671	51
<b>I-10 WB RAMPS</b>	NB	17	26	0	0	241	218	23	0
	SB	33	46	31	28	151	166	276	396
	WB	32	23	335	0	125	158	1,007	0
<b>MAIN ST</b>	NB	11	24	1	3	128	149	74	158
	SB	34	34	23	0	175	182	245	0
	EB	15	15	9	125	109	110	113	320
	WB	64	58	1	20	283	278	88	217

The queue refers to the length of the line of cars (measured in feet) that are stopped while waiting to enter the intersection. Queuing was calculated in two ways. The average queue was derived based on the average length of queuing on each approach at 0.1 second intervals over the one-hour simulation period and ten VISSIM model runs. The maximum queue was derived from the average of the longest queue observed at any time within the one-hour simulation period in each of the ten VISSIM model runs. The maximum result represents a sensitive analysis that aids in predicting where the first failures of an intersection will occur.

The results in Table 9 may be summarized as follows:

- The average queue for each movement at the SD and DDI intersection alternatives is 64' or less.
- The maximum queue for each movement at the SD and DDI intersection alternatives 283' or less.
- The average queue for each movement at the RA intersection alternative is 144' or less than with the exception of the 335' queue at the WB approach at the I-10 WB ramp intersection.
- The maximum queue for each movement at the RA intersection alternative is 346' or less with the exceptions of the 653' (orange) queue for the NB approach to the Dome Rock Rd/Kuehn St intersection, the 671' (orange) queue for the EB approach to the I-10 EB ramp intersection, and the 1,007' (red) queue for the WB approach to the I-10 WB ramp intersection.

*The 1,007 feet long queue on the westbound I-10 off-ramp will not back up traffic into the through lanes but will consume about 2/3 of the entire length of the ramp.*

- The average for each movement at the RL intersection alternative is 174' or less with the exception of the 288' queue at the WB approach at the Dome Rock Rd/Kuehn St intersection.
- The maximum for each movement at the RL intersection alternative is 396' or less the exception of the 497' (orange), 519' (orange), and 735' (red) queues for the SB, EB and WB approaches, respectively, at the Dome Rock Rd/Kuehn St intersection.

Figures 9, 10, 11, and 12 starting on the next page show visually the lengths of both the average queue length and the maximum queue length for each approach at each alternative Traffic Interchange. The average queue length is shown by a yellow bar and the maximum queue length is shown with a red bar.

The following list identifies the approaches of concern where the queue lengths have the potential to interfere with the traffic movements at the adjacent intersection thereby worsening congestion issues.

1. Figure 11, RAs TI – NB maximum queue extends south beyond the Love's Travel Stop entrances.
2. Figure 11, RAs TI – EB max. queue extends 671' on the EB off-ramp (approx. 2/3 the distance).
3. Figure 11, RAs TI – WB max. queue extends 1,007' on the WE off-ramp (approx. 2/3 the distance).
4. Figure 11, RAs TI – SB max. queue extends north beyond the Terrible Herbst Travel Stop driveway.
5. Figure 12, RLs TI – NB maximum queue extends south beyond the Love's Travel Stop entrances.
6. Figure 12, RLs TI – WB max. queue extends 735' E on Kuehn Street and 519' W on Dome Rock Rd.
7. Figure 12, RLs TI – SB maximum queue extends from Dome Rock Road to Main Street.
8. Figure 12, RLs TI – EB maximum queue on Main St extends beyond business' entrances.



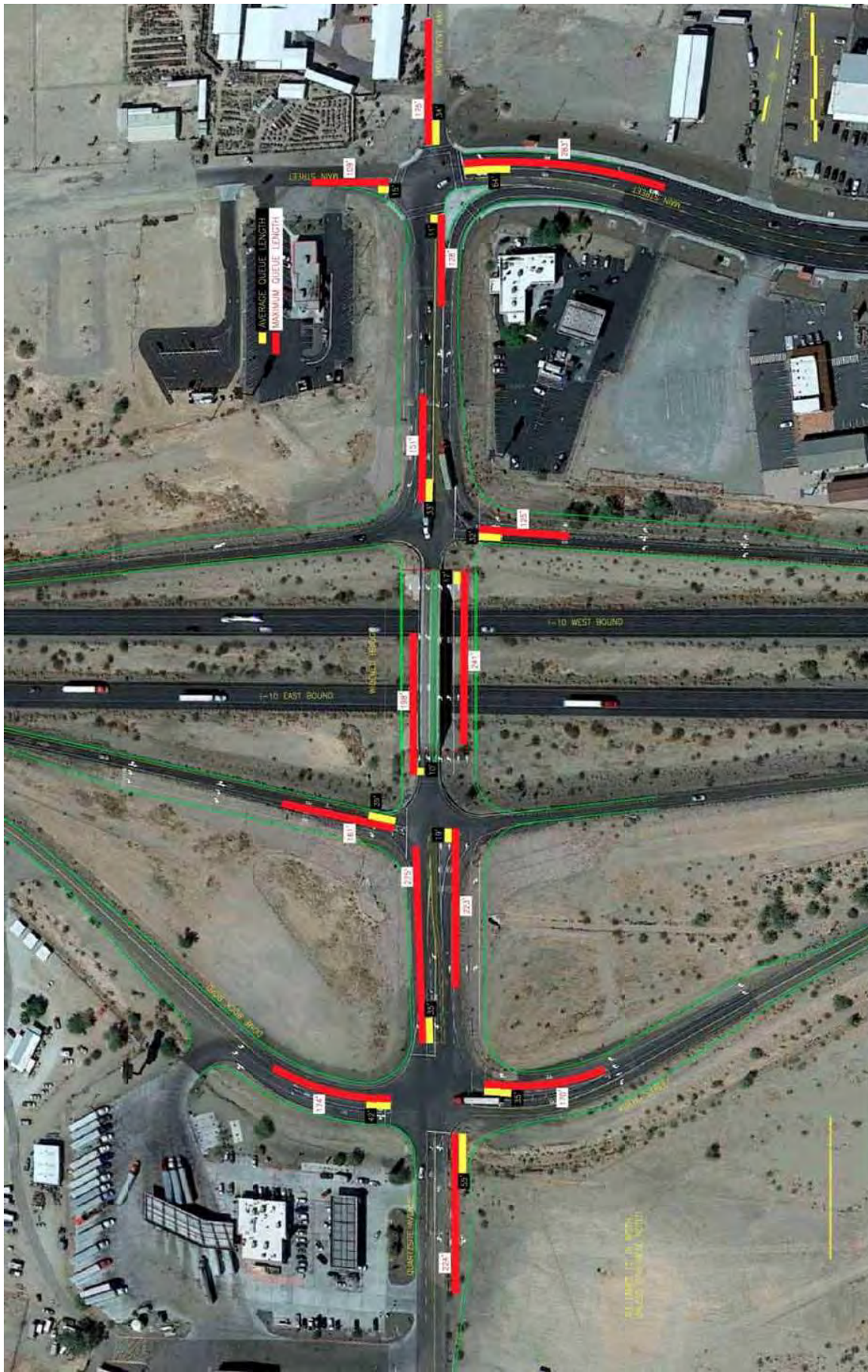
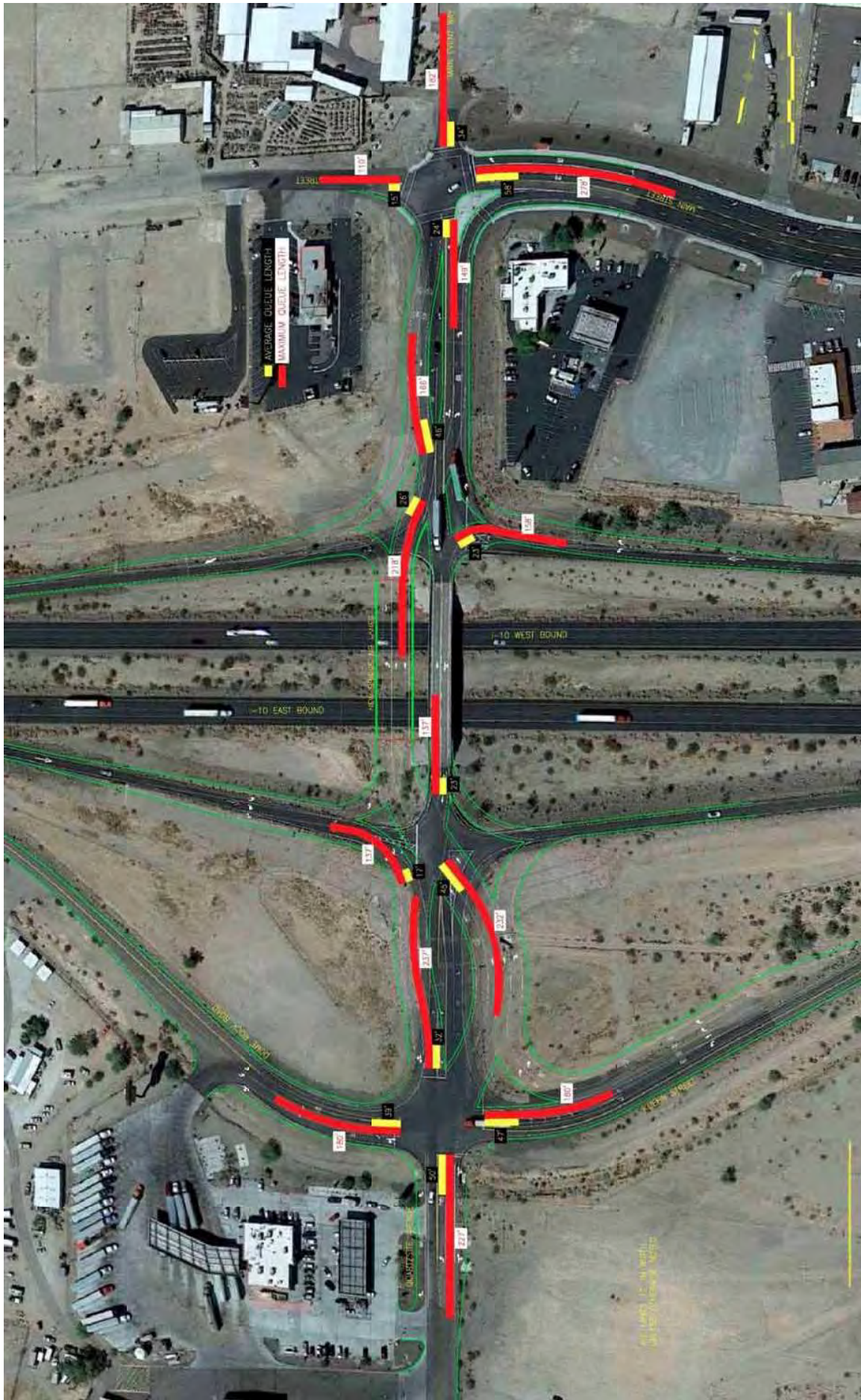


