

ARIZONA STATE TRANSPORTATION BOARD

Katie Hobbs, Governor

Jenn Daniels, Chair
Ted Maxwell, Vice Chair
Jenny Howard, Member
Sam Elters, Member
Jamescita Peshlakai, Member
Richard Searle, Member
Vacant, 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 potential health risks at large 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 hearing 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, February 21, 2025, 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, February 21, 2025, relating to any items on the agenda. Pursuant to A.R.S. 38-431.03 (A), the Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

CIVIL RIGHTS

Pursuant to Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, sex or disability. Persons that require a reasonable accommodation based on language or disability should contact the Civil Rights Office at (602) 712-8946 or email CivilRightsOffice@azdot.gov. Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

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

AGENDA

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

ORDER DEFERRAL AND ACCELERATIONS OF AGENDA ITEMS, VOTE WITHOUT DISCUSSION

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

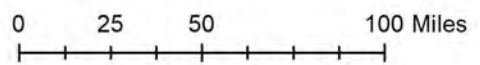
The Chairman will poll the members of the Board at the commencement of the meeting with regard to which items require discussion. Any agenda item identified by any Board member as one requiring discussion will be accelerated ahead of those items not identified as requiring discussion. All such accelerated agenda items will be individually considered and acted upon ahead of all other agenda items. With respect to all agenda items not accelerated. i.e., those items upon which action has been deferred until later in the meeting, the Chairman will entertain a single motion and a single second to that motion and will call for a single vote of the members without any discussion of any agenda items so grouped together and so singly acted upon. Accordingly, in the event any person desires to have the Board discuss any particular agenda item, such person should contact one of the Board members before the meeting or ADOT Staff, at 206 South 17th Avenue, Room 135, Phoenix, Arizona 85007, or by phone (602) 712-4259. Please be prepared to identify the specific agenda item or items of interest.

Dated this 13th day of February, 2025

State Highway System with Railroads & Airports



- | | | |
|---|----------------|---|
|  | Airport | State Highway System |
|  | Cities & Towns |  Interstate |
|  | Railroad |  US Highway |
|  | County Line |  State Route |



Note:
The State of Arizona makes no claims concerning the accuracy of this map nor assumes any liability resulting from the use of the information herein.

Prepared by:
Arizona Department of Transportation
Multimodal Planning Division
Geospatial Analysis Section
mpdgis@azdot.gov 2023005 November 2023

ARIZONA STATE TRANSPORTATION BOARD

**STATE TRANSPORTATION BOARD
IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE
BOARD MEETING
City of Surprise
16000 N. Civic Center Plaza
Surprise, Arizona 85374
9:00 a.m., Friday, February 21, 2025**

Telephonic Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a board meeting open to the public on Friday, February 21, 2025, 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 16000 N. Civic Center Plaza, Surprise, Arizona 85374 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. 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, February 21, 2025. 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 Chair Daniels

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. 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 (Amy Love)**
- 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—

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 — Randy Everett, Central District Administrator)

***ITEM 3: Consent Agenda**

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

Items on the Consent Agenda generally consist of the following:

- Minutes of previous Board Meeting
- Minutes of Special Board Meeting
- Minutes of Study Sessions
- Right-of-Way Resolutions
- Construction Contracts that have no bidder protest or State Engineer inquiry and meet the following criteria:
 - Low bidder is no more than 15% under state estimate
 - Low bidder is no more than 10% over state estimate
- Programming changes for items that are a part of the approved scope of the project if they do not exceed 15% or \$200,000, whichever is lesser.

ITEM 4: Financial Report

Staff will provide an update on financing issues and summaries on the items listed below:

(For information and discussion only — Kristine Ward, Chief Financial Officer)

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

ITEM 5: 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) Overview of the Planning to Program (P2P) Process
- C) SR 347
- D) US 95 project from Imperial Dam Road to Aberdeen Road
- E) Last Minute items

(For information and discussion only — Iqbal Hossain, Acting Division Director, Multimodal Planning Division)

***ITEM 6: 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) Northern Arizona Council of Governments, US 191 from MP 453 to MP 499
- B) Apache County, Stanford Drive from SR 61 to Leighton Rd

(For information and possible action — Iqbal Hossain, Acting Division Director, Multimodal Planning Division or Lisa Danka, Program Manager)

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

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Staff will present recommended PPAC actions to the Board including consideration of changes to the FY2025 - 2029 Statewide Transportation Facilities Construction Program.

(For discussion and possible action — Iqbal Hossain, Acting Division Director, Multimodal Planning Division)

***ITEM 8: 2026-2030 Tentative Five-Year Transportation Facilities Construction Program Review and Approval for Public Hearing and Comment**

Staff will present its recommendations for the FY 2026-2030 Tentative Five Year Transportation Facilities Construction Program; FY 2026-2030 Statewide Subprograms; FY 2026-2030 State Highway Construction Program (excluding MAG & PAG), FY 2026-2030 PAG Regional Transportation Highway Program, FY 2026-2030 MAG Regional Transportation Plan Freeway Program, Lifecycle Construction Program, and the FY 2026-2030 Airport Capital Improvement Program. Staff will request Board approval to publish the tentative program for public review and comment prior to the public hearing scheduled for May 16, 2025.

(For discussion and possible action — Kristine Ward, Chief Financial Officer and , Iqbal Hossain, Acting Division Director, Multimodal Planning Division)

ITEM 9: State Engineer's Report

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 10: Construction Contracts**

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

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

ITEM 11: 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)

*ITEM 3a: RES. NO. 2025-02-A-005
 PROJECT: 095 YU 044 F0605 / 095-B(219)T
 HIGHWAY: SAN LUIS – YUMA – QUARTZSITE
 SECTION: Imperial Dam Rd. – Castle Dome Mine Rd.
 ROUTE NO.: U. S. Route 95
 DISTRICT: Southwest
 COUNTY: Yuma
 RECOMMENDATION: Establish new right of way as a state route and state highway to accommodate design change and facilitate the imminent construction phase of the above referenced widening improvement project necessary for improved traffic flow and enhanced convenience and safety for the traveling public.

*ITEM 3b: RES. NO. 2025-02-A-006
 PROJECT: I-10-3(96)
 HIGHWAY: PHOENIX – CASA GRANDE
 SECTION: 7th Street – 16th Street
 ROUTE NO.: Interstate Route 10
 DISTRICT: Central
 COUNTY: Maricopa
 DISPOSAL: D – C – 100
 RECOMMENDATION: Abandon to the City of Phoenix, in accordance with Intergovernmental Agreement No. 21-0008449, dated January 13, 2023, and any and all Amendments thereto, right of way acquired for construction of Interstate 10 that is no longer needed for the State Transportation System, and can be better managed by the Local Public Agency.

*ITEM 3c: RES. NO. 2025-02-A-007
 PROJECTS: 360 MA 000 H0445 01R / QF-028-1(9); and
 202L MA 030 H5783 01R / RAM 202-B-700
 HIGHWAY: SUPERSTITION FREEWAY (PHOENIX – GLOBE HIGHWAY)
 SECTION: Ellsworth Road Traffic Interchange (North Segment)
 ROUTE NO.: U. S. Route 60
 DISTRICT: Central
 COUNTY: Maricopa
 DISPOSAL: D – C – 117-E
 RECOMMENDATION: Abandon to the County of Maricopa, in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated December 09, 2024, right of way acquired for construction of the Superstition Freeway that is no longer needed for the State Transportation System, and can be better managed by the Local Public Agency.

*ITEM 3d: RES. NO. 2025-02-A-008
 PROJECTS: F-053-1-706; ER-053-1(16); and 202L MA 016 H3878 01R / STP-600-8(7)
 HIGHWAY: MESA – PAYSON
 SECTION: Country Club Drive at Salt River
 ROUTE NO.: State Route 87
 DISTRICT: Central
 COUNTY: Maricopa
 DISPOSAL: D – C – 130
 RECOMMENDATION: Abandon to the City of Mesa, in accordance with Intergovernmental Agreement No. 90-106, dated May 15, 1991, and any and all Amendments thereto, right of way acquired for construction of the State Route 87 / State Route 202L Traffic Interchange that is no longer needed for the State Transportation System, and can be better managed by the Local Public Agency.

*ITEM 3e: RES. NO. 2025-02-A-009
 PROJECT: 010 MA 122 F0486 / 010-B(222)T
 HIGHWAY: EHRENBERG – PHOENIX
 SECTION: Jackrabbit Trail T. I.
 ROUTE NO.: Interstate Route 10
 DISTRICT: Central
 COUNTY: Maricopa
 RECOMMENDATION: Establish new right of way as a state route to be utilized for the above referenced traffic interchange improvement project necessary for increased capacity and enhanced convenience and safety for the traveling public.

*ITEM 3f: RES. NO. 2025-02-A-010
 PROJECT: 387 PN 002 F0642 / 387-A(206)T
 HIGHWAY: CASA GRANDE – I-10 – COOLIDGE
 SECTION: Viola St. and Pinal Ave.
 ROUTE NO.: State Route 387
 DISTRICT: Southcentral
 COUNTY: Pinal
 PARCEL: 11 – 1172
 RECOMMENDATION: Establish new temporary construction easement right of way for the above referenced traffic signal installation improvement project necessary to enhance convenience and safety for the traveling public.

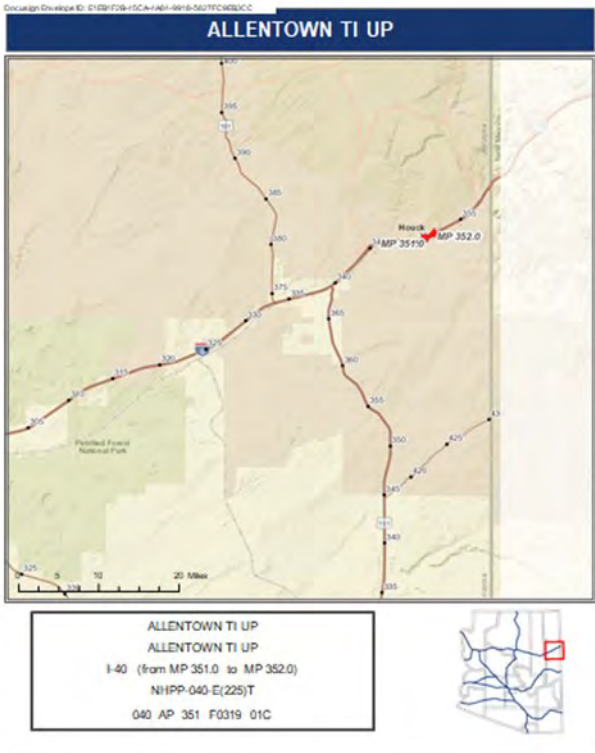
*ITEM 3g: RES. NO. 2025-02-A-011
 PROJECT: 085 PM 042 F0672 / 085-A(209)T
 HIGHWAY: GILA BEND – LUKEVILLE
 SECTION: Elota Avenue – MP60
 ROUTE NO.: State Route 85
 DISTRICT: Southcentral
 COUNTY: Pima
 PARCEL: 10 – 2150
 RECOMMENDATION: Establish new temporary construction easement right of way for the above referenced project to be utilized for pavement preservation and ADA sidewalk improvements necessary to enhance convenience and safety for the traveling public.

*ITEM 3h: RES. NO. 2025-02-A-012
 PROJECTS: F-065-1-709; B-065-1-710; F-065-1-806; 095 MO 239 H3167 01R / STP-065-1(13); 095 MO 236 H3201 01R / F-065-1-713; and 095 MO 227 F0450
 HIGHWAY: TOPOCK – DAVIS DAM
 SECTION: Bullhead City
 ROUTE NO.: State Route 95
 DISTRICT: Northwest
 COUNTY: Mohave
 DISPOSAL: D – NW – 019-B
 RECOMMENDATION: Extinguish and relinquish to the Arizona State Land Department, in accordance with Intergovernmental Agreement No. 23-0009324, dated September 28, 2023, all Amendments thereto, and according to law, all right of way acquired from said Department for State Route 95 that is no longer needed for the State Transportation System and can be better managed by the Local Public Agency upon its reassignment to the City of Bullhead.