Figure 9, Average & Maximum Queue Lengths – Standard Diamond (SD) TI







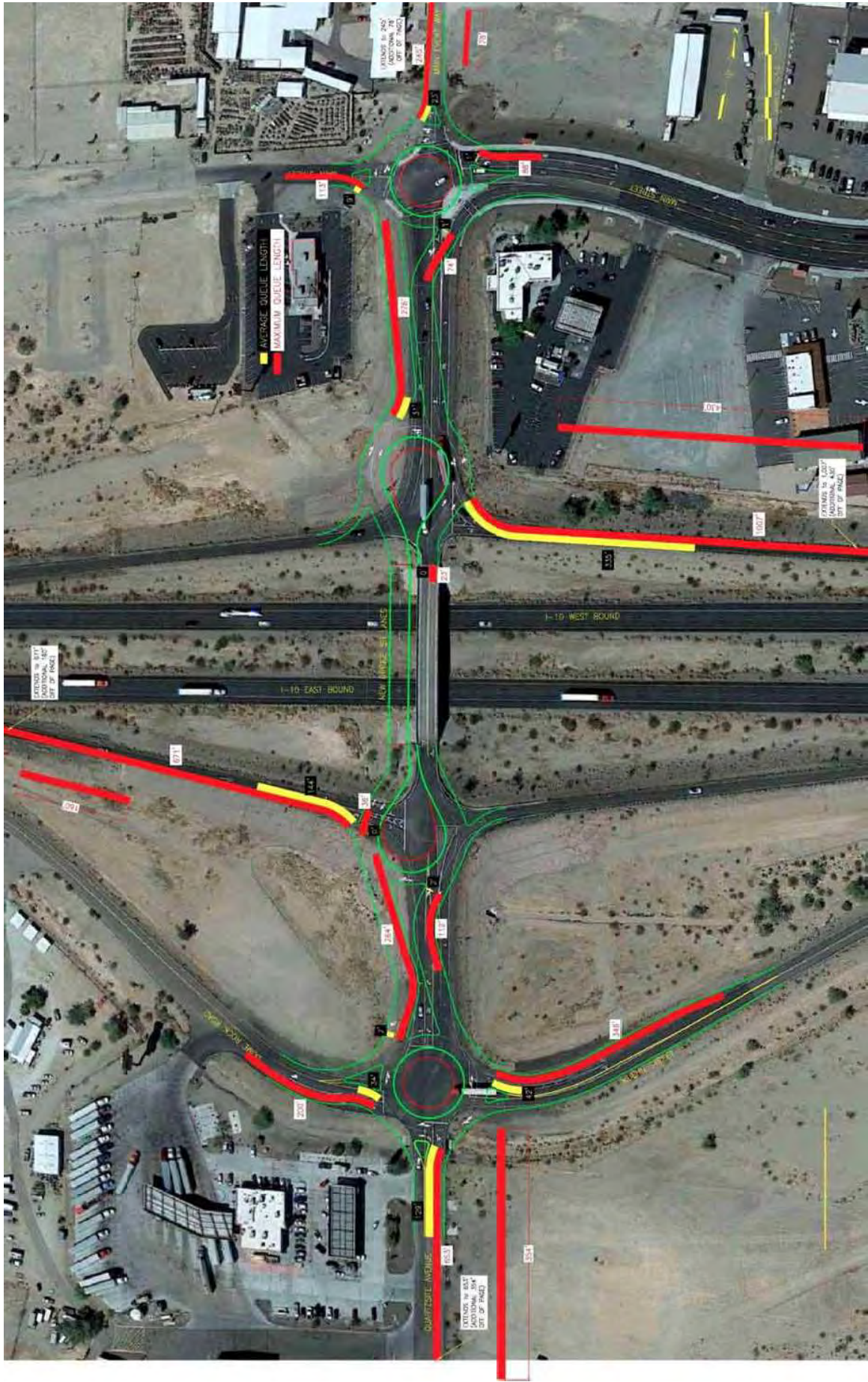


Figure 11, Average & Maximum Queue Lengths – Roundabouts (RAs) T1



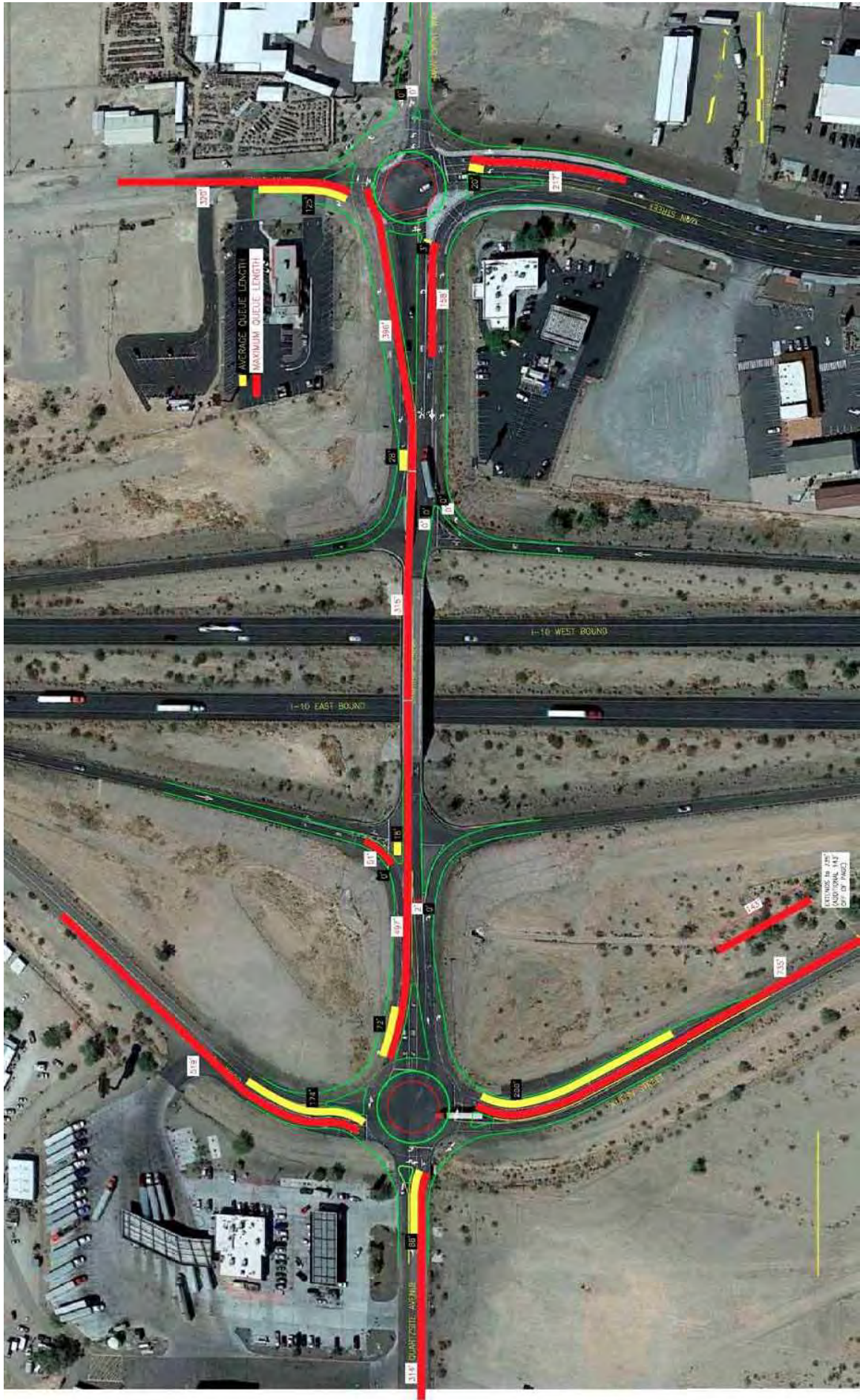


Figure 12, Average & Maximum Queue Lengths – Restricted Lefts (RLs) TI

*Conclusions of Traffic Analysis*

Using Rodel modeling results to calibrate VISSIM served to improve the LOS and reduced queue lengths for all alternatives, but especially for the roundabout alternatives 3 and 4. Both the LOS and queuing analyses suggest that every alternative is viable. A LOS D for an individual approach is acceptable. A LOS E for an individual approach is concerning. A LOS F for an individual approach is not acceptable.

The sensitivity analysis of queue length for Alternatives 3 and 4 indicate, however, that the roundabout alternatives have the potential to fail before either of the standard diamond or diverging diamond/signalized alternatives (1 and 2) due to the excessive queueing lengths on some approaches. In addition, Alternative 4 (RL) has more substandard levels of service (E or F) than Alternative 3 (RA).

The intersection and individual approach LOS and queuing results for Alternatives 1 (SD) and 2 (DDI) are similar and both are acceptable.

The overall intersection LOS of Alternative 3 (RA) is slightly better than that of 1 and 2. However, Alternative 3 results in LOS E for the WB approach to the WB ramp intersection. The longest average queue length for this approach is more than 10 times longer than the corresponding queue in Alternatives 1 and 2.

Three maximum queue lengths in Alternative 3 (RA) elicit concern:

- The WB approach to the WB ramp intersection -- 1,007 feet.
- The EB approach to the EB ramp intersection — 671 feet.
- The NB approach to Dome Rock Road/Kuehn Street — 653 feet.

The overall intersection LOS for Alternative 4 (RL) is slightly better than either the SD or DDI alternatives and roughly the same as the RA alternative. However, it does provide a LOS E for the WB approach and LOS F for the EB approach to the Kuehn/Dome Rock intersection. The maximum queues for all the approaches were acceptable. There are three maximum queues for the RL alternative that signal concern:

- WB at Dome Rock Road—735 feet
- EB at Dome Rock Road—519 feet
- SB at Dome Rock Road—497 feet

It is concluded that each alternative is viable in its peak hour LOS. Caution is advised with either of the roundabout alternatives (3 and 4), as both provide an LOS of E or F for two approaches. In addition, the maximum queuing analysis suggests that these alternatives would fail before Alternatives 1 and 2.

*Delays and Queuing Scoring and Ranking Criteria*

ADOT stated that the ramps must be given preference because of the potential safety ramifications if ramps fail and result in traffic backups onto a high speed freeway.

The TI alternatives maximum queue lengths are:



- SD – 161 feet maximum queue length on the EB entrance ramp
- DDI – 158 feet maximum queue length on the WB entrance ramp
- RA – 1,007 feet on the WB entrance ramp
- RL – 51 feet on the EB entrance ramp

Therefore, if the scoring is solely based on a comparison of the maximum queue length of each alternative for the eastbound and westbound approach ramps, the Restricted Left TI performs the best and the Roundabouts TI performs the worst. Because the Roundabout (RA) alternative comes the closest to potentially backing up traffic onto the I-10 mainline, that alternative would rate a score of 1 – worst. The other three TI alternatives all have maximum queue lengths at the ramp approaches of 161 feet or less. A review of Figures 9, 10, and 13 shows that these three TI systems of all four intersections perform comparable to each other for average delays and queue lengths. However, during peak periods, the RL TI has extensive maximum queuing. Consequently, the average of the maximum queue lengths for each approach is the proposed method for comparing the alternatives.

- SD – 188 feet
- DDI – 185 feet
- RA – 293 feet
- RL – 252 feet

#### f. Estimated Construction Cost of Alternatives

Cost is one of the six evaluation criteria whereby the study team evaluated the alternatives. The cost rating value accounts for 15% of the 100 possible points awarded. Continuing operation and maintenance (O&M) costs are not included in the planning level analysis, but typically the O&M cost differences between alternatives would be relatively small. As the two roundabout alternatives 3 and 4 do not have traffic signals, the annual O&M costs would be expected to be nominally less for each compared to the two signalized alternatives.

ADOT provided planning level cost estimates for each alternative traffic interchange type. These costs are for comparison and ranking purposes only. Detailed cost estimates would be performed when a preferred alternative has been selected.

**Table 10, Preliminary Planning-Level Cost Estimates, Millions of Dollars**

Item	Alt. 1 (SD)	Alt. 2 (DDI)	Alt. 3 (RA)	Alt. 4 (RL)
Planning Level Project Cost	18.0	20.0	19.0	10.0
Contingency @ 20% +/-	3.6	4.0	3.8	2.0
<b>Subtotals</b>	<b>21.6</b>	<b>24.0</b>	<b>22.8</b>	<b>12.0</b>
R/W	0.0	0.0	4.0	4.0
<b>Totals</b>	<b>\$21.6 M</b>	<b>\$24.0 M</b>	<b>\$26.8 M</b>	<b>\$16.0 M</b>

\*Roundabout alternatives should be constructed with PC concrete pavement due to heavy truck turning movements.

The two roundabout alternatives are expected to have R/W acquisition needs both at the Main Street and at Dome Rock Rd/Kuehn Street intersections due to their larger footprints. The ranking in terms of costs from least to most are:

- Restricted Left TI -- \$16.0 million
- Standard Diamond TI -- \$21.6 million
- Diverging Diamond TI -- \$24.0 million
- Four Roundabout TI -- \$26.8 million

Costs are estimated in current (2023) dollars and do not account for expected inflation during the construction period or thereafter due to the uncertainty of when funding may be available.

#### **g. Construction Impacts**

The length of time to construct the complete roadway improvements has a significant impact to the public and the community in terms of delays, congestion, detours, noise, dust, vibrations, debris, visual effects, frustration levels, and more.

ADOT provided the anticipated total length of construction time to complete each of the four alternative interchange types based on their previous experiences.

These construction time frames are for comparison and ranking purposes only. A more detailed estimate of the anticipated construction time period would be performed when a preferred alternative has been selected.

- Standard Diamond TI – 15 months
- Restricted Left TI – 15 months
- Diverging Diamond TI – 20 months
- Four Roundabout TI – 20 months

#### **h. Safety**

##### *Standard Diamond TI (SD)*

A full diamond interchange is formed when a one-way diagonal ramp is provided in each quadrant of the interchange. The ramps are aligned with free flow from the interstate highway and an intersection on the crossroad. The ramp intersections have four legs, two of which are one-way. They can present a problem in traffic control to prevent wrong-way entry from the crossroad. Diamond interchanges may need additional traffic control when the crossroad carries moderate to large volumes of traffic. Traffic signals and other interchange types are options typically considered.

The existing traffic interchange is a standard diamond type. Thus, this serves as the basis for comparison with the three alternative TI types.

There are 22 potential conflict points (6 crossing, 8 merging, and 8 diverging) at a SD interchange. The crash modification factor (CMF) is set a 1.00 as the comparison baseline.

#### *Diverging Diamond TI (DDI)*

A diverging diamond interchange allows free-flowing turns when entering and exiting an interstate, eliminating the left turn against oncoming traffic and limiting the number of traffic signal phases. It is easy to navigate, eliminates last-minute lane changes, and provides better sight distance at turns, resulting in fewer crashes. The design reduces congestion and better moves high volumes of traffic without the need to increase the number of lanes in an interchange.

In a national study, the design reduced crashes by an average of 37 percent after it was constructed at 26 interchanges across the United States. The design also reduced injury and fatal crashes by an average of 54 percent. (Source: 2019 article published in the Transportation Research Record, the journal for the Transportation Research Board).

There are 18 potential conflict points (2 crossing, 8 merging, and 8 diverging) at a DDI interchange. Per the cited study, the CMF would be 0.63. A review of the Crash Modifications Factors Clearinghouse database showed an average CMF of 0.58 for all crashes.

#### *Roundabout TI (RA)*

A grade-separated interchange design where all freeway ramps begin or end at one of two roundabouts. The roundabouts are circular, unsignalized intersections where all traffic moves in a counter clockwise direction around a central island. Roundabouts are considered for use where the interchange has heavy left turns volumes onto the freeway ramps and at locations where there is limited room between the ramp intersections for vehicles to wait at traffic signals.

Roundabout interchanges reduce the number of vehicle crossing/conflict points and eliminates the potential for right-angle and head-on crashes. There are 16 potential conflict points (0 crossing, 8 merging, and 8 diverging) at a two-roundabout interchange. A review of the Crash Modifications Factors Clearinghouse database showed an average CMF of 0.92 for all crashes.

#### *Restricted Left TI (RL)*

In this instance, the restricted left interchange requires vehicles departing the interstate highway to make a right turn only at the crossroad intersection. For drivers wanting to turn left, they would make the right turn and use the downstream roundabout located on the frontage road on each side of the interchange to make a U-turn to head the desired direction of travel. Vehicles are prohibited from making a left turn or crossing over the street by installation of a barrier median. Similarly, left turns onto the freeway ramp are barred and the driver is to use the frontage road roundabout to reverse the direction and make a right turn onto the on-ramp.

Restricted (or indirect) left turn interchanges have 16 potential vehicle conflict points (0 crossing, 8 merging, and 8 diverging) similar to a roundabout. One study reported the restricted left maneuver could reduce the accident rate by 20% at unsignalized intersections and by 35% at signalized

intersections. This would be the equivalent of a CMF of 0.80 for this type of interchange. (Source: Impacts of Access Management Techniques. 1999, NCHRP Report 420, Transportation Research Board, Washington DC).

### *Signalized Intersections*

At the frontage roads for the SD & DDI alternatives, a signalized four leg intersection has 32 vehicle conflict points (16 crossing, 8 merging, and 8 diverging).

### *Safety Comparison and Ranking of the Interchange Alternatives*

A report entitled “Safety Comparisons Between Interchange Types”, Publication Number FHWA-HRT-23-049, dated April 2023, developed a predictive analysis for crashes at various traffic interchange types based on reported crashes by DOTs across the U.S. including Arizona. The results of the study were summarized by Scott Himes (report author) from VHB, in a presentation at the MassDOT Transportation Innovation Conference. The findings serve as a good basis for comparison of the four interchange alternatives in terms of safety and are presented in the table below.