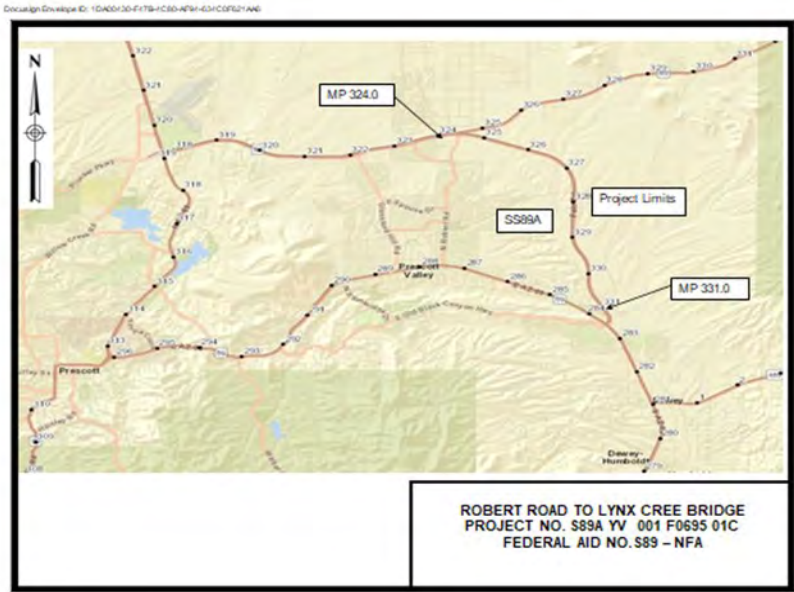
*ITEM :3i BOARD DISTRICT NO.: 2
BIDS OPENED: JANUARY 17, 2025
HIGHWAY: TUCSON-BENSON HWY (I-10)
SECTION: AMOLE RR OP EB/WB, AMOLE TIOP
COUNTY: PIMA
ROUTE NO.: I-10
PROJECT : TRACS: 010-E(231)T: 010 PM 291 F042601C
FUNDING: 99.34% FED 0.66% STATE
LOW BIDDER: GRANITE CONSTRUCTION COMPANY
LOW BID AMOUNT: \$ 6,288,521.00
STATE ESTIMATE: \$ 5,901,831.60
\$ OVER ESTIMATE: \$ 386,689.40
% OVER ESTIMATE: 6.6%
PROJECT DBE GOAL: 6.91%
BIDDER DBE PLEDGE: 6.98%
NO. BIDDERS: 5
RECOMMENDATION: AWARD



*ITEM : 3j BOARD DISTRICT NO.: 5
 BIDS OPENED: JANUARY 31, 2025
 HIGHWAY: HOLBROOK – LUPTON HIGHWAY (I-40)
 SECTION: ALLENTOWN TI UP (STRUCTURE # 956)
 COUNTY: APACHE
 ROUTE NO.: I-40
 PROJECT : TRACS: 040-E(225)T; 040 AP 351 F031901C
 FUNDING: 94.34% FED 5.66% STATE
 LOW BIDDER: FNF CONSTRUCTION, INC.
 LOW BID AMOUNT: \$ 7,800,223.55
 STATE ESTIMATE: \$ 9,127,087.00
 \$ UNDER ESTIMATE: \$ 1,326,863.45
 % UNDER ESTIMATE: 14.5%
 PROJECT DBE GOAL: 3.46%
 BIDDER DBE PLEDGE: 4.01%
 NO. BIDDERS: 5
 RECOMMENDATION: AWARD



*ITEM : 3k BOARD DISTRICT NO.: 6
 BIDS OPENED: JANUARY 17, 2025
 HIGHWAY: SPUR TO SR 69
 SECTION: ROBERT RD – LYNX CREEK BRIDGE
 COUNTY: YAVAPAI
 ROUTE NO.: SS 89A
 PROJECT : TRACS: S89-A-NFA: S89A YV 324 F069501C
 FUNDING: 100% STATE
 LOW BIDDER: CACTUS TRANSPORT II, LLC.
 LOW BID AMOUNT: \$ 5,498,106.67
 STATE ESTIMATE: \$ 5,937,406.55
 \$ UNDER ESTIMATE: \$ 439,299.88
 % UNDER ESTIMATE: 7.4%
 PROJECT DBE GOAL: N/A
 BIDDER DBE PLEDGE: N/A
 NO. BIDDERS: 6
 RECOMMENDATION: AWARD



February 21, 2025

RES. NO. 2025-02-A-005
PROJECT: 095 YU 044 F0605 / 095-B(219)T
HIGHWAY: SAN LUIS - YUMA - QUARTZSITE
SECTION: Imperial Dam Rd. - Castle Dome Mine Rd.
ROUTE NO.: U.S. Route 95
DISTRICT: Southwest
COUNTY: Yuma

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment of new right of way as a state route and state highway for the improvement of the San Luis - Yuma - Quartzsite Highway, U. S. Route 95, within the above referenced project.

The existing right of way was previously established by various resolutions placed of record over the years by the Arizona State Highway Commission, and/or its successor, the Arizona State Transportation Board, which became the governing body of the State Transportation System on July 01, 1974.

New right of way is now needed to accommodate design change and facilitate the imminent construction phase of the above referenced widening project for improved traffic flow and enhanced convenience and safety for the traveling public.

Accordingly, it is necessary to acquire and establish the new right of way as a state route and state highway for this improvement project.

The new right of way to be established as a state route and state highway and acquired for necessary improvements is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the SAN LUIS - YUMA - QUARTZSITE HIGHWAY, Imperial Dam Rd. - Castle Dome Mine Rd., Project 095 YU 044 F0605 / 095-B(219)T".

February 21, 2025

RES. NO. 2025-02-A-005
PROJECT: 095 YU 044 F0605 / 095-B(219)T
HIGHWAY: SAN LUIS - YUMA - QUARTZSITE
SECTION: Imperial Dam Rd. - Castle Dome Mine Rd.
ROUTE NO.: U. S. Route 95
DISTRICT: Southwest
COUNTY: Yuma

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

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

I further recommend the immediate establishment of existing county, town and city roadways into the state highway system as a state route and state highway, which are necessary for or incidental to the improvement as delineated on said maps and plans, to be effective upon signing of this recommendation. This resolution is considered the conveying document for such existing county, town and city roadways; and no further conveyance is legally required.

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

Respectfully submitted,

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

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

February 21, 2025

RES. NO. 2025-02-A-005
PROJECT: 095 YU 044 F0605 / 095-B(219)T
HIGHWAY: SAN LUIS - YUMA - QUARTZSITE
SECTION: Imperial Dam Rd. - Castle Dome Mine Rd.
ROUTE NO.: U. S. Route 95
DISTRICT: Southwest
COUNTY: Yuma

RESOLUTION OF ESTABLISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on February 21, 2025, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the acquisition and establishment of new right of way as a state route and state highway for the improvement of the San Luis - Yuma - Quartzsite Highway, U. S. Route 95, as set forth in the above referenced project.

New right of way is now needed to accommodate design change and facilitate the imminent construction phase of the above referenced widening project for improved traffic flow and enhanced convenience and safety for the traveling public.

Accordingly, it is necessary to acquire and establish the new right of way as a state route and state highway for this improvement project.

The new right of way to be established as a state route and state highway and acquired for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the SAN LUIS - YUMA - QUARTZSITE HIGHWAY, Imperial Dam Rd. - Castle Dome Mine Rd., Project 095 YU 044 F0605 / 095-B(219)T".

WHEREAS establishment as a state route and state highway, and acquisition of the new right of way as an estate in fee, or such other interest as required, is necessary for this improvement, with authorization pursuant to Arizona Revised Statutes §§ 28-7092 and 28-7094, to include advance, future and early acquisition, access rights, exchanges or donations, haul roads,

February 21, 2025

RES. NO. 2025-02-A-005
PROJECT: 095 YU 044 F0605 / 095-B(219)T
HIGHWAY: SAN LUIS - YUMA - QUARTZSITE
SECTION: Imperial Dam Rd. - Castle Dome Mine Rd.
ROUTE NO.: U.S. Route 95
DISTRICT: Southwest
COUNTY: Yuma

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

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended acquisition and establishment of the new right of way as a state route and state highway needed for this improvement; and

WHEREAS the existing county, town or city roadways, as delineated on said maps and plans, are hereby established as a state route and state highway by this resolution action; and this resolution is considered the conveying document for such existing county, town and city roadways; and no further conveyance is required; 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 right of way depicted in Appendix "A" is hereby designated a state route and state highway, to include any existing county, town or city roadways necessary for or incidental to the improvements as delineated on said maps and plans; be it further

RESOLVED that the Deputy Director is hereby authorized to acquire by lawful means, pursuant to Arizona Revised Statutes §§ 28-7092 and 28-7094, an estate in fee, or such other interest as required, to include advance, future and early acquisition, access rights, exchanges or donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans; be it further

February 21, 2025

RES. NO. 2025-02-A-005
PROJECT: 095 YU 044 F0605 / 095-B(219)T
HIGHWAY: SAN LUIS - YUMA - QUARTZSITE
SECTION: Imperial Dam Rd. - Castle Dome Mine Rd.
ROUTE NO.: U. S. Route 95
DISTRICT: Southwest
COUNTY: Yuma

RESOLVED that written notice has been provided to the County Board of Supervisors in accordance with Arizona Revised Statutes § 28-7043, and to the affected governmental jurisdictions whose local existing roadways are being immediately established as a state route and state highway herein; and that this resolution is the conveying document for such existing county, town and city roadways; and no further conveyance is legally required; be it further

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

February 21, 2025

RES. NO. 2025-02-A-005
PROJECT: 095 YU 044 F0605 / 095-B(219)T
HIGHWAY: SAN LUIS - YUMA - QUARTZSITE
SECTION: Imperial Dam Rd. - Castle Dome Mine Rd.
ROUTE NO.: U. S. Route 95
DISTRICT: Southwest
COUNTY: Yuma

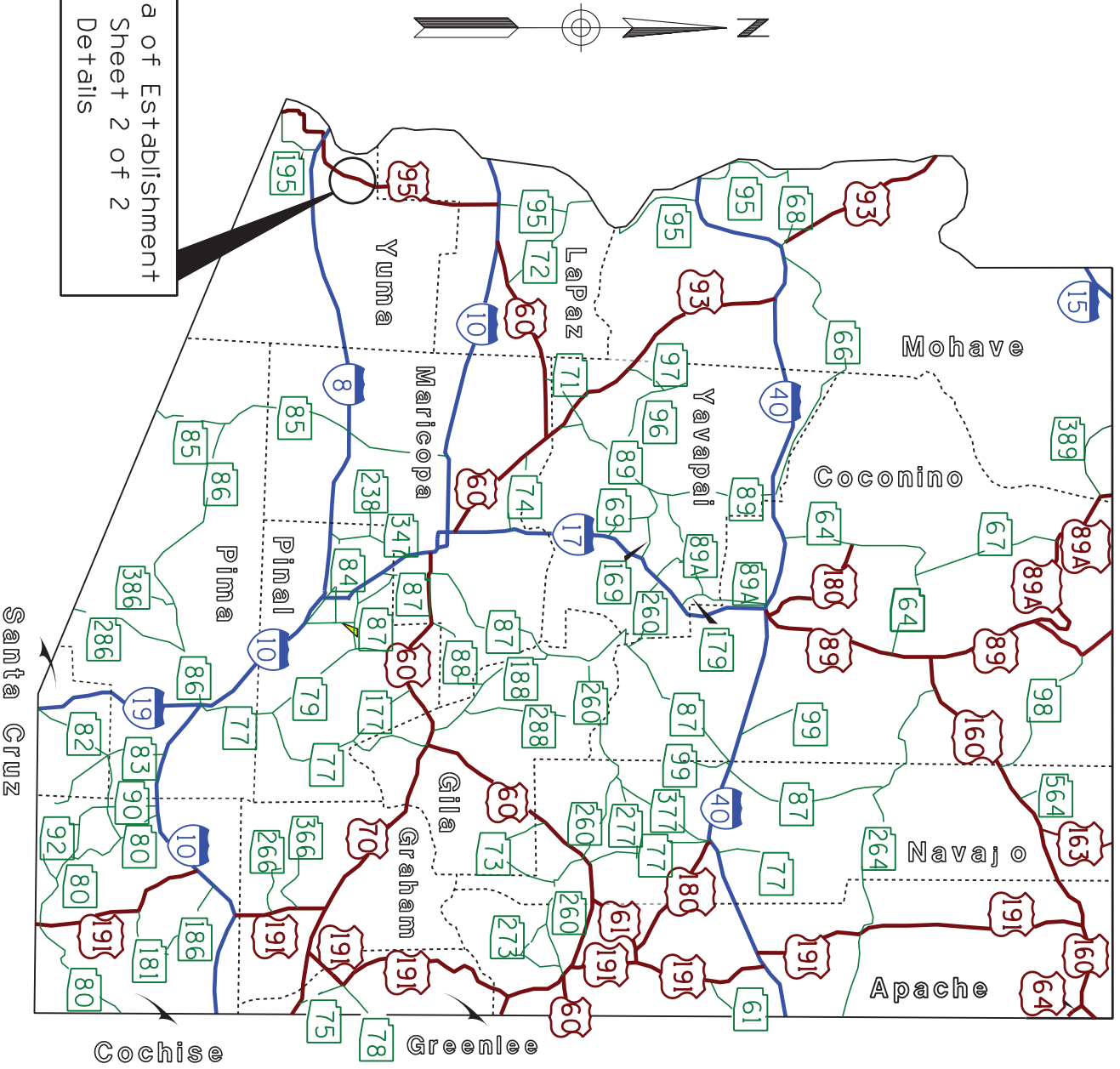
CERTIFICATION

I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on February 21, 2025.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on February 21, 2025.