**Table 11, Comparative Summary of Safety Criteria for each TI Type**

TI Type	Crossing Conflict Points	Merge/Diverge Conflict Points	CMF		Total Crashes*	KABC Crash Frequency**	Ranking
SD	6	16	1.00		26.21	6.47	Highest
DDI	2	16	0.63		21.69	5.96	Middle
RA	0	16	0.92		20.42	4.95	Lowest
RL	0	16	0.80		20.42***	4.95***	Lowest

\*Expected total crash frequency (KABC + PDO) – crashes per year

\*\*Expected KABC crash frequency – injury and fatal crashes per year

\*\*\*Restricted Left TI assumed to be equivalent to Roundabout TI

The total crash frequency number was used for the Safety ranking of the alternatives as it includes all crash types for each traffic interchange type and is a fair representation of the overall comparative safety of each TI type.

### **i. Scoring and Evaluation Results**

Table 12 on the next page shows the categories selected for scoring the four design alternatives on each of the six criteria used in the evaluation.

Each alternative is rated consistently on a 1 to 5 scale, with 1 being the worst score and 5 the best score.

**Table 12, Scoring of West Quartzsite Alternatives by Evaluation Criterion**

Criterion	Scoring (1 is worst and 5 is best)
Use of Existing Bridge	1 Removal of existing bridge and construction of a new 7-lane bridge. 2 Removal of existing bridge and construction of a new 2 or 3-lane bridge. 3 Uses existing bridge in place plus construction of new 3-lane bridge. 4 Uses existing bridge in place plus construction of new 2-lane bridge. 5 Uses existing bridge in place.
Delay and Queuing	1 Average of Maximum Queue Length on all Approaches: 276 feet to 300 feet 2 Average of Maximum Queue Length on all Approaches: 252 feet to 275 feet 3 Average of Maximum Queue Length on all Approaches: 228 feet to 251 feet 4 Average of Maximum Queue Length on all Approaches: 204 feet to 227 feet 5 Average of Maximum Queue Length on all Approaches: 180 feet to 203 feet
Construction Cost	1 \$24.8 million - \$27.0 million 2 \$22.6 million to \$24.7 million 3 \$20.4 million to \$22.5 million 4 \$18.2 million to \$20.3 million 5 \$16.0 million to \$18.1 million
Construction Impacts	1 24 months to 26 months 2 21 months to 23 months 3 18 months to 20 months 4 15 months to 17 months 5 12 months to 14 months
Safety	1 Predictive Total Crash Frequency Rate: 20.00 to 21.39 2 Predictive Total Crash Frequency Rate: 21.40 to 22.79 3 Predictive Total Crash Frequency Rate: 22.80 to 24.19 4 Predictive Total Crash Frequency Rate: 24.20 to 25.59 5 Predictive Total Crash Frequency Rate: 25.60 to 26.99
Community Acceptance	1 TI Alternate least preferred by Town Council and staff 2 Third most preferred TI Alternate preferred by Town Council and staff 3 Not used 4 Second most TI alternate preferred by Town Council and staff 5 TI Alternate most preferred by Town Council and staff

The evaluation on the first criterion, Use of Existing Bridge, depends on whether the existing Quartzsite Boulevard bridge can remain in use, if a new bridge is required, and how wide it must be to carry traffic across I-10. The next four criteria—Delay and Queuing, Construction Cost, Construction Impacts, and Safety are rated according to quantitative measures such as seconds of delay, average length of maximum queues at intersections, cost in dollars, estimated duration of construction, and established safety indicators. Community Acceptance is based on the insights, observations, and experience of Town Council members and staff at the Town of Quartzsite.

Table 13 puts all this information together to score the four design alternatives on each of the six criteria, according to the best and latest data available to ADOT. The criteria weights in the table are those introduced in Section 3c above. Information presented in the table reveals substantial differences in the performance of the alternatives, both within each criterion and across the board. Because of the 1 to 5 rating scheme, the best alternative may perform five times as well as the worst. The differences in total score, while not as great proportionately, are nonetheless dramatic, as the following paragraphs discuss.

**Table 12. Evaluation of Alternatives & Scoring Summary**

CRITERION	WEIGHT	ALTERNATE 1 STANDARD DIAMOND		ALTERNATE 2 DIVERGING DIAMOND		ALTERNATE 3 ROUNDBABOUTS (FOUR)		ALTERNATE 4 RESTRICTED LEFTS	
		VALUE (1-5)	SCORE (WEIGHT X VALUE)	VALUE (1-5)	SCORE (WEIGHT X VALUE)	VALUE (1-5)	SCORE (WEIGHT X VALUE)	VALUE (1-5)	SCORE (WEIGHT X VALUE)
USE OF EXISTING BRIDGE	10	1	10	3	30	4	40	5	50
DELAY & QUEUEING	30	5	150	5	150	1	30	2	60
CONSTRUCTION COST	15	3	45	2	30	1	15	5	75
CONSTRUCTION IMPACTS	10	4	40	3	30	3	30	4	40
SAFETY	30	1	30	4	120	5	150	5	150
COMMUNITY ACCEPTANCE	5	4	20	5	25	2	10	1	5
<b>TOTALS</b>	<b>100</b>		<b>295</b>		<b>385</b>		<b>275</b>		<b>380</b>
<b>RANKINGS</b>			<b>#3</b>		<b>#1</b>		<b>#4</b>		<b>#2</b>

The evaluation results for **Alternative 1, Standard Diamond TI**, can be summarized as follows:

- *Use of Existing Bridge:* 1 (worst); requires replacing the existing bridge with a new bridge with seven lanes.
- *Delay and Queuing:* 5 (best); based on the average of maximum queue lengths on all approaches at 188 feet; also has delay on any approach that is no greater than 36 seconds and average queue no greater than 64 feet and maximum queue of 283 feet.
- *Construction Cost:* 3 (fair); based on the planning-level costs of \$21.6 million.
- *Construction Impacts:* 4 (good); refers to the anticipated 15-month duration of construction.
- *Safety:* 1 (worst); highest number of predicted total crashes at 26.21 per year; also the highest number of conflict points at 22 and a CMF of 1.00.
- *Community Acceptance:* 4 (good); Town Council and staff rating, based on the familiarity of the design and its efficiency at moving substantial traffic relatively quickly.



The evaluation results for **Alternative 2, Diverging Diamond TI**, can be summarized as follows:

- *Use of Existing Bridge:* 3 (fair); would use the existing bridge but will also require a new three-lane bridge to accommodate one direction of traffic.
- *Delay and Queuing:* 5 (best); based on the average of maximum queue lengths on all approaches at 185 feet; also has delay on any approach that is no greater than 43 seconds and an average queue no greater than 58 feet and a maximum queue of 278 feet.
- *Construction Cost:* 2 (poor); based on the planning-level costs of \$24.0 million.
- *Construction Impacts:* 3 (fair); refers to the anticipated 20-month duration of construction.
- *Safety:* 4 (good); based on predicted total crashes at 21.69 per year; also on 18 conflict points and a CMF of 0.58.
- *Community Acceptance:* 5 (best); Town Council and staff rating based on their knowledge of the design and review of video simulations of DDI's in operation.

Per ADOT's web site, the design has increased in popularity because of safety, operational. and cost benefits. Consequently, there are an increasing number of DDIs being planned and constructed in Arizona. Locations of DDIs already constructed include:

- I-10 and Houghton Road on the far southeast side of Tucson.
- I-10 and Miller Road in Buckeye.
- I-10 and Watson Road in Buckeye.
- I-17 and Happy Valley Road in north Phoenix.

The evaluation results for **Alternative 3, Four Roundabout TI**, can be summarized as follows:

- *Use of Existing Bridge:* 4 (good); would use the existing bridge but would also require a new two-lane bridge to accommodate one direction of traffic.
- *Delay and Queuing:* 1 (worst); based on the average of maximum queue lengths on all approaches at 293 feet; also has delay on any approach no greater than 75 seconds and an average queue no greater than 335 feet and the worst maximum queue of 1,007 feet.
- *Construction Cost:* 1 (worst); based on the planning-level costs of \$26.8 million.
- *Construction Impacts:* 3 (fair); refers to the anticipated 20-month duration of construction.
- *Safety:* 5 (best); based on predicted total crashes at 20.42 per year; also on 16 conflict points and a CMF of 0.92.
- *Community Acceptance:* 2 (poor); based on Town Council and staff rating because of the heavy use of large trucks and the high number of visitors in the corridor and having four in close proximity to traverse.

The evaluation results for **Alternative 4, Restricted Left TI**, can be summarized as follows:

- *Use of Existing Bridge:* 5 (best); would use the existing bridge and would not require construction of a new one.
- *Delay and Queuing:* 2 (poor); based on the average of maximum queue lengths on all approaches at 252 feet; also has delay on any approach no greater than 81 seconds and an average queue no greater than 288 feet and a maximum queue of 735 feet.

- *Construction Cost:* 5 (best); based on the planning-level costs of \$16.0 million.
- *Construction Impacts:* 4 (good); refers to the anticipated 15-month duration of construction.
- *Safety:* 5 (best); based on predicted total crashes at 20.42 per year; also on 16 conflict points and a CMF of 0.80.
- *Community Acceptance:* 1 (worst); based on Town Council and staff rating because of the unfamiliarity of one-way loops (restricted/indirect lefts intersections) with concern for the high number of heavy trucks and visitors traversing the corridor.