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

Seal



Area of Establishment
See Sheet 2 of 2
for Details

095 YU 044 F0605 / 095-B(219)T
SAN LUIS - YUMA- QUARTZSITE HIGHWAY
Imperial Dam Rd. - Castle Dome
Mine Rd.
Yuma County

APPENDIX "A"

2025-02-A-005
February 21, 2025
Sheet 1 of 2



Southwest District
NOT TO SCALE

YUMA

Laguna
Army
Airfield

Martinez Lake Rd

T 6 S
T 7 S

R 21 W
R 20 W

To Quartzsite

Castle Dome Mine Rd

30 29
Aberdeen Rd

31 32

T 6 S
T 7 S

PROVING

U.S. 95

6 5

Imperial Dam Rd

14 13

23 24

R 21 W
R 20 W

To Yuma

GROUNDS

Area of Establishment 

095 YU 044 F0605 / 095-B(219)T
SAN LUIS - YUMA- QUARTZSITE HIGHWAY
Imperial Dam Rd. - Castle Dome
Mine Rd.
Yuma County

APPENDIX "A"

2025-02-A-005
February 21, 2025
Sheet 2 of 2

February 21, 2025

RES. NO. 2025-02-A-006
PROJECT: I-10-3(96)
HIGHWAY: PHOENIX - CASA GRANDE
SECTION: 7th Street - 16th Street
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 100

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the abandonment of certain right of way acquired for Phoenix - Casa Grande Highway within the above referenced project.

The right of way to be abandoned was previously established by various resolutions placed of record over the years by the Arizona State Highway Commission, and/or its successor, the Arizona State Transportation Board, which became the governing body of the State Transportation System on July 01, 1974.

The right of way to be abandoned is no longer needed for state transportation purposes. The City of Phoenix has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with Intergovernmental Agreement No. 21-0008449, dated January 13, 2023, and any and all Amendments thereto, executed pursuant to the provisions of Arizona Revised Statutes § 28-7209.

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

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plan of the PHOENIX - CASA GRANDE HIGHWAY, 7th Street - 16th Street, Project I-10-3(96)," and is shown in Appendix "A" attached hereto.

February 21, 2025

RES. NO. 2025-02-A-006
PROJECT: I-10-3(96)
HIGHWAY: PHOENIX - CASA GRANDE
SECTION: 7th Street - 16th Street
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 100

I further recommend that the right of way depicted in Appendix "A" be removed from the State Highway System and abandoned to the City of Phoenix, in accordance with that certain Intergovernmental Agreement No. 21-0008449, dated January 13, 2023, any and all Amendments thereto, and as provided in Arizona Revised Statutes §§ 28-7207 and 28-7209; subject to the retention of existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and subject to the reservation of a perpetual easement for ingress, egress and maintenance of said existing facilities and structures, if any, including, but not limited to: said access control, soundwalls, drainage, signage, utilities, and any and all appurtenances thereto, which shall remain intact and under control of the Arizona Department of Transportation, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project.

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

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

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

February 21, 2025

RES. NO. 2025-02-A-006
PROJECT: I-10-3(96)
HIGHWAY: PHOENIX - CASA GRANDE
SECTION: 7th Street - 16th Street
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 100

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

February 21, 2025

RES. NO. 2025-02-A-006
PROJECT: I-10-3(96)
HIGHWAY: PHOENIX - CASA GRANDE
SECTION: 7th Street - 16th Street
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 100

RESOLUTION OF ABANDONMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on February 21, 2025, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the abandonment of certain right of way to the City of Phoenix within the above referenced project.

The right of way to be abandoned is no longer needed for state transportation purposes. The City of Phoenix has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with Intergovernmental Agreement No. 21-0008449, dated January 13, 2023, and any and all Amendments thereto, executed pursuant to the provisions of Arizona Revised Statutes § 28-7209.

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

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plan of the PHOENIX - CASA GRANDE HIGHWAY, 7th Street - 16th Street, Project I-10-3(96)," and is shown in Appendix "A" attached hereto.

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

WHEREAS the City of Phoenix has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way

February 21, 2025

RES. NO. 2025-02-A-006
PROJECT: I-10-3(96)
HIGHWAY: PHOENIX - CASA GRANDE
SECTION: 7th Street - 16th Street
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 100

in accordance with Intergovernmental Agreement No. 21-0008449, dated January 13, 2023, and any and all Amendments thereto, executed pursuant to the provisions of Arizona Revised Statutes § 28-7209; and

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

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

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

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

February 21, 2025

RES. NO. 2025-02-A-006
PROJECT: I-10-3(96)
HIGHWAY: PHOENIX - CASA GRANDE
SECTION: 7th Street - 16th Street
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 100

RESOLVED that the right of way depicted in Appendix "A" is hereby removed from the State Highway System and abandoned to the City of Phoenix, in accordance with Intergovernmental Agreement No. 21-0008449, dated January 13, 2023, any and all Amendments thereto, and as provided in Arizona Revised Statutes §§ 28-7207, 28-7209 and 28-7210; be it further

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

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

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

February 21, 2025

RES. NO. 2025-02-A-006
PROJECT: I-10-3(96)
HIGHWAY: PHOENIX - CASA GRANDE
SECTION: 7th Street - 16th Street
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 100

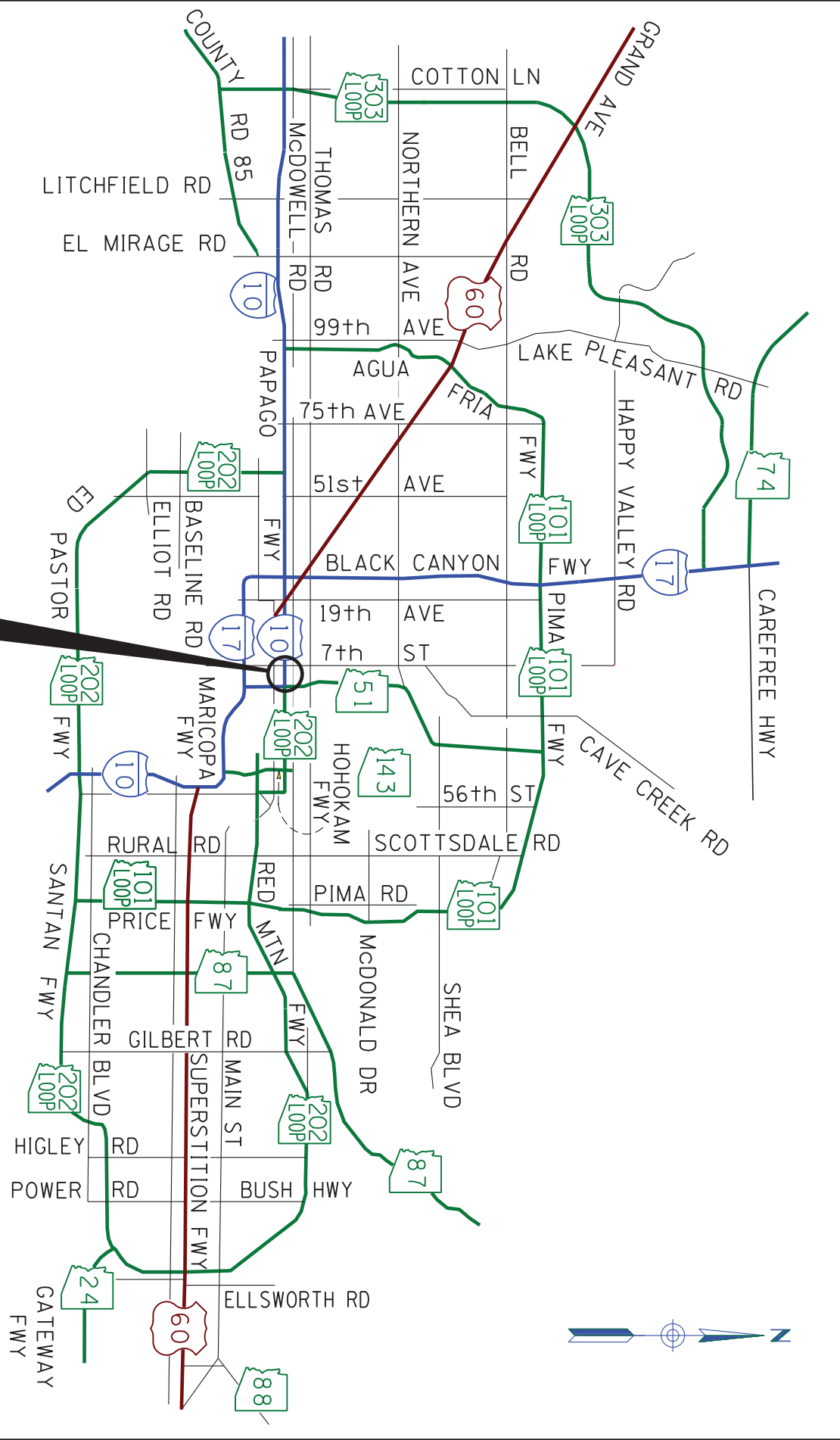
CERTIFICATION

I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on February 21, 2025.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on February 21, 2025.

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

Seal



Area of Abandonment
 See Sheet 2 of 2
 for Details

APPENDIX "A"

I-10-3(96)
 PHOENIX - CASA GRANDE HIGHWAY
 7th Street - 16th Street
 Maricopa County

CITY

Existing R/W

Culver St

1/16 Line

T I N
R S E



PHOENIX - CASA GRANDE HIGHWAY (PAPAGO FWY) I-10

OF

Section 4
Central District
NOT TO SCALE

BELLEVUE PLACE,
Book 16 of Maps, Page 10, M.C.R.

83.03'

141.16'

41.20'

ROSEMONT,
Book 6 of Maps,
Page 44, M.C.R.
Block 2

66.99'

67.32'

SASSE ADDITION,
Book 14 of Maps,
Page 15, M.C.R.
Block 1

Moreland St

43	44	45	46	47
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BELVEDERE,
Book 7 of Maps,
Page 1, M.C.R.

13th St

12	11	10	9	8	7	6	5	4	3	2	1
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Block 1

14th St

PHOENIX

Area of
Abandonment



ADOT Retains
Existing
Access Control

APPENDIX "A"

2025-02-A-006
February 21, 2025
Sheet 2 of 2

I-10-3(96)
PHOENIX - CASA GRANDE HIGHWAY
7th Street - 16th Street
Maricopa County

February 21, 2025

RES. NO. 2025-02-A-007
PROJECTS: 360 MA 000 H0445 01R / F-028-1(9); and
202L MA 030 H5783 01R / RAM 202-B-700
HIGHWAY: SUPERSTITION FREEWAY (PHOENIX - GLOBE HIGHWAY)
SECTION: Ellsworth Road Traffic Interchange(North Segment)
ROUTE NO.: U. S. Route 60
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 117-E

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the abandonment of certain right of way acquired for Superstition Freeway (Phoenix - Globe Highway) within the above referenced project.

The right of way to be abandoned was previously established by various resolutions placed of record over the years by the Arizona State Highway Commission, and/or its successor, the Arizona State Transportation Board, which became the governing body of the State Transportation System on July 01, 1974.

The right of way to be abandoned is no longer needed for state transportation purposes. The County of Maricopa has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated December 09, 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 in the attached Appendix "A" and on the maps and plans of the above referenced project.

February 21, 2025

RES. NO. 2025-02-A-007
PROJECTS: 360 MA 000 H0445 01R / F-028-1(9); and
202L MA 030 H5783 01R / RAM 202-B-700
HIGHWAY: SUPERSTITION FREEWAY (PHOENIX - GLOBE HIGHWAY)
SECTION: Ellsworth Road Traffic Interchange(North Segment)
ROUTE NO.: U. S. Route 60
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 117-E

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the SUPERSTITION HIGHWAY, Power Rd - Ellsworth Rd, Project F-028-1(9)", and on those entitled: "Right of Way Plans of the RED MOUNTAIN FREEWAY, U.S. 60 T.I., Project 202L MA 030 H5783 / RAM 202-B-700", and is shown in Appendix "A" attached hereto.

I further recommend that the right of way depicted in Appendix "A" be removed from the State Highway System and abandoned to the County of Maricopa, in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated December 09, 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, if any; and subject to the reservation of a perpetual easement for ingress, egress and maintenance of said existing facilities and structures, if any, including, but not limited to: said access control, soundwalls, drainage, signage, utilities, and any and all appurtenances thereto, which shall remain intact and under control of the Arizona Department of Transportation, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project.

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

February 21, 2025

RES. NO. 2025-02-A-007
PROJECTS: 360 MA 000 H0445 01R / F-028-1(9); and
202L MA 030 H5783 01R / RAM 202-B-700
HIGHWAY: SUPERSTITION FREEWAY (PHOENIX - GLOBE HIGHWAY)
SECTION: Ellsworth Road Traffic Interchange(North Segment)
ROUTE NO.: U. S. Route 60
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 117-E

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

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

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

February 21, 2025

RES. NO. 2025-02-A-007
PROJECTS: 360 MA 000 H0445 01R / F-028-1(9); and
202L MA 030 H5783 01R / RAM 202-B-700
HIGHWAY: SUPERSTITION FREEWAY (PHOENIX - GLOBE HIGHWAY)
SECTION: Ellsworth Road Traffic Interchange(North Segment)
ROUTE NO.: U. S. Route 60
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 117-E

RESOLUTION OF ABANDONMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on February 21, 2025, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the abandonment of certain right of way to the County of Maricopa within the above referenced project.

The right of way to be abandoned is no longer needed for state transportation purposes. The County of Maricopa has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated December 09, 2024, executed pursuant to the provisions of Arizona Revised Statutes § 28-7209.

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

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the SUPERSTITION HIGHWAY, Power Rd - Ellsworth Rd, Project F-028-1(9)", and on those entitled: "Right of Way Plans of the RED MOUNTAIN FREEWAY, U.S. 60 T.I., Project 202L MA 030 H5783 / RAM 202-B-700", and is shown in Appendix "A" attached hereto.

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

February 21, 2025

RES. NO. 2025-02-A-007
PROJECTS: 360 MA 000 H0445 01R / F-028-1(9); and
202L MA 030 H5783 01R / RAM 202-B-700
HIGHWAY: SUPERSTITION FREEWAY (PHOENIX - GLOBE HIGHWAY)
SECTION: Ellsworth Road Traffic Interchange(North Segment)
ROUTE NO.: U. S. Route 60
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 117-E

RESOLVED that the right of way depicted in Appendix "A" is hereby removed from the State Highway System and abandoned to the County of Maricopa, in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated December 09, 2024, and as provided in Arizona Revised Statutes §§ 28-7207, 28-7209 and 28-7210; be it further

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

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

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

February 21, 2025

RES. NO. 2025-02-A-007
PROJECTS: 360 MA 000 H0445 01R / F-028-1(9); and
202L MA 030 H5783 01R / RAM 202-B-700
HIGHWAY: SUPERSTITION FREEWAY (PHOENIX - GLOBE HIGHWAY)
SECTION: Ellsworth Road Traffic Interchange(North Segment)
ROUTE NO.: U. S. Route 60
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 117-E

WHEREAS the County of Maricopa has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated December 09, 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 area of abandonment, the State of Arizona, acting by and through its Department of Transportation, shall retain existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and shall reserve a perpetual easement for ingress, egress and maintenance of said existing facilities and structures, if any, including, but not limited to: said access control, soundwalls, drainage, signage, utilities, and any and all appurtenances thereto, which shall remain intact and under ADOT control, as depicted in the attached Appendix "A" and on said maps and plans; and

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

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

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

February 21, 2025

RES. NO. 2025-02-A-007
PROJECTS: 360 MA 000 H0445 01R / F-028-1(9); and
202L MA 030 H5783 01R / RAM 202-B-700
HIGHWAY: SUPERSTITION FREEWAY (PHOENIX - GLOBE HIGHWAY)
SECTION: Ellsworth Road Traffic Interchange(North Segment)
ROUTE NO.: U. S. Route 60
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 117-E

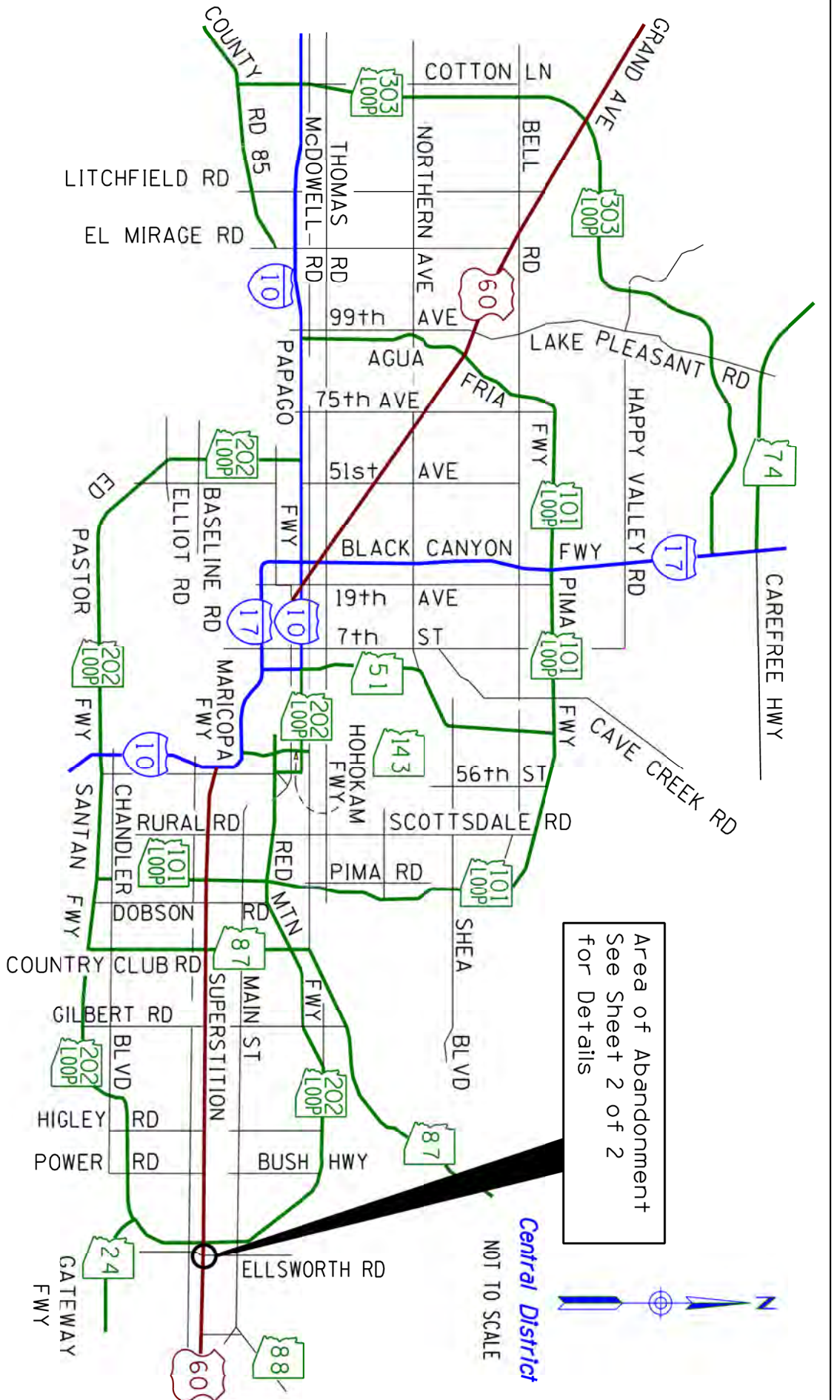
CERTIFICATION

I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on February 21, 2025.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on February 21, 2025.

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

Seal

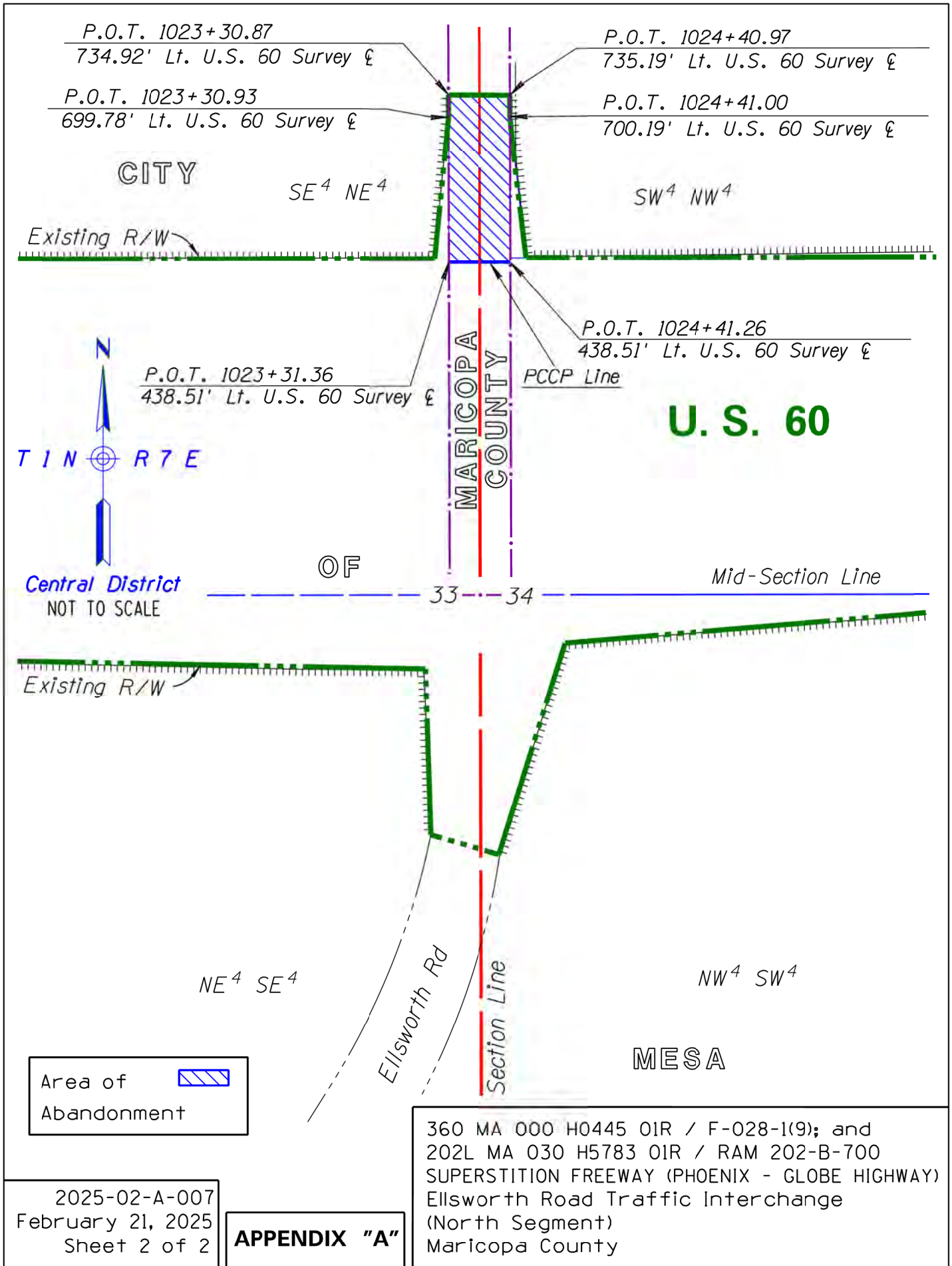


Area of Abandonment
See Sheet 2 of 2
for Details

360 MA 000 H0445 OIR / F-028-1(9); and
202L MA 030 H5783 OIR / RAM 202-B-700
SUPERSTITION FREEWAY (PHOENIX - GLOBE HIGHWAY)
Ellsworth Road Traffic Interchange
(North Segment)
Maricopa County

APPENDIX "A"

2025-02-A-007
February 21, 2025
Sheet 1 of 2



February 21, 2025

RES. NO. 2025-02-A-008
PROJECTS: F-053-1-706; ER-053-1(16); and 202L MA 016 H3878
01R/ STP-600-8(7)
HIGHWAY: MESA - PAYSON
SECTION: Country Club Drive at Salt River
ROUTE NO.: State Route 87
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 130

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the abandonment of certain right of way acquired for the Mesa - Payson Highway, State Route 87, within the above referenced project.