#### j. Sensitivity Analysis

At ADOT's request, a sensitivity analysis was conducted on the evaluation, scoring, and ranking of the four alternatives. The evaluation criteria was reduced to three categories: (1) Capacity, (2) Safety, and (3) Cost. Each of the three criterion received a weight of 33.33.

To determine the value for each criterion, the following assignment of the evaluation criteria was used.

Capacity: Used the Delay and Queuing Value previously determined.

Safety: Used a weighted value of the combination of Safety and Community Acceptance.

Costs: Used a weighted value of the combination of Construction Cost, Construction Impacts, and Use of Existing Bridge.

The results of the sensitivity analysis completed for the four alternatives is summarized in Table 13.

**Table 13. Alternatives Scoring Summary based on Capacity, Safety, and Cost**

CRITERION	WEIGHT	ALTERNATE 1 STANDARD DIAMOND		ALTERNATE 2 DIVERGING DIAMOND		ALTERNATE 3 ROUNDABOUTS (FOUR)		ALTERNATE 4 RESTRICTED LEFTS	
		VALUE (1-5)	SCORE (WEIGHT X VALUE)	VALUE (1-5)	SCORE (WEIGHT X VALUE)	VALUE (1-5)	SCORE (WEIGHT X VALUE)	VALUE (1-5)	SCORE (WEIGHT X VALUE)
CAPACITY	33.33	5.00	166.65	5.00	166.65	1.00	33.33	2.00	66.66
SAFETY	33.34	1.43	47.63	4.14	138.12	4.57	152.41	4.43	147.65
COST	33.33	2.71	90.47	2.57	85.71	2.43	80.94	4.71	157.13
TOTALS	100		304.75		390.48		266.69		371.44
RANKINGS			#3		#1		#4		#2

While the scoring numbers changed somewhat, the rankings remained the same.

The Diverging Diamond Traffic Interchange alternative scored first, followed by the Restricted Lefts TI, the Standard Diamond TI, and lastly the Four Roundabouts alternatives.

#### **4. OTHER CONSIDERATIONS**

##### **a. Median Crossing Restrictions for Emergency Response**

ADOT advised the study team that incident response in rural areas may require the use of off-ramps and on-ramps as a detour in the event of a crash that occurs within the limits of the TI, and as an option to a full closure of the interstate highway. The diverging diamond and the restricted left options would block through traffic from directly crossing Quartzsite Boulevard at the ramp intersections. Therefore, per ADOT, a diverging diamond may not be acceptable unless the traffic interchanges on each side of the Quartzsite Boulevard interchange with the diverging diamond or restricted left TI are connected to each other via a suitable parallel street for frontage road.

ADOT reported the most recent example of the need to use the off-ramps and on-ramps during an incident occurred on Thursday, August 3, 2023, when westbound I-10 had three semi-trucks crash at Exit 98 and ADOT avoided closing westbound I-10 for 2 hours by using the ramps. Within the past six months, the same thing also occurred along eastbound I-10 at Exits 19 and 45.

At this location, the east Quartzsite TI is connected to the Quartzsite Boulevard TI with Main Street on the north side and Kuehn Street on the south side of I-10. Either or both of those streets could serve as a detour route, perhaps with eastbound traffic using Kuehn Street and westbound traffic using Main Street. To the west, the Dome Rock Road TI is connected to the Quartzsite Boulevard TI with Dome Rock Road on the south side of I-10. This road could serve as a detour route for either or both east bound and west bound traffic depending on whether one direction of lanes are closed or if there needs to be full closure of the freeway. There is not a suitable connecting route on the north side of I-10 between the Dome Rock Road TI and the Quartzsite Road TI.

##### **b. Wrong Way Drivers**

The diverging diamond TI and restricted lefts TI are less susceptible to wrong way drivers accessing the wrong freeway ramps due to their geometric layouts at the ramp intersections.

##### **c. Oversize Trucks**

Oversize trucks require a route through Arizona. Most oversize trucks currently use SR 95 through Parker, then SR 72 to Vicksburg Road, and then connecting to I-10 there. Correcting the existing height restriction along I-10 caused by the at the Quartzsite Boulevard bridge would be beneficial for the movement of oversize trucks through Arizona.

The only alternative proposed that replaces the exiting bridge is the Standard Diamond TI.

If ADOT chooses to prioritize the replacement of the existing bridge, the other TI alternatives can readily include the replacement of the existing bridge which would serve to increase the respective construction costs for the DDI, RA, and RL TI alternatives

## 5. RECOMMENDED IMPROVEMENTS

### a. Recommended Improvement Option

Based on the alternatives analysis presented herein, the recommended improvements for the I-10 MP 17 (Quartzsite West) Traffic Interchange include a Diverging Diamond along with geometric modifications and addition of traffic signals to the adjacent Dome Rock Road/Kuehn Street and Main Street intersections with Quartzsite Boulevard.

ADOT will need to weigh the whether replacement of the existing bridge and/or if the ability to detour traffic through the TI ramps across Quartzsite Boulevard are priorities for freeway traffic operations.

### b. Rationale for Selection

In the preceding evaluation (Chapter 3 – Alternatives Analysis), Alternative 2, the diverging diamond interchange, achieved the highest weighted point score (385 of a possible 500) and is therefore recommended for implementation.

It is recognized that the Restricted Lefts TI score is a very close second at 380 points. But the DDI TI score ranks highest (5 score) on two of the six criteria for delay/queuing and community acceptance, and ranked second highest in the safety criteria. Delay/queuing and safety are the two heaviest-weighted criteria accounting for 60 of the 100 points available.

The Standard Diamond and Four Roundabout alternatives scored substantially less in the evaluation and ranking process.

### c. Budgetary Implementation Costs

The planning-level construction cost was estimated to be approximately \$24 million dollars. Professional engineering services required for design and post-design phases would likely add an additional \$3 million.

No additional right of way should be needed for the project. However, temporary construction easements will likely be required to complete the project.

## 6. SUMMARY

### a. Findings

This report describes and evaluates four alternative designs for improvements to ADOT's West Quartzsite traffic interchange located on I-10 at milepost 17 in La Paz County, Arizona. Projected traffic

growth to the year 2045, consisting of increases in background traffic as well as trips to be generated by new local development, will necessitate an expansion of peak period capacity at the facility.

The alternatives analysis study focuses on the intersections of Quartzsite Boulevard (the cross road) with Dome Rock Road/Kuehn Street to the south, the eastbound I-10 ramps, the westbound I-10 ramps, and Main Street to the north. These are the control points that combined determine the traffic carrying capacity of the traffic interchange.

The study team conducted a detailed analysis of four improvement alternatives.

1. A standard diamond interchange.
2. A diverging diamond (DDI) interchange, in which northbound and southbound traffic on the Quartzsite Boulevard would temporarily diverge to the left to facilitate unconflicted left turns to the I-10 on-ramps.
3. A roundabouts interchange, that provides for roundabouts at the four cross road intersections.
4. A restricted left interchange, that provides for roundabouts at the frontage road intersections and bars left and crossover maneuvers at the ramp intersections, creating a one-way loop for traffic entering I-10 at the eastbound and westbound on-ramps.

A detailed evaluation of these four alternatives focused on six criteria considered important to ADOT and the Town of Quartzsite.

1. Use of Existing Bridge.
2. Delay and Queuing (i.e., capacity and operational performance).
3. Cost.
4. Construction Impact.
5. Safety.
6. Community Acceptance.

Appropriate weights were assigned to each criterion, with Delay/Queuing and Safety assigned the greatest weight and Community Acceptance the least. Each of the four alternatives then received a rating from 1 (worst) to 5 (best), a score on each criterion (equal to the rating multiplied by the weight), and finally a total score on all six criteria combined.

When the scores of each alternative were added to obtain a total, the study team found that the DDI TI option performs the best of the four alternatives, with an overall score of 385 points versus 380 points for the restricted lefts alternative or less for the other two options. Per ADOT, DDI's have increased in popularity because of safety, operational. and cost benefits.

Therefore, the diverging diamond interchange is recommended for implementation at an appropriate date when the necessary funding can be secured.

At that point, the project will undergo the usual prioritization, programming, and procurement process according to standard ADOT standard procedures.

Upon ADOT's approval of the report and concurrence with the recommendation for a Diverging Diamond Interchange solution, The Town of Quartzsite intends on seeking funding for the design and construction of the TI as soon as it is approved by ADOT.

The Town will immediately apply for funding for the design of the TI and frontage road improvements through the AZ State Match Advantage for Rural Transportation (SMART) Fund. This will include development of a 30% level plan along with a more detailed construction cost estimate.

These documents would then be used to place the project on ADOT's five-year program and then to inform the subsequent planning, design, and construction of the DDI. The Town will continue to apply for funding for the construction of the TI and frontage improvements through the new infrastructure program and legislative priority funding grants.

#### **b. Phasing of improvements**

It is possible for the implementation of the improvements to be a program of phased improvements.

1. Dome Rock Road/Kuehn Street Intersection – geometric widening and installation of traffic signals with capacity for the 2045 forecasted traffic.
2. Main Street intersection – geometric widening and installation of traffic signals with capacity for the 2045 forecasted traffic.
3. New Bridge over I-10 – located north of the existing bridge to carry three lanes of traffic.
4. DDI lanes from the Dome Rock Road/Kuehn Street Intersection to the existing and new bridges and between the existing and new bridges to the Main Street intersection – closing the gaps to fully complete the DDI TI.