The right of way to be abandoned was previously established by various resolutions placed of record over the years by the Arizona State Highway Commission, and/or its successor, the Arizona State Transportation Board, which became the governing body of the State Transportation System on July 01, 1974.

The right of way to be abandoned is no longer needed for state transportation purposes. The City of Mesa has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with Intergovernmental Agreement No. 90-106, dated May 15, 1991, and any and all Amendments thereto, executed pursuant to the provisions of Arizona Revised Statutes § 28-7209.

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

February 21, 2025

RES. NO. 2025-02-A-008
PROJECTS: F-053-1-706; ER-053-1(16); and 202L MA 016 H3878
01R/ STP-600-8(7)
HIGHWAY: MESA - PAYSON
SECTION: Country Club Drive at Salt River
ROUTE NO.: State Route 87
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 130

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plan of the MESA - PAYSON HIGHWAY, Brown Rd. - McKellips Rd., Project F-053-1-706;", and on those entitled: "Right of Way Plan of the MESA - PAYSON HIGHWAY, Country Club Drive at Salt River, Project ER-053-1(16);" and on those entitled: "Right of Way Plans of the RED MOUNTAIN FREEWAY, McKellips Road - Country Club Drive, Project 202L MA 016 H3878 01R / STP-600-8(7), and is shown in Appendix "A" attached hereto.

I further recommend that the right of way depicted in Appendix "A" be removed from the State Highway System and abandoned to the City of Mesa, in accordance with Intergovernmental Agreement No. 90-106, dated May 15, 1991, and any and all Amendments thereto, and as provided in Arizona Revised Statutes §§ 28-7207 and 28-7209; subject to the retention of existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and subject to the reservation of a perpetual easement for ingress, egress and maintenance of said existing facilities and structures, if any, including, but not limited to: said access control, soundwalls, drainage, signage, utilities, and any and all appurtenances thereto, which shall remain intact and under control of the Arizona Department of Transportation, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project.

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

February 21, 2025

RES. NO. 2025-02-A-008
PROJECTS: F-053-1-706; ER-053-1(16); and 202L MA 016 H3878
01R/ STP-600-8(7)
HIGHWAY: MESA - PAYSON
SECTION: Country Club Drive at Salt River
ROUTE NO.: State Route 87
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 130

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

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

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

February 21, 2025

RES. NO. 2025-02-A-008
PROJECTS: F-053-1-706; ER-053-1(16); and 202L MA 016 H3878
01R / STP-600-8(7)
HIGHWAY: MESA - PAYSON
SECTION: Country Club Drive at Salt River
ROUTE NO.: State Route 87
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 130

RESOLUTION OF ABANDONMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on February 21, 2025, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the abandonment of certain right of way to the City of Mesa within the above referenced project.

The right of way to be abandoned is no longer needed for state transportation purposes. The City of Mesa has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with Intergovernmental Agreement No. 90-106, dated May 15, 1991, and any and all Amendments thereto, executed pursuant to the provisions of Arizona Revised Statutes § 28-7209.

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

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plan of the MESA - PAYSON HIGHWAY, Brown Rd. - McKellips Rd., Project F-053-1-706;", and on those entitled: "Right of Way Plan of the MESA - PAYSON HIGHWAY, Country Club Drive at Salt River, Project ER-053-1(16);" and on those entitled: "Right of Way Plans of the RED MOUNTAIN FREEWAY, McKellips Road - Country Club Drive, Project 202L MA 016 H3878 01R / STP-600-8(7), and is shown in Appendix "A" attached hereto.

February 21, 2025

RES. NO. 2025-02-A-008
PROJECTS: F-053-1-706; ER-053-1(16); and 202L MA 016 H3878
01R/ STP-600-8(7)
HIGHWAY: MESA - PAYSON
SECTION: Country Club Drive at Salt River
ROUTE NO.: State Route 87
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 130

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

WHEREAS the City of Mesa has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with Intergovernmental Agreement No. 90-106, dated May 15, 1991, and any and all Amendments thereto, executed pursuant to the provisions of Arizona Revised Statutes § 28-7209; and

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

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

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

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

February 21, 2025

RES. NO. 2025-02-A-008
PROJECTS: F-053-1-706; ER-053-1(16); and 202L MA 016 H3878
01R/ STP-600-8(7)
HIGHWAY: MESA - PAYSON
SECTION: Country Club Drive at Salt River
ROUTE NO.: State Route 87
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 130

RESOLVED that the right of way depicted in Appendix "A" is hereby removed from the State Highway System and abandoned to the City of Mesa, in accordance with Intergovernmental Agreement No. 90-106, dated May 15, 1991, and any and all Amendments thereto, and as provided in Arizona Revised Statutes §§ 28-7207, 28-7209 and 28-7210; be it further

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

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

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

February 21, 2025

RES. NO. 2025-02-A-008
PROJECTS: F-053-1-706; ER-053-1(16); and 202L MA 016 H3878
01R/ STP-600-8(7)
HIGHWAY: MESA - PAYSON
SECTION: Country Club Drive at Salt River
ROUTE NO.: State Route 87
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 130

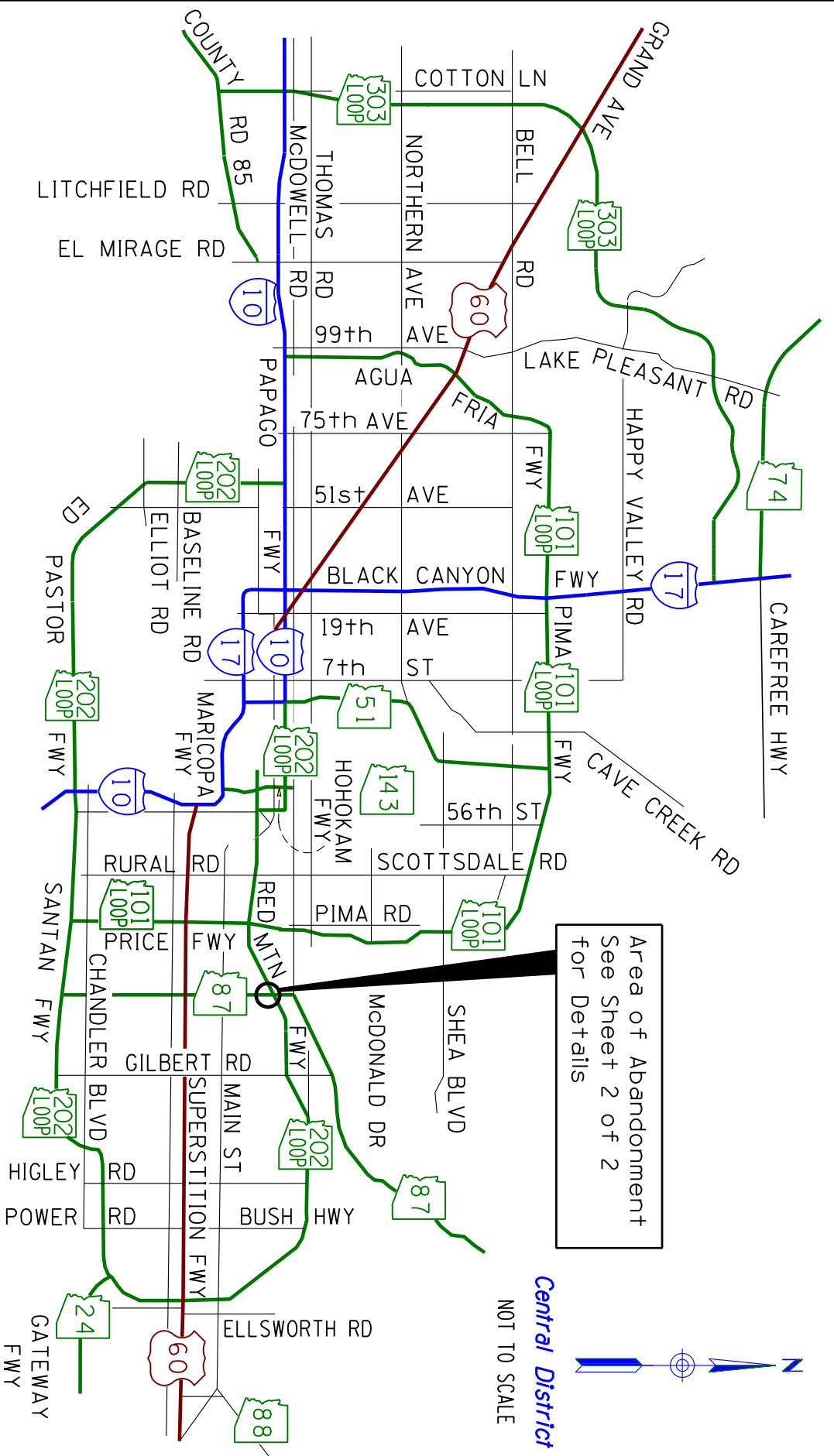
CERTIFICATION

I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on February 21, 2025.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on February 21, 2025.

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

Seal



Area of Abandonment
See Sheet 2 of 2
for Details



Central District
NOT TO SCALE

F-053-1-706; ER-053-1(16); and
202L MA 016 H3878 01R / STP-600-8(7)
MESA - PAYSON HIGHWAY
Country Club Drive at Salt River
Maricopa County

APPENDIX "A"

2025-02-A-008
February 21, 2025
Sheet 1 of 2

CITY

S. R. 202L

Approx. 1/16 Line

4 3

Section Line

P.O.T. 274+82.88

69.25' Rt. Exist. Country Club Dr ζ

P.O.T. 274+67.72

69.25' Rt. Exist. Country Club Dr ζ

P.O.T. 274+67.72

102.25' Rt. Exist. Country Club Dr ζ

P.O.T. 274+82.88

71.65' Lt. Exist. Country Club Dr ζ

P.O.T. 273+87.34

69.27' Lt. Exist. Country Club Dr ζ

Existing R/W

Existing R/W

P.O.T. 273+80.20

104.07' Rt. Exist. Country Club Dr ζ

P.O.T. 273+79.51

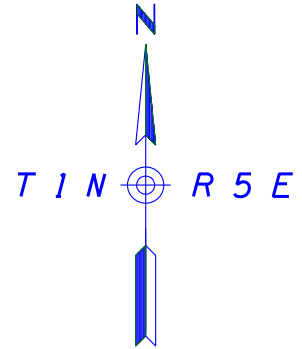
69.07' Rt. Exist. Country Club Dr ζ

OF

SE⁴ SE⁴

S. R. 87 (Country Club Dr)

SW⁴ SW⁴



Central District

NOT TO SCALE

P.I. 264+44.74 Exist. Country Club Dr ζ Ahd.

P.O.T. 264+46.73 Exist. Country Club Dr ζ Bk.

4 3

McKellips Rd

Section Line

9 10


P.O.T. 264+02.62

192.96' Lt. Exist. Country Club ζ

P.O.T. 263+76.23

50.00' Lt. Exist. Country Club ζ

PHOENIX

Area of  Abandonment

APPENDIX "A"

2025-02-A-008
February 21, 2025
Sheet 2 of 2

F-053-1-706; ER-053-1(16); and
202L MA 016 H3878 01R / STP-600-8(7)
MESA - PAYSON HIGHWAY
Country Club Drive at Salt River
Maricopa County

February 21, 2025

RES. NO. 2025-02-A-009
PROJECT: 010 MA 122 F0486 / 010-B(222)T
HIGHWAY: EHRENBURG - PHOENIX
SECTION: Jackrabbit Trail T.I.
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

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

The existing right of way was previously established by various resolutions placed of record over the years by the Arizona State Highway Commission, and/or its successor, the Arizona State Transportation Board, which became the governing body of the State Transportation System on July 01, 1974.

New right of way is now needed to be utilized for the above referenced traffic interchange improvement project for increased capacity and enhanced 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: "Final Design Concept Report, dated July of 2024, INTERSTATE 10 AND JACKRABBIT TRAIL TRAFFIC INTERCHANGE, Project 010 MA 122 F0486 / 010-B(222)T".

February 21, 2025

RES. NO. 2025-02-A-009
PROJECT: 010 MA 122 F0486 / 010-B(222)T
HIGHWAY: EHRENBERG - PHOENIX
SECTION: Jackrabbit Trail T.I.
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa

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, an estate in fee, or such other interest as required, including advance, future and early acquisition, access rights, exchanges, 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.

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

Respectfully submitted,

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

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

February 21, 2025

RES. NO. 2025-02-A-009
PROJECT: 010 MA 122 F0486 / 010-B(222)T
HIGHWAY: EHRENBURG - PHOENIX
SECTION: Jackrabbit Trail T.I.
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa

RESOLUTION OF ESTABLISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on February 21, 2025, 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 Ehrenberg-Phoenix Highway, Interstate Route 10, as set forth in the above referenced project.