*End of Alternatives Analysis Report*

<b>I-10/Quartzsite Avenue TI - Final Design Fee Proposal</b>	
<b>Pre Design Tasks</b>	
Task	Cost
Environmental Categorical Exclusion - Lump Sum \$75,000	\$ 75,000
AASHTO FHWA Change of Access Report - Lump Sum \$50,000	\$ 50,000
Pre Design Tasks	\$ 125,000
<b>Data Collection, Geotech Studies &amp; Design</b>	
Type	Cost
Geotechnical Studies/Report	\$ 29,810
Pavement Design	\$ 22,360
Bridge Foundation Design	\$ 26,080
Geotech Borings & Testing	\$ 65,200
Survey & R/W Definition	\$ 55,890
Data Collection, Geotech Studies & Design	\$ 199,340
<b>Up Front Plan Sheets</b>	
Type	Cost
Cover/Standard, etc.	\$ 13,410
General Design Sheet	\$ 5,960
Roadway Schedules	\$ 119,230
Misc/Typicals	\$ 37,260
QC	\$ 17,210
Up Front Plan Sheets	\$ 193,070
<b>Roadway Report &amp; Sheets</b>	
Type	Cost
Project Assessment Report	\$ 44,710
Plans	\$ 67,070
Profile	\$ 60,360
Staking	\$ 53,650
Barrier	\$ 29,810
Details	\$ 104,330
QC	\$ 33,200
Roadway Report & Sheets	\$ 393,130
<b>Bridges (2) Report &amp; Sheets</b>	
Type	Cost
BSR	\$ 48,290
Load Ratings Reports	\$ 16,100
Location Plan, Notes, P&E	\$ 38,630
Foundation Data Sheets	\$ 57,950
Substructure	\$ 115,890
Superstructure	\$ 183,500
Aesthetics	\$ 32,190
QC	\$ 46,230
Bridges (2) Report & Sheets	\$ 538,780
<b>Wall Sheets</b>	
Type	Cost
Plan & Profile	\$ 47,690
Details/Aesthetics	\$ 40,990

QC	\$ 6,390
Wall Sheets	\$ 95,070
<b>Drainage Report &amp; Sheets</b>	
Type	Cost
Report	\$ 37,260
Plan & Profile	\$ 80,480
Hydraulics and Hydrology	\$ 59,620
Schedules	\$ 35,770
Details	\$ 53,650
QC	\$ 33,940
Drainage Report & Sheets	\$ 300,720
<b>Utilities (No Design)</b>	
Type	Cost
Office Coordination & Designation	\$ 44,710
External Coordination & Meetings	\$ 29,810
Potholes	\$ 37,260
Utilities (No Design)	\$ 111,780
<b>Traffic Sheets</b>	
Type	Cost
Signals (4)	\$ 89,420
Lighting & Calc's	\$ 53,650
Signing w/ Schedules	\$ 80,480
Striping	\$ 33,530
ITS	\$ 53,650
MOT (Notes, Phasing Plan, Matrix & Specs)	\$ 47,690
QC	\$ 25,340
Traffic Sheets	\$ 383,760
<b>Miscellaneous Tasks</b>	
Task	Cost
SWPP	\$ 29,810
Quantities	\$ 29,810
Cost Estimate	\$ 22,360
Spec's	\$ 29,810
ADOT Submittals (Checklists, Comment Resolution, Permit)	\$ 37,260
Clearances (Environmental, Materials, Utilities)	\$ 22,360
Clearances (Right of Way & TCEs)	\$ 125,000
Miscellaneous Tasks	\$ 296,410
Subtotal #1	\$ 2,637,060
<b>Project Management (8% of Subtotal #1)</b>	\$ 211,000
<b>Estimated Consultant Design Fee</b>	<b>\$ 2,850,000</b>
<b>ADOT Fees Estimate</b>	
ICAP (10.7% of Estimated Design Fee)	\$ 305,000
ADOT Project Development Administration Fee & Design Contingencies	\$ 245,000
	<b>\$ 550,000</b>
<b>Total Design Funding Request</b>	<b>\$ 3,400,000</b>



## STATE ENGINEER'S REPORT

### February 2024

The Status of Projects Under Construction report for February 2024 shows 88 projects under construction valued at \$2,061,696,306.55. The transportation board awarded 7 projects during February valued at approximately \$40.8 million.

During February, the Department finalized 4 projects valued at \$21,664,694.61. 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 40 projects. The total cost of these 40 projects has exceeded the contractors bid amount by 3.5%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to .2%.

## MONTHLY CONSTRUCTION REPORT

February 2024

PROJECTS UNDER CONSTRUCTION	88
MONETARY VALUE OF CONTRACTS	\$2,061,696,306.55
PAYMENTS MADE TO DATE	\$1,282,307,122.97
STATE PROJECTS	69
LOCAL GOVERNMENT	19
OTHER	
CONTRACTS EXECUTED IN FEBRUARY 2024	5
MONETARY AMOUNT OF CONTRACTS EXECUTED	\$33,295,991.20

### FIELD REPORTS SECTION

EXT. 7301

**Arizona Department of Transportation**  
**Field Reports Section**  
**Completed Contracts Fiscal Year 2024**  
February, 2024

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
GDY-0(208)T SH60701P	GOODYEAR  Central District						
Working Days: 365 Days Used: 60			CITY OF GOODYEAR	Low Bid = \$135,777.96	or under State Estimate \$123,742.00	(\$12,035.96)	-8.9 %
008-A-(235)T F017201C	4TH ST TI - COUNTY ROAD 31E SouthWest District						
Working Days: 180 Days Used: 168			COMBS CONSTRUCTION COMPANY, INC.	Low Bid = \$5,450,153.55	\$466,978.10 or 9.37% over State Estimate \$5,799,904.81	\$349,751.26	6.4 %
085-B-(208)T F024901C	Rainbow Wash (MP 142.3) - W Ha SouthWest District						
Working Days: 200 Days Used: 180			FNF CONSTRUCTION, INC.	Low Bid = \$13,546,326.65	(\$1,366,545.35) or 9.16% under State Estimate \$14,228,080.21	\$681,753.56	5.0 %
060-D-(223)T F041801C	COPPER SPRINGS CANYON - MIAMI SouthEast District						
Working Days: 70 Days Used: 70			CACTUS TRANSPORT II, INC.	Low Bid = \$1,620,561.38	\$62,689.93 or 4.02% over State Estimate \$1,512,967.59	(\$107,593.79)	-6.6 %

Completed Contracts (Fiscal Year 2024)

February, 2024

<u>Totals</u>	<u>No. of Contracts</u>	<u>State Estimate</u>	<u>Bid Amount</u>	<u>Final Cost</u>
# of Projects: 4	4		\$20,752,819.54	\$21,664,694.61
		<u>Monetary</u>		<u>Monetary</u>
				\$911,875.07

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
40	\$127,119,989.13	\$132,872,636.71	\$137,522,421.20	\$4,649,784.49	3.5%

IRENE DEL CASTILLO, FR Manager  
Field Reports, X7321

## FINAL COST VS BID ADJUSTED

**FISCAL YEAR 2024**

<u>LESS ADJUSTMENTS FOR</u>								
<u>MONTH</u>	<u>CUMULATIVE FINAL COST</u>	<u>REVISIONS/ OMISSIONS #4 &amp; #5</u>	<u>INCENTIVE/ BONUS #7</u>	<u>ADD'L WORK PD OTHERS #3</u>	<u>CUMULATIVE ADJ</u>	<u>CUMULATIVE BID AMOUNT</u>	<u>ADJUSTED FINAL COST</u>	<u>ADJ CUM</u>
Jul-23	\$ 13,395,066	\$ 506,929	\$ -	\$ -	\$ 506,929	\$ 16,548,940	\$ 12,888,137	-22.1%
Aug-23	\$ 26,439,742	\$ 141,023	\$ 7,685	\$ -	\$ 655,637	\$ 29,251,431	\$ 25,784,105	-11.9%
Sep-23	\$ 43,835,967	\$ 163,553	\$ 56,494	\$ -	\$ 875,684	\$ 46,977,564	\$ 42,960,283	-8.6%
Oct-23	\$ 60,444,968	\$ 201,322	\$ (4,647)	\$ -	\$ 1,072,359	\$ 57,667,418	\$ 59,372,609	3.0%
Nov-23	\$ 71,119,986	\$ 188,078	\$ 100,000	\$ -	\$ 1,360,437	\$ 68,833,739	\$ 69,759,548	1.3%
Dec-23	\$ 81,462,305	\$ 175,369	\$ (10,303)	\$ -	\$ 1,525,504	\$ 79,797,152	\$ 79,936,801	0.2%
Jan-24	\$ 115,857,727	\$ 999,468	\$ 98,065	\$ 45,457	\$ 2,668,493	\$ 112,119,817	\$ 113,189,233	1.0%
Feb-24	\$ 137,522,421	\$ 1,280,854	\$ 449,837	\$ -	\$ 4,399,185	\$ 132,872,637	\$ 133,123,237	0.2%
Mar-24					\$ 4,399,185		\$ (4,399,185)	
Apr-24					\$ 4,399,185		\$ (4,399,185)	
May-24					\$ 4,399,185		\$ (4,399,185)	
Jun-24					\$ 4,399,185		\$ (4,399,185)	
		\$ 3,656,598	\$ 697,130	\$ 45,457	\$ 4,399,185			

# CONTRACTS

## Contracts: (Action as Noted)

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

\*ITEM: 9a BOARD DISTRICT NO.: 6

BIDS OPENED: FEBRUARY 09, 2024

HIGHWAY: QUARTZSITE – WICKENBURG HIGHWAY (US 60)

SECTION: CENTENNIAL WASH BRIDGE

COUNTY: LA PAZ

ROUTE NO.: US 60

PROJECT : TRACS: 060-A(213)T; 060 LA 061 F029701C

FUNDING: 94.3% FED 5.7% STATE

LOW BIDDER: FNF CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 13,707,564.30

STATE ESTIMATE: \$ 11,349,271.00

\$ OVER ESTIMATE: \$ 2,358,293.30

% OVER ESTIMATE: 20.8%

PROJECT DBE GOAL: 5.75%

BIDDER DBE PLEDGE: 6.02%

NO. BIDDERS: 5

RECOMMENDATION: AWARD



\*ITEM: 9b BOARD DISTRICT NO.: 3

BIDS OPENED: JANUARY 19, 2024

HIGHWAY: TOWN OF CLIFTON

SECTION: CHASE CREEK BRIDGE

COUNTY: GREENLEE

ROUTE NO.: LOCAL

PROJECT : TRACS: CLF-0(202)T; 0000 GE CLF T028501C

FUNDING: 94.3% FED 5.7% LOCAL

LOW BIDDER: MERIDIAN ENGINEERING COMPANY

LOW BID AMOUNT: \$ 2,197,112.00

STATE ESTIMATE: \$ 1,282,920.00

\$ OVER ESTIMATE: \$ 914,192.00

% OVER ESTIMATE: 71.3%

PROJECT DBE GOAL: 4.57%

BIDDER DBE PLEDGE: 5.11%

NO. BIDDERS: 1

RECOMMENDATION: REJECT ALL BIDS





ARIZONA DEPARTMENT OF TRANSPORTATION  
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

200 Working Days

The proposed project is located in La Paz County on I-10, from Milepost (MP) 24 to MP 30, east of Quartzsite. The work consists of pavement and minor bridge rehabilitation. The work includes milling and repaving of mainline travel lanes, shoulders, ramps, crossroad, and bridge decks repairs; removing and replacing cattle guards, guard rails, and replacing the existing bridge barrier with a new bridge barrier. The work also includes shoulder build-up, installing fence, pipe relining, pavement marking, and other related work.

Bid Opening Date : 2/2/2024, Prequalification Required, Engineer Specialist : Farhana Jesmin

Project No.	Highway Termini	Location	Item
010 LA 024 F050201C 010-A-(238)T	EHRENBURG-PHOENIX HWY (I-10)	Scaddan Wash to Plomosa SouthWest District	102470

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$16,146,915.37	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
2	\$16,749,494.94	FISHER SAND & GRAVEL CO.	1302 W. DRIVERS WAY TEMPE, AZ 85284-
	\$17,843,619.20	DEPARTMENT	
3	\$18,538,511.85	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-

**Apparent Low Bidder is 9.5% Under Department Estimate (Difference = (\$1,696,703.83))**

## ARIZONA DEPARTMENT OF TRANSPORTATION

### ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 02, 2024, AT 11:00 A.M. (M.S.T.)

TRACS NO            010 LA 024 F050201C  
PROJECT NO        010-A(238)T  
TERMINI            EHRENBURG-PHOENIX HWY (I-10)  
LOCATION            SCADDAN WASH - PLOMOSA

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-10	24 to 30	SOUTHWEST	102470

The amount programmed for this contract is \$23,062,000. The location and description of the proposed work are as follows:

The proposed project is located in La Paz County on I-10, from Milepost (MP) 24 to MP 30, east of Quartzsite. The work consists of pavement and minor bridge rehabilitation. The work includes milling and repaving of mainline travel lanes, shoulders, ramps, crossroad, and bridge decks repairs; removing and replacing cattle guards, guard rails, and replacing the existing bridge barrier with a new bridge barrier. The work also includes shoulder build-up, installing fence, pipe relining, pavement marking, and other related work.

The time allowed for the completion of the work included in this contract will be 200 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 10.16.

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.

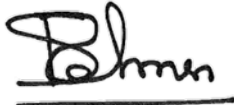
*Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.*

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.

A handwritten signature in black ink, appearing to read 'Iqbal Hossain', with a horizontal line underneath.

For Iqbal Hossain, P.E.  
Group Manager  
Contracts & Specifications

PROJECT ADVERTISED ON: 12/21/2023

**ARIZONA DEPARTMENT OF TRANSPORTATION  
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
CONTRACTS AND SPECIFICATIONS SECTION**

## BID RESULTS

**Completion Date:**

315 Calendar Days

The proposed pavement rehabilitation project is located in Maricopa on Phoenix – Cordes Junction Highway (I-17), Northbound (NB) and Southbound (SB) with the traffic interchange ramps within the project limits. The project begins at milepost (MP) 218.44 and end at MP 224.16 for an approximate length of 5.72 miles. The work consists of; milling one inch of the existing pavement on I-17 (NB & SB), repairing Portland Cement Concrete Pavement (PCCP), diamond grinding the surface of existing PCCP, and milling one inch of the existing pavement on ramps and the shoulders. In addition, the work includes; bridge repairs, pavement markings and other related work.

Bid Opening Date : 2/9/2024, Prequalification Required, Engineer Specialist : Mahdi Ghalib

Project No.	Highway Termini	Location	Item
017 MA 218 F049501C 017-A-(261)T	PHOENIX – CORDES JUNCTION HIGHWAY (I-17)	Happy Valley Rd - SR 74 Central District	102469

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$9,391,523.00	DEPARTMENT	
1	\$10,245,358.47	ACME CONCRETE PAVING, INC.	4124 E BROADWAY SPOKANE, WA 99202-
2	\$10,937,707.65	DIAMOND SURFACE, INC.	21025 COMMERCE BLVD. SUITE #900 ROGERS, MN 55374-
3	\$13,481,604.45	EMERY SAPP & SONS, INC.	2301 I 70 DRIVE NW COLUMBIA, MO 65202-
4	\$21,450,000.00	PULICE CONSTRUCTION, INC.	8660 E. HARTFORD DRIVE, SUITE 305 SCOTTSDALE, AZ 85255-

**Apparent Low Bidder is 9.1% Over Department Estimate (Difference = \$853,835.47)**

## ARIZONA DEPARTMENT OF TRANSPORTATION

### ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JANUARY 19, 2024, AT 11:00 A.M. (M.S.T.)

TRACS NO            017 MA 218 F0495 01C  
PROJECT NO        017-A(261)T  
TERMINI            PHOENIX – CORDES JUNCTION HIGHWAY (I-17)  
LOCATION            HAPPY VALLEY ROAD - SR 74

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-17	218.44 – 224.16	CENTRAL	102469

The amount programmed for this contract is \$ 15,560,000. The location and description of the proposed work are as follows:

The proposed pavement rehabilitation project is located in Maricopa on Phoenix – Cordes Junction Highway (I-17), Northbound (NB) and Southbound (SB) with the traffic interchange ramps within the project limits. The project begins at milepost (MP) 218.44 and end at MP 224.16 for an approximate length of 5.72 miles. The work consists of; milling one inch of the existing pavement on I-17 (NB & SB), repairing Portland Cement Concrete Pavement (PCCP), diamond grinding the surface of existing PCCP, and milling one inch of the existing pavement on ramps and the shoulders. In addition, the work includes; bridge repairs, pavement markings and other related work.

The time allowed for the completion of the work included in the Construction Phase of the contract will be 315 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 4.94.

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: (11/17/2023)



ARIZONA DEPARTMENT OF TRANSPORTATION  
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

660 Working Days

The proposed project is located in Mohave County. The project limits on I-40 are from MP 48.87 to MP 48.92 and MP 49.30 to MP 51.56; on US 93 from MP 69.36 to MP 71.16. Project consists of construction of new System Interchange to provide free flow, grade-separated ramps to service I-40 westbound to US 93 northbound and US 93 southbound to I-40 eastbound; widening and rehabilitation of White Cliff Rd. overpass eastbound and westbound; construction of new Clack Canyon Wash overpass westbound; rehabilitation of Clack Canyon Wash overpass deck eastbound; rehabilitation of Beale Street overpass deck eastbound and westbound; demolition of structures on parcels B-1954 and B-1955, drainage work, lighting, signage, pavement markings, traffic control and other related work.

Bid Opening Date : 2/23/2024, Prequalification Required, Engineer Specialist : Rene Teran

Project No.	Highway Termini	Location	Item
040 MO 048 H799301C 040-A-(212)S	TOPOCK - KINGMAN HIGHWAY (I - 40)	I-40/US 93 WEST KINGMAN TRAFFI	NorthWest District 9031

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$106,543,210.00	FISHER SAND & GRAVEL CO.	1302 W. DRIVERS WAY TEMPE, AZ 85284-
	\$115,819,806.00	DEPARTMENT	
2	\$123,400,206.70	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
3	\$143,738,963.40	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714-
4	\$168,120,000.00	PULICE CONSTRUCTION, INC.	8660 E. HARTFORD DRIVE, SUITE 305 SCOTTSDALE, AZ 85255-

**Apparent Low Bidder is 8.0% Under Department Estimate (Difference = (\$9,276,596.00))**

## ARIZONA DEPARTMENT OF TRANSPORTATION

### ADVERTISEMENT FOR BIDS

BID OPENING: Friday, February 23, 2024, AT 11:00 A.M. (M.S.T.)