New right of way is now needed to be utilized for the above referenced traffic interchange improvement project for increased capacity and enhanced 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: "Final Design Concept Report, dated July of 2024, INTERSTATE 10 AND JACKRABBIT TRAIL TRAFFIC INTERCHANGE, Project 010 MA 122 F0486 / 010-B(222)T".

WHEREAS establishment as a state route, and acquisition of the new right of way as an estate in fee, or such other interest as required, is necessary for this improvement, with authorization pursuant to Arizona Revised Statutes §§ 28-7092 and 28-7094 to include advance, future and early acquisition, access rights,

February 21, 2025

RES. NO. 2025-02-A-009
PROJECT: 010 MA 122 F0486 / 010-B(222)T
HIGHWAY: EHRENBURG - PHOENIX
SECTION: Jackrabbit Trail T.I.
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa

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, an estate in fee, or such other interest as required, to include advance, future and early acquisition, access rights, exchanges or donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans; be it further

February 21, 2025

RES. NO. 2025-02-A-009
PROJECT: 010 MA 122 F0486 / 010-B(222)T
HIGHWAY: EHRENBERG - PHOENIX
SECTION: Jackrabbit Trail T.I.
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa

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

February 21, 2025

RES. NO. 2025-02-A-009
PROJECT: 010 MA 122 F0486 / 010-B(222)T
HIGHWAY: EHRENBERG - PHOENIX
SECTION: Jackrabbit Trail T.I.
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa

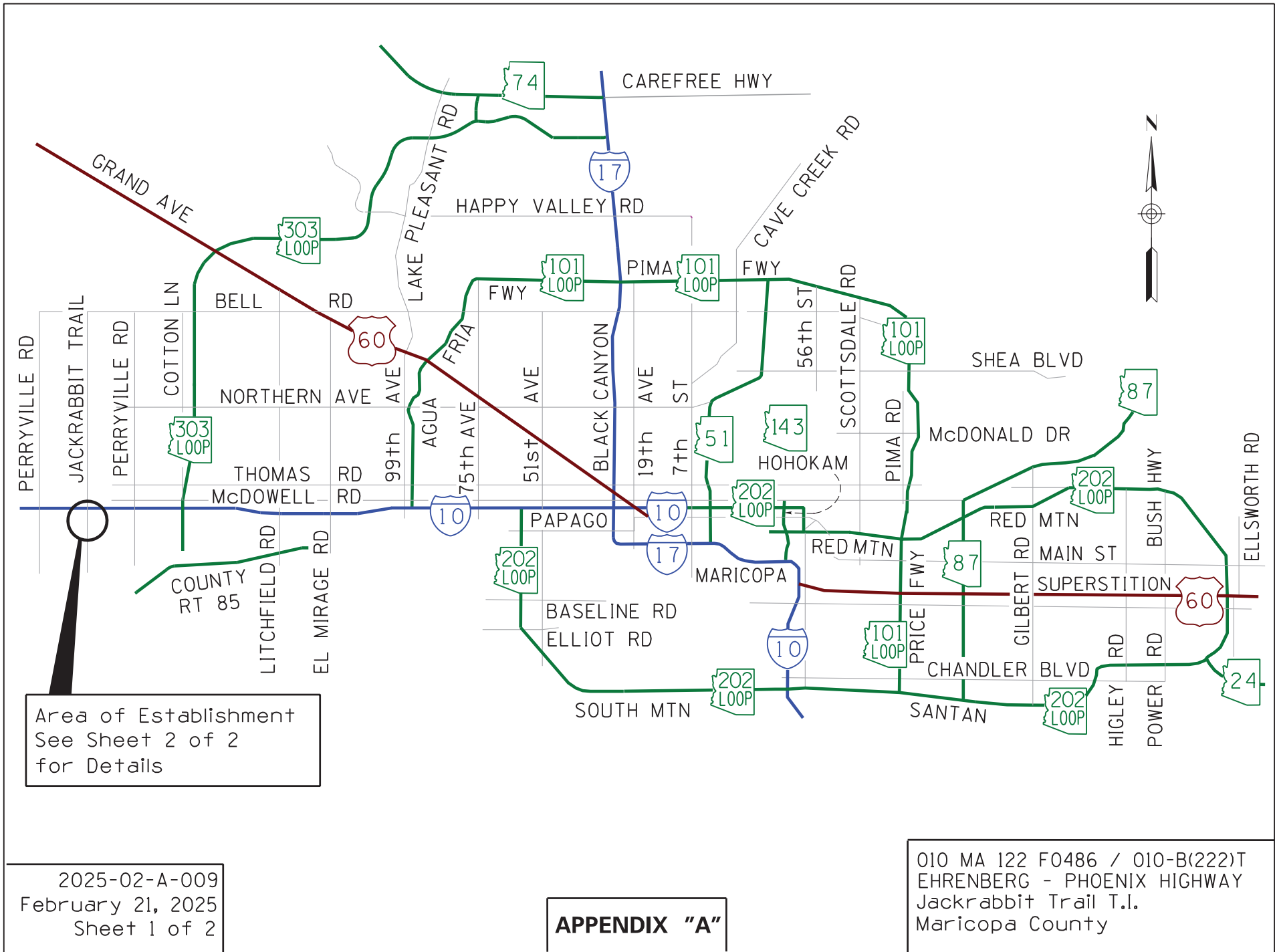
CERTIFICATION

I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on February 21, 2025.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on February 21, 2025.

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

Seal

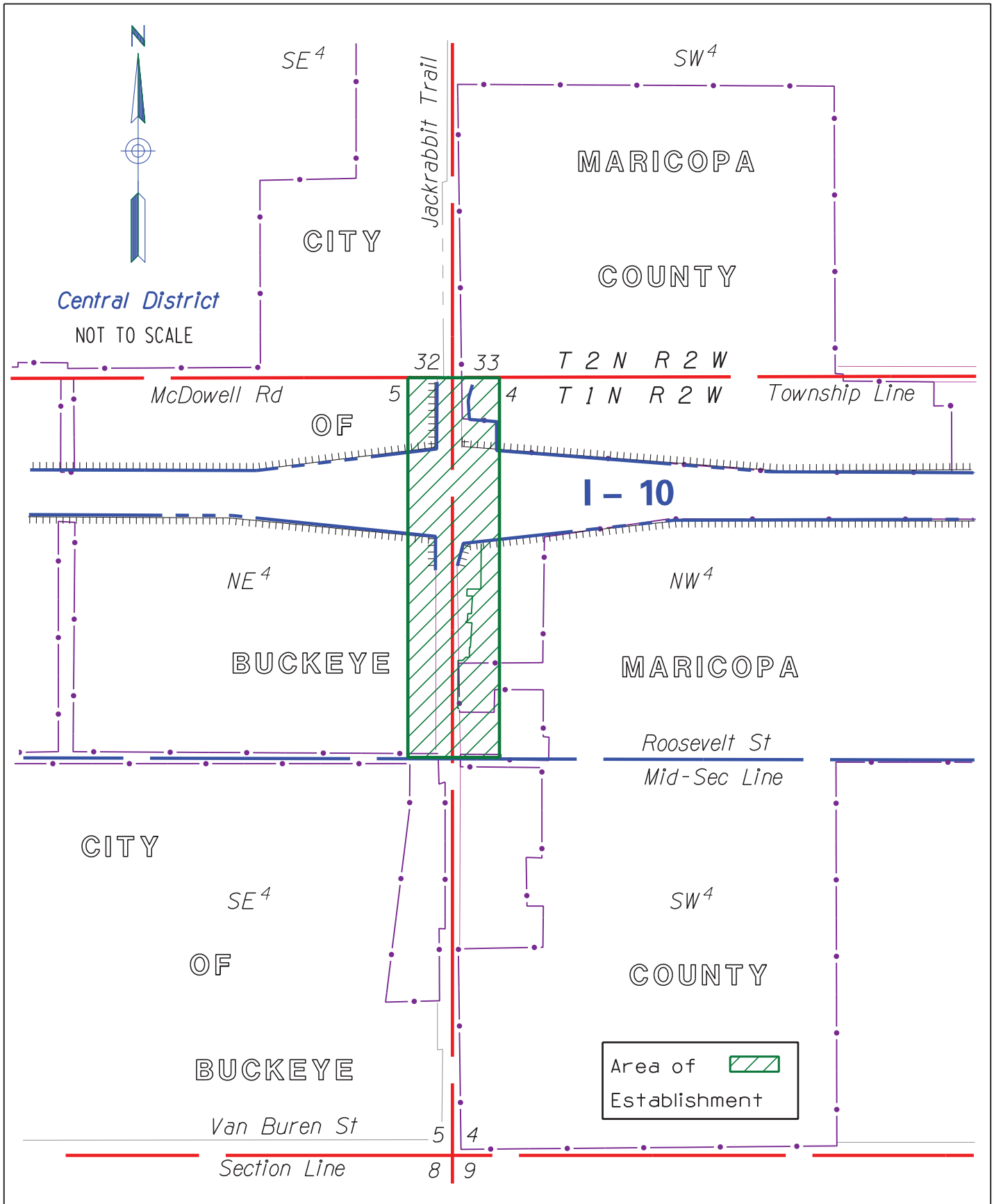


Area of Establishment
See Sheet 2 of 2
for Details

2025-02-A-009
February 21, 2025
Sheet 1 of 2

APPENDIX "A"

010 MA 122 F0486 / 010-B(222)T
EHRENBURG - PHOENIX HIGHWAY
Jackrabbit Trail T.I.
Maricopa County



2025-02-A-009
February 21, 2025
Sheet 2 of 2

APPENDIX "A"

010 MA 122 F0486 / 010-B(222)T
EHREBERG - PHOENIX HIGHWAY
Jackrabbit Trail T.I.
Maricopa County

February 21, 2025

RES. NO. 2025-02-A-010
PROJECT: 387 PN 002 F0642 / 387-A(206)T
HIGHWAY: CASA GRANDE - I-10 - COOLIDGE
SECTION: Viola St. and Pinal Ave.
ROUTE NO.: State Route 387
DISTRICT: Southcentral
COUNTY: Pinal
PARCEL: 11-1172

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 Casa Grande - I-10 - Coolidge Highway, State Route 387, within the above referenced project.

The existing right of way was previously established by various resolutions placed of record over the years by the Arizona State Highway Commission, and/or its successor, the Arizona State Transportation Board, which became the governing body of the State Transportation System on July 01, 1974.

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 traffic signal installation improvement project, necessary to enhance convenience and safety for the travelling public.

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

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 July of 2024, CASA GRANDE - I-10 - COOLIDGE HIGHWAY, Pinal Ave. and Viola St., Project 387 PN 002 F0642 01C / 387-A(206)T".

February 21, 2025

RES. NO. 2025-02-A-010
PROJECT: 387 PN 002 F0642 / 387-A(206)T
HIGHWAY: CASA GRANDE - I-10 - COOLIDGE
SECTION: Viola St. and Pinal Ave.
ROUTE NO.: State Route 387
DISTRICT: Southcentral
COUNTY: Pinal
PARCEL: 11-1172

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 Casa Grande - I-10 - Coolidge Highway.

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

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

Respectfully submitted,

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

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

February 21, 2025

RES. NO. 2025-02-A-010
PROJECT: 387 PN 002 F0642 / 387-A(206)T
HIGHWAY: CASA GRANDE - I-10 - COOLIDGE
SECTION: Viola St. and Pinal Ave.
ROUTE NO.: State Route 387
DISTRICT: Southcentral
COUNTY: Pinal
PARCEL: 11-1172

RESOLUTION OF ESTABLISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on February 21, 2025, 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 Casa Grande - I-10 - Coolidge Highway, State Route 387, 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 traffic signal installation improvement project, necessary to enhance convenience and safety for the travelling public.

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

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 July of 2024, CASA GRANDE - I-10 - COOLIDGE HIGHWAY, Pinal Ave. and Viola St., Project 387 PN 002 F0642 01C / 387-A(206)T".

WHEREAS temporary construction easement right of way is needed beyond the existing right of way to be utilized for traffic signal installation improvement; and

February 21, 2025

RES. NO. 2025-02-A-010
PROJECT: 387 PN 002 F0642 / 387-A(206)T
HIGHWAY: CASA GRANDE - I-10 - COOLIDGE
SECTION: Viola St. and Pinal Ave.
ROUTE NO.: State Route 387
DISTRICT: Southcentral
COUNTY: Pinal
PARCEL: 11-1172

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.