TRACS NO	040 MO 048 H7993 01C
PROJECT NO	040-A(212)S
TERMINI	TOPOCK – KINGMAN HIGHWAY (I-40)
LOCATION	US 93/I-40 WEST KINGMAN TI

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I – 40	48.87 to 48.92	Northwest	9031
	49.30 to 51.56		

The amount programmed for this contract is \$ 160,200,000. The location and description of the proposed work are as follows:

The proposed project is located in Mohave County. The project limits on I-40 are from MP 48.87 to MP 48.92 and MP 49.30 to MP 51.56; on US 93 from MP 69.36 to MP 71.16. Project consists of construction of new System Interchange to provide free flow, grade-separated ramps to service I-40 westbound to US 93 northbound and US 93 southbound to I-40 eastbound; widening and rehabilitation of White Cliff Rd. overpass eastbound and westbound; construction of new Clack Canyon Wash overpass westbound; rehabilitation of Clack Canyon Wash overpass deck eastbound; rehabilitation of Beale Street overpass deck eastbound and westbound; demolition of structures on parcels B-1954 and B-1955, drainage work, lighting, signage, pavement markings, traffic control and other related work.

The time allowed for the completion of the work included in this contract will be **660** 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 8.36 .

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 21. 2023

**ARIZONA DEPARTMENT OF TRANSPORTATION  
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
CONTRACTS AND SPECIFICATIONS SECTION**

## BID RESULTS

**Completion Date:**

120 Working Days

The proposed project is located in the La Paz County on US 60 approximately 26 miles north of Quartzsite. The project begins at MP 45.72 and ends at MP 49.60. The work consists of milling the existing asphaltic concrete pavement and replacing it with new asphaltic concrete pavement. Additional work includes replacing guardrail terminals, replacing pavement markings, and other miscellaneous work.

Bid Opening Date : 2/2/2024, Prequalification Required, Engineer Specialist : Patwary Mohammed

Project No.	Highway Termini	Location	Item
060 LA 045 F050301C 060-A-(216)T	QUARTSITE-WICKENBURG HIGHWAY (US 60)	Vicksburg to SR72 SouthWest District	102473

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$4,888,888.00	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-
2	\$4,949,494.94	FISHER SAND & GRAVEL CO.	1302 W. DRIVERS WAY TEMPE, AZ 85284-
3	\$4,998,005.00	EARTH RESOURCES CORPORATION	300 S. LATILLA LANE DEWEY, AZ 86327-
4	\$5,504,440.40	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
	\$5,641,858.00	DEPARTMENT	
5	\$5,806,872.94	PAVECO, INC.	P.O. BOX 1067 SUN CITY, AZ 85372-

Rank	Bid Amount	Contractor Name	Address of Contractor
6	\$5,942,000.00	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-

**Apparent Low Bidder is 13.3% Under Department Estimate (Difference = (\$752,970.00))**

## ARIZONA DEPARTMENT OF TRANSPORTATION

### ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 02, 2024, AT 11:00 A.M. (M.S.T.)

TRACS NO	060 LA 045 F050301C
PROJECT NO	060-A(216)T
TERMINI	QUARTZSITE-WICKENBURG HIGHWAY (US 60)
LOCATION	EAST OF VICKSBURG ROAD – JCT SR 72

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
060	45.72 to 49.60	SOUTHWEST	102473

The amount programmed for this contract is \$8,660,000. The location and description of the proposed work are as follows:

The proposed project is located in La Paz County on US 60 approximately 26 miles north of Quartzsite. The project begins at MP 45.72 and ends at MP 49.60. The work consists of milling the existing asphaltic concrete pavement and replacing it with new asphaltic concrete pavement. Additional work includes replacing guardrail terminals, replacing pavement markings, and other miscellaneous work.

The time allowed for the completion of the work included in this contract will be 120 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d 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 5.91.

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 two weeks 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: 12/21/2023

**ARIZONA DEPARTMENT OF TRANSPORTATION  
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
CONTRACTS AND SPECIFICATIONS SECTION**

## BID RESULTS

**Completion Date:**

55 Working Days

The proposed project is located in Graham County on US 191, starting at MP 131.04 and extending north to MP 139.00, near Safford. The work consists of milling the existing friction course and replacing it with a hot applied chip seal coat and micro-surfacing. The work also includes spot repairs, pavement marking, and other related work.

Bid Opening Date : 2/9/2024, Prequalification Required, Engineer Specialist : Yusuf Kadem

Project No.	Highway Termini	Location	Item
191 GH 131 F056701C 191-C-(226)T	SAFFORD-SPRINGERVILLE HIGHWAY (US 191)	US70 - Black Hills Country Byw SouthEast District	103499

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$2,167,799.47	CACTUS TRANSPORT II, INC.	8211 WEST SHERMAN STREET TOLLESON, AZ 85353-
2	\$2,176,522.00	VSS INTERNATIONAL, INC.	3785 Channel Drive West Sacramento, CA 95691-
	\$2,270,417.30	DEPARTMENT	
3	\$2,288,800.00	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-

**Apparent Low Bidder is 4.5% Under Department Estimate (Difference = (\$102,617.83))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: FRIDAY, FEBRUARY 9, 2024, AT 11:00 A.M. (M.S.T.)

TRACS NO	191 GH 131 F0567 01C
PROJECT NO	191-C(226)T
TERMINI	SAFFORD-SPRINGERVILLE HIGHWAY (US 191)
LOCATION	US 70 TO BLACK HILLS COUNTRY BYWAY

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 191	131.04 to 139.00	SOUTHEAST	103499

The amount programmed for this contract is \$3,500,000. The location and description of the proposed work are as follows:

The proposed project is located in Graham County on US 191, starting at MP 131.04 and extending north to MP 139.00, near Safford. The work consists of milling the existing friction course and replacing it with a hot applied chip seal coat and micro-surfacing. The work also includes spot repairs, pavement marking, and other related work.

The time allowed for the completion of the work included in this contract will be 35 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 3.75.

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: 6/22/2023

**ARIZONA DEPARTMENT OF TRANSPORTATION  
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
CONTRACTS AND SPECIFICATIONS SECTION**

## BID RESULTS

**Completion Date:**

345 Working Days

The proposed project is located in the La Paz County on US 60 between mile post 61.67 and mile post 62.43. The work consists of removing and replacing existing bridge with new seven span UBT-42 girder bridge. In addition, the project includes roadway approach widening, guardrail reconstruction, pavement markings, and other miscellaneous work. Project plans, special provisions, and proposal pamphlets, as electronic files, are available free of charge from the Contracts and Specifications website.

Bid Opening Date : 2/9/2024, Prequalification Required, Engineer Specialist : Patwary Mohammed

Project No.	Highway Termini	Location	Item
060 LA 062 F029701C 060-A-(213)T	QUARTZSITE-WICKENBURG HWY (US 60)	US 60 at Centennial Wash Bridg NorthWest District	100202

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$11,349,271.00	DEPARTMENT	
1	\$13,707,564.30	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
2	\$13,833,940.63	SEMA CONSTRUCTION, INC.	7353 S EAGLE STREET CENTENNIAL, CO 80112-
3	\$13,996,690.00	C S CONSTRUCTION, INC.	22023 N. 20TH AVENUE SUITE A PHOENIX, AZ 85027-
4	\$14,696,969.69	FISHER SAND & GRAVEL CO.	1302 W. DRIVERS WAY TEMPE, AZ 85284-
5	\$14,833,677.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714-

**Apparent Low Bidder is 20.8% Over Department Estimate (Difference = \$2,358,293.30)**

# ARIZONA DEPARTMENT OF TRANSPORTATION

## ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 09, 2024, AT 11:00 A.M. (M.S.T.)

TRACS NO            060 LA 061 F029701C  
PROJECT NO        060-A(213)T  
TERMINI            QUARTZSITE-WICKENBURG HIGHWAY (US 60)  
LOCATION            CENTENNIAL WASH BRIDGE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
060	61.67 to 62.43	NORTHWEST	100202

The amount programmed for this contract is \$17,950,000. The location and description of the proposed work are as follows:

The proposed project is located in La Paz County on US 60 between mile post 61.67 and mile post 62.43. The work consists of removing and replacing existing bridge with new seven span UBT-42 girder bridge. In addition, the project includes roadway approach widening, guardrail reconstruction, pavement markings, and other miscellaneous work.

The time allowed for the completion of the work included in this contract will be 345 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 5.75.

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 two weeks 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: 12/21/23



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 Greenlee County within the Town of Clifton on Frisco Avenue over the Chase Creek Wash. The proposed work consists of constructing a new bridge, realigning the Frisco Avenue, constructing the bridge approaches, and other related work.

Bid Opening Date : 1/19/2024, Prequalification Required, Engineer Specialist : Sunder Shiva

Project No.	Highway Termini	Location	Item
0000 GE CLF T028501C CLF-0-(202)T	TOWN OF CLIFTON	Frisco Ave Bridge SouthEast District	101949

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$1,282,920.00	DEPARTMENT	
1	\$2,197,112.00	MERIDIAN ENGINEERING COMPANY	3855 NORTH BUSINESS CENTER DRIVE TUCSON , AZ 85705-

**Apparent Low Bidder is 71.3% Over Department Estimate (Difference = \$914,192.00)**

## ARIZONA DEPARTMENT OF TRANSPORTATION

### ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 17, 2023, AT 11:00 A.M. (M.S.T.)

TRACS NO	0000 GE CLF T028501C
PROJECT NO	CLF-0(202)T
TERMINI	TOWN OF CLIFTON
LOCATION	CHASE CREEK BRIDGE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	SOUTHEAST	101949

The amount programmed for this contract is \$1,193,000. The location and description of the proposed work are as follows:

The proposed project is located in Greenlee County within the Town of Clifton on Frisco Avenue over the Chase Creek Wash. The proposed work consists of constructing a new bridge, realigning the Frisco Avenue, constructing the bridge approaches, 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 4.57.

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: 07/07/23