February 21, 2025

RES. NO. 2025-02-A-010
PROJECT: 387 PN 002 F0642 / 387-A(206)T
HIGHWAY: CASA GRANDE - I-10 - COOLIDGE
SECTION: Viola St. and Pinal Ave.
ROUTE NO.: State Route 387
DISTRICT: Southcentral
COUNTY: Pinal
PARCEL: 11-1172

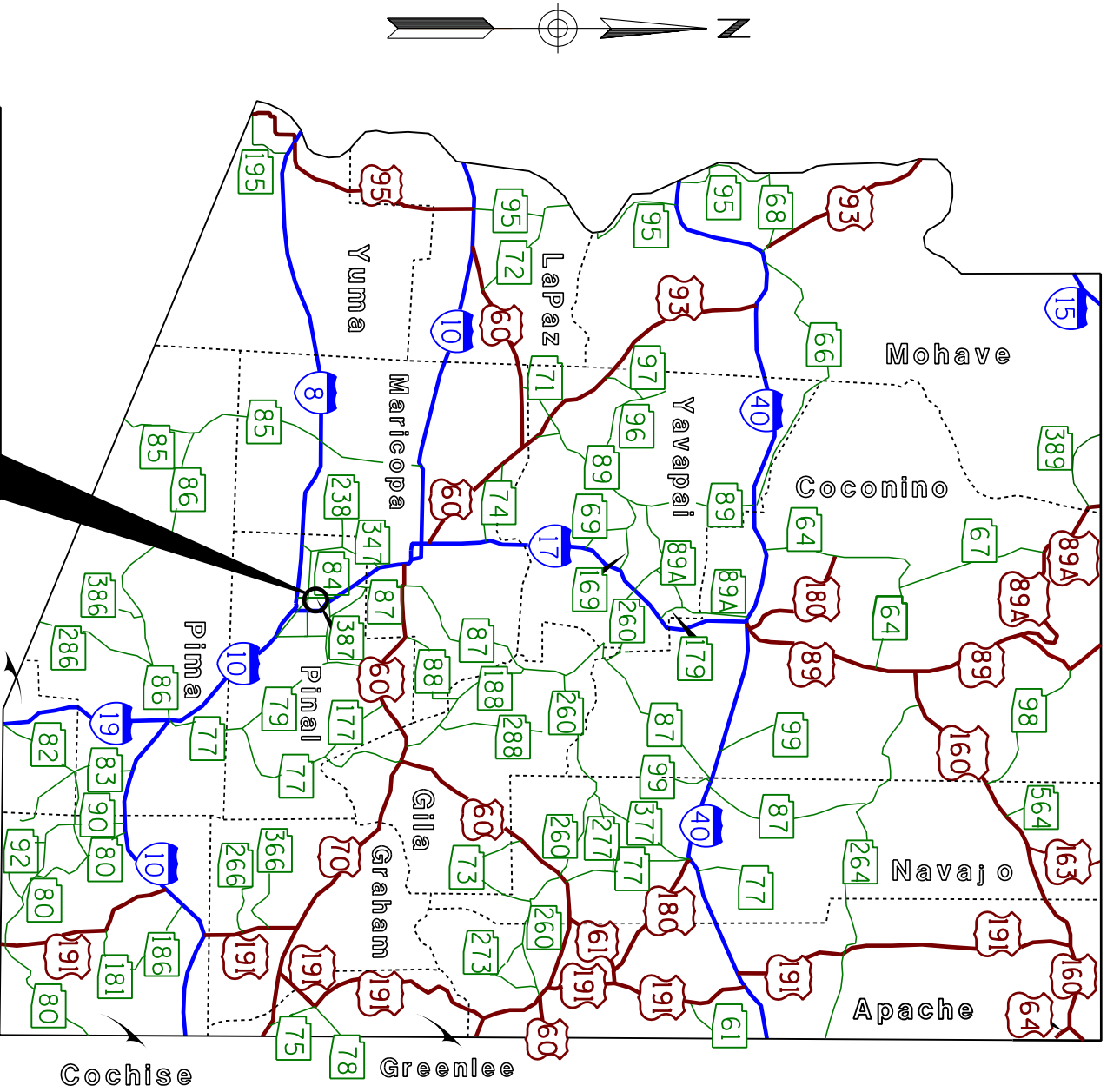
CERTIFICATION

I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on February 21, 2025.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on February 21, 2025.

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

Seal



Area of Establishment
See Sheet 2 of 2
for Details

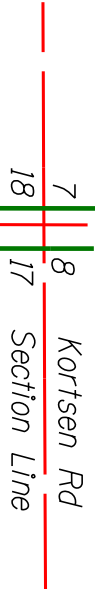
387 PN 002 F0642 / 387-A(206)T
CASA GRANDE - I-10 - COOLIDGE HIGHWAY
Viola St. and Pinal Ave.
Pinal County

APPENDIX "A"

2025-02-A-010
February 21, 2025
Sheet 1 of 2

CITY

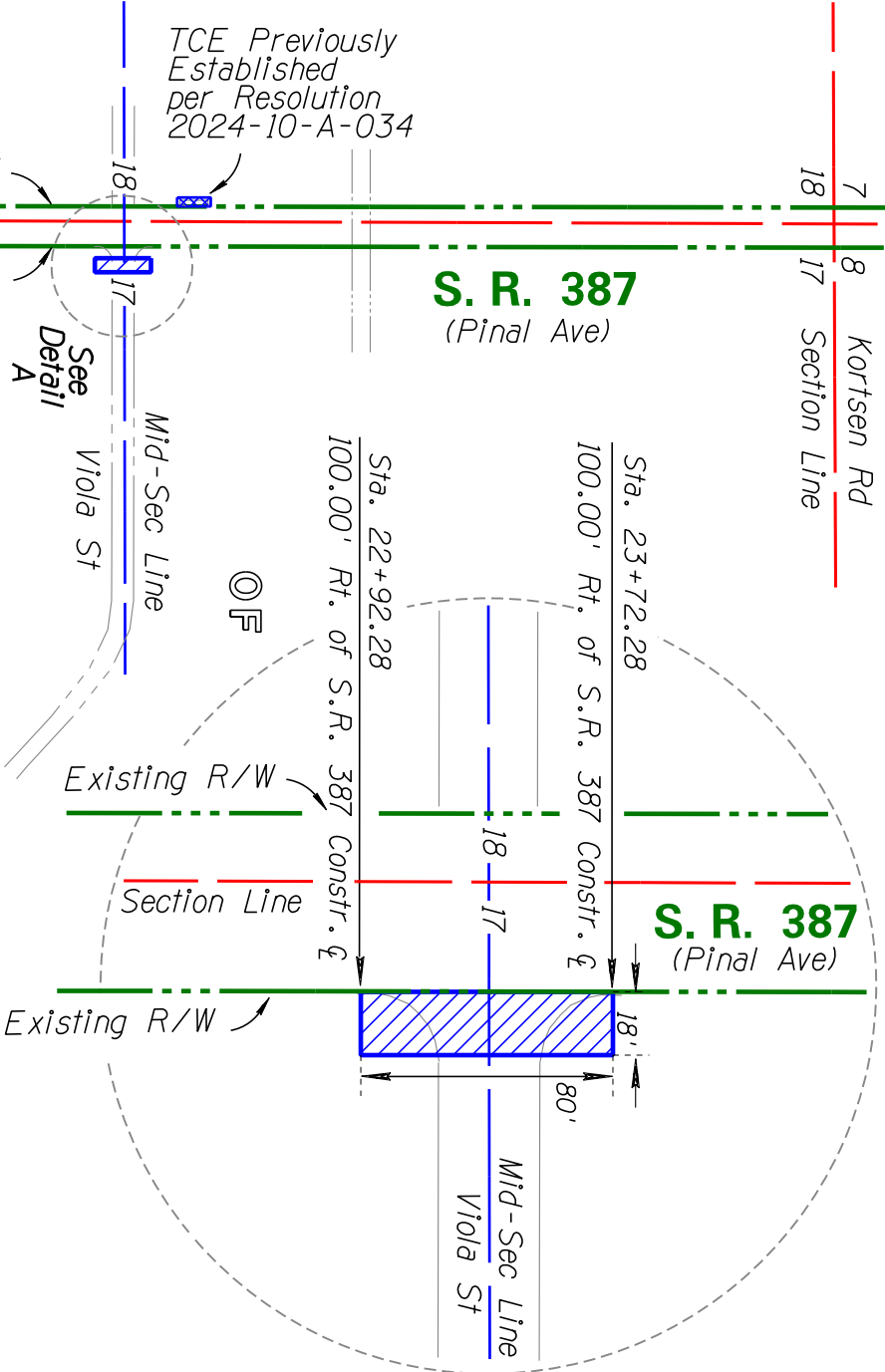
Detail A



S. R. 387
(Pinal Ave)

S. R. 387
(Pinal Ave)

TCE Previously
Established
per Resolution
2024-10-A-034

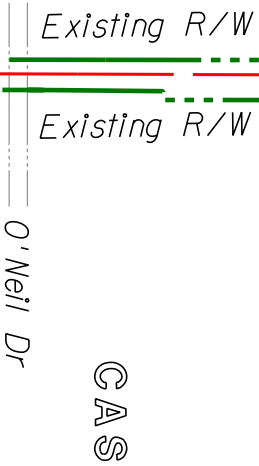


CASA

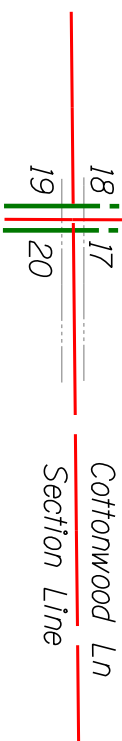
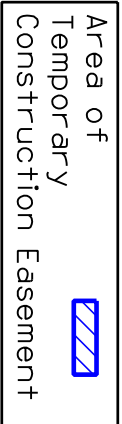
GRANDE

Southcentral District

NOT TO SCALE



T 6 S R 6 E



387 PN 002 F0642 / 387-A(206)T
CASA GRANDE - I-10 - COOLIDGE HIGHWAY
Viola St. and Pinal Ave.
Pinal County

APPENDIX "A"

2025-02-A-010
February 21, 2025
Sheet 2 of 2

RES. NO. 2025-02-A-011
PROJECT: 085 PM 042 F0672 01C / 085-A(209)T
HIGHWAY: GILA BEND - LUKEVILLE
SECTION: Elota Avenue - MP 60
ROUTE NO.: State Route 85
DISTRICT: Southcentral
COUNTY: Pima
PARCEL: 10 - 2150

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 Gila Bend - Lukeville Highway, State Route 85, within the above referenced project.

The existing right of way was previously established by various resolutions placed of record over the years by the Arizona State Highway Commission, and/or its successor, the Arizona State Transportation Board, which became the governing body of the State Transportation System on July 01, 1974.

This project involves improvement of the existing right of way. Temporary construction easements outside the existing right of way are needed to be utilized for pavement preservation and ADA sidewalk improvements, necessary to enhance convenience and safety for the traveling public.

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

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 October of 2024, GILA BEND - LUKEVILLE HIGHWAY, Elota Avenue to MP 60.0, Project 085 PM 042 F0672 01C / 085-A(209)T".

RES. NO. 2025-02-A-011
PROJECT: 085 PM 042 F0672 01C / 085-A(209)T
HIGHWAY: GILA BEND - LUKEVILLE
SECTION: Elota Avenue - MP 60
ROUTE NO.: State Route 85
DISTRICT: Southcentral
COUNTY: Pima
PARCEL: 10 - 2150

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 Gila Bend - Lukeville Highway, State Route 85.

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

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

Respectfully submitted,

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

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

February 21, 2025

RES. NO. 2025-02-A-011
PROJECT: 085 PM 042 F0672 01C / 085-A(209)T
HIGHWAY: GILA BEND - LUKEVILLE
SECTION: Elota Avenue - MP 60
ROUTE NO.: State Route 85
DISTRICT: Southcentral
COUNTY: Pima
PARCEL: 10 - 2150

RESOLUTION OF ESTABLISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on February 21, 2025, 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 Gila Bend - Lukeville Highway, State Route 85, as set forth in the above referenced project.

This project involves improvement of the existing right of way. Temporary construction easements outside the existing right of way are needed to be utilized for pavement preservation and ADA sidewalk improvements, necessary to enhance convenience and safety for the traveling public, as depicted in Appendix "A."

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

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 October of 2024, GILA BEND - LUKEVILLE HIGHWAY, Elota Avenue to MP 60.0, Project 085 PM 042 F0672 01C / 085-A(209)T".

WHEREAS temporary construction easement right of way is needed beyond the existing right of way to be utilized for pavement preservation and ADA sidewalk improvements; and

RES. NO. 2025-02-A-011
PROJECT: 085 PM 042 F0672 01C / 085-A(209)T
HIGHWAY: GILA BEND - LUKEVILLE
SECTION: Elota Avenue - MP 60
ROUTE NO.: State Route 85
DISTRICT: Southcentral
COUNTY: Pima
PARCEL: 10 - 2150

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.

RES. NO. 2025-02-A-011
PROJECT: 085 PM 042 F0672 01C / 085-A(209)T
HIGHWAY: GILA BEND - LUKEVILLE
SECTION: Elota Avenue - MP 60
ROUTE NO.: State Route 85
DISTRICT: Southcentral
COUNTY: Pima
PARCEL: 10 - 2150

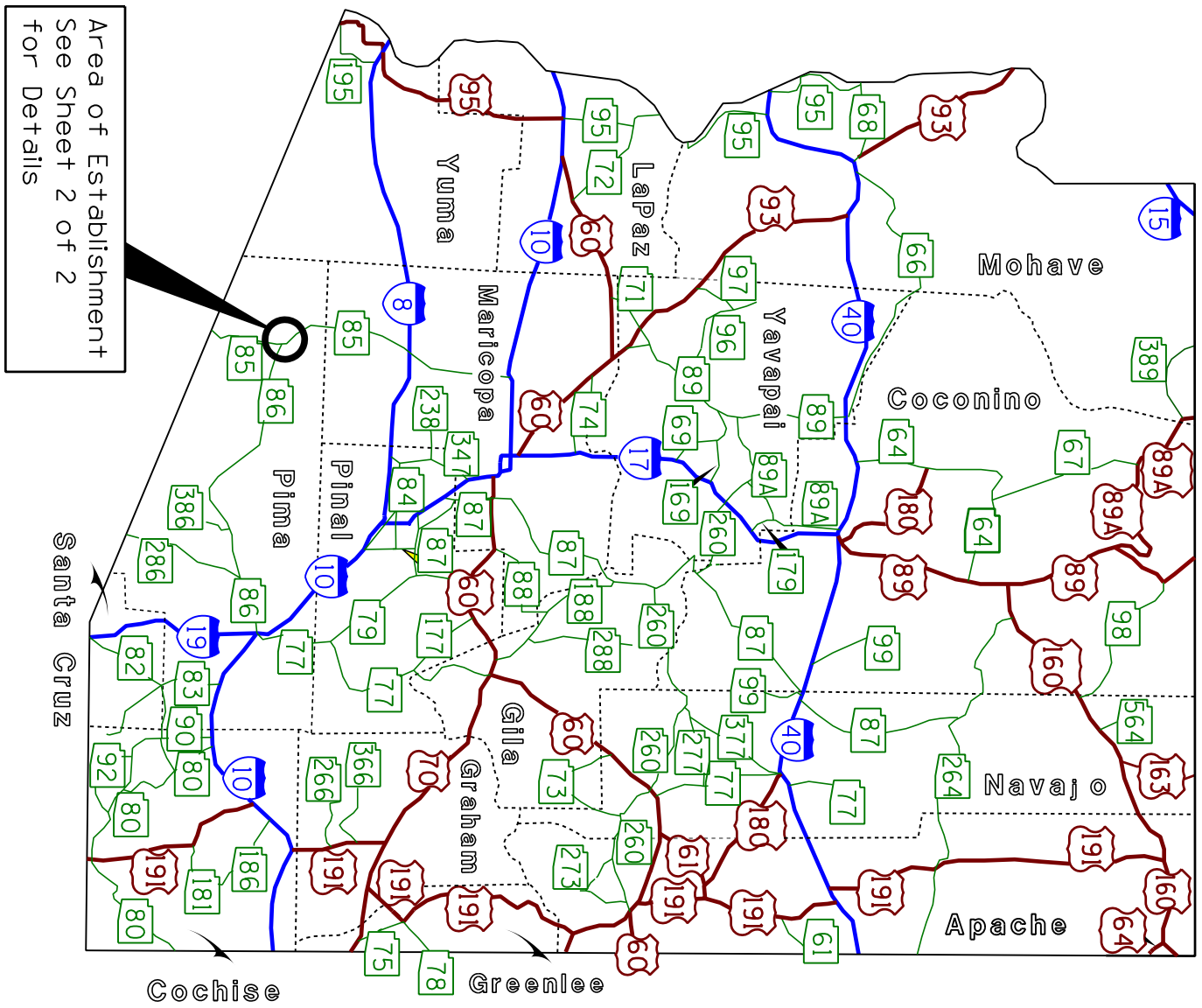
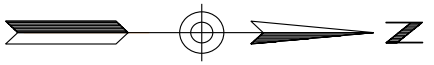
CERTIFICATION

I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on February 21, 2025.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on February 21, 2025.

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

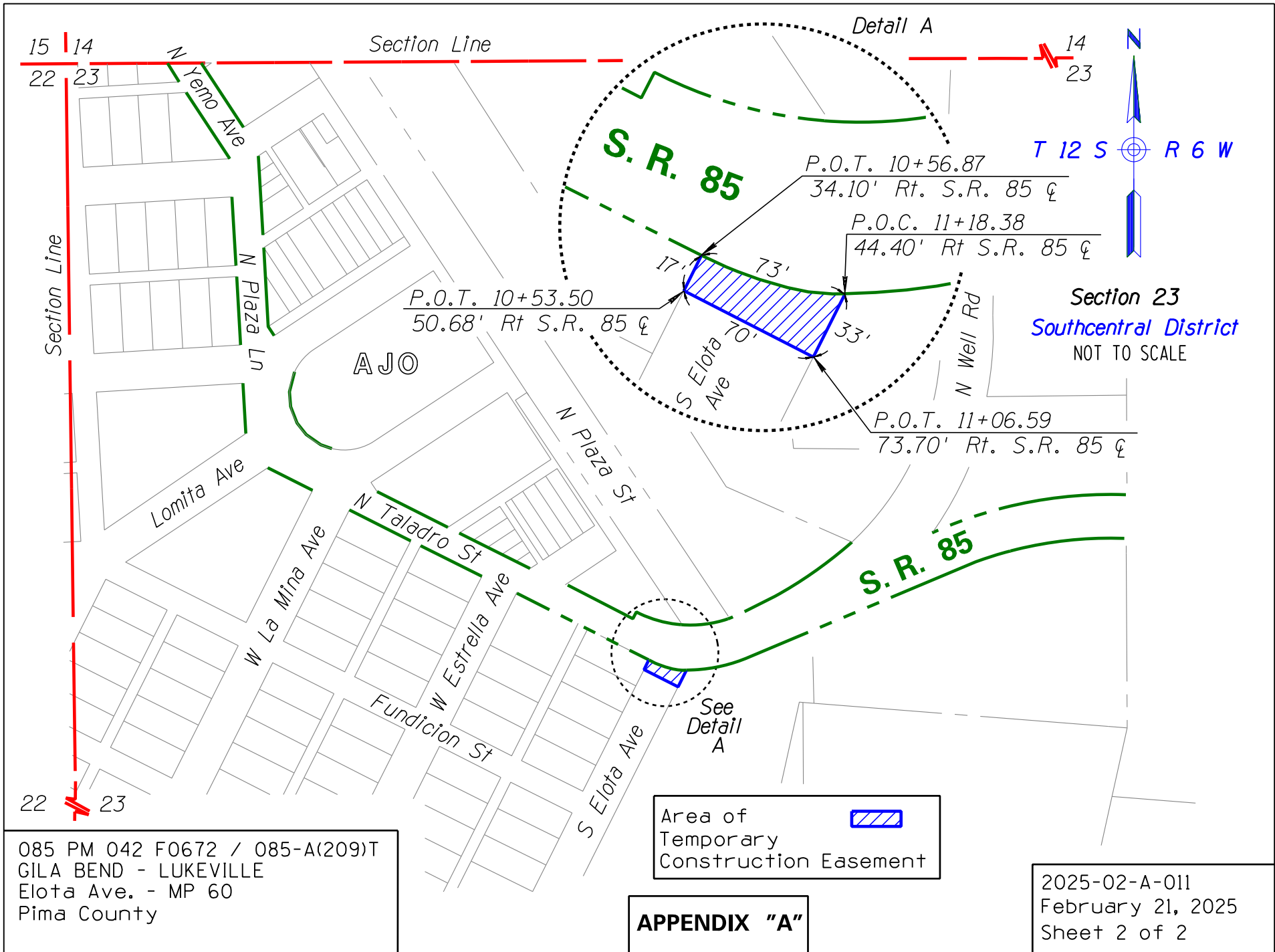
Seal



085 PM 042 F0672 / 085-A(209)T
 GILA BEND - LUKEVILLE
 Eliota Ave. - MP 60
 Pima County

APPENDIX "A"

2025-02-A-011
 February 21, 2025
 Sheet 1 of 2



085 PM 042 F0672 / 085-A(209)T
 GILA BEND - LUKEVILLE
 Elota Ave. - MP 60
 Pima County

Area of
 Temporary
 Construction Easement

APPENDIX "A"

2025-02-A-011
 February 21, 2025
 Sheet 2 of 2

February 21, 2025

RES. NO. 2025-02-A-012
PROJECTS: F-065-1-709; B-065-1-710; F-065-1-806; 095 MO 239 H3167
01R / STP-065-1(13); 095 MO 236 H3201 01R / F-065-1-713;
and 095 MO 227 F0450
HIGHWAY: TOPOCK - DAVIS DAM
SECTION: Bullhead City
ROUTE NO.: State Route 95
DISTRICT: Northwest
COUNTY: Mohave
DISPOSAL: D - NW - 019-B

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the extinguishment and relinquishment of certain highway easement right of way originally acquired for use within the above referenced projects.

The rights of way to be extinguished and relinquished were previously established by various resolutions placed of record over the years by the Arizona State Highway Commission, and/or its successor, the Arizona State Transportation Board, which became the governing body of the State Transportation System on July 01, 1974.

The easement rights of way to be extinguished and relinquished from the State Transportation System were acquired by the State of Arizona, by and through its Department of Transportation in the following Arizona State Land Department Right of Way Grants: R/W No. 16-92813, dated February 14, 1986; R/W No. 17-95718, dated June 09, 1988; R/W No. 16-96168, dated March 09, 1990; R/W No. 16-95717, dated February 18, 1993; R/W No. 16-102125, dated April 22, 1998; and R/W No. KE 70-115920, the latter, as disclosed in that certain letter, dated November 08, 2011, on file with this Department.

February 21, 2025

RES. NO. 2025-02-A-012
PROJECTS: F-065-1-709; B-065-1-710; F-065-1-806; 095 MO 239 H3167
01R / STP-065-1(13); 095 MO 236 H3201 01R / F-065-1-713;
and 095 MO 227 F0450
HIGHWAY: TOPOCK - DAVIS DAM
SECTION: Bullhead City
ROUTE NO.: State Route 95
DISTRICT: Northwest
COUNTY: Mohave
DISPOSAL: D - NW - 019-B

The perpetual highway right of way easements for public roadways, water, sewer, and drainage purposes conveyed in said Right of Way Grants are no longer required in the State Transportation System, and can be better managed by the Local Public Agency. Accordingly, it is recommended that said perpetual easement rights of way be removed from the State Transportation System, and extinguished and relinquished to the Arizona State Land Department, according to law. The City of Bullhead has petitioned the State Land Department for the reassignment of said rights of way, to occur simultaneously with the completion of the extinguishment and relinquishment set forth herein.

Said right of way is delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the TOPOCK-DAVIS DAM HIGHWAY, as set forth in the following Projects: F-065-1-709; B-065-1-710; F-065-1-806; 095 MO 239 H3167 01R / STP-065-1(13); 095 MO 236 H3201 01R / F-065-1-713;" and on those entitled: "Stage V Design Plans, dated February 08, 2023, PARKER - BULLHEAD CITY HIGHWAY, Courtwright Road - Bullhead City Parkway, Project 095 MO 227 F0450 01C," and is shown in Appendix "A" attached hereto.

It is the intention of the State of Arizona, Department of Transportation that, by this Resolution, it hereby extinguishes and relinquishes all of the State's right, title and interest in and to all existing rights of way within the Bullhead City Limits that were acquired from the Arizona State Land Department for State Route 95, whether or not fully and accurately detailed in the alignment depicted in Appendix "A" herein.

February 21, 2025

RES. NO. 2025-02-A-012
PROJECTS: F-065-1-709; B-065-1-710; F-065-1-806; 095 MO 239 H3167
01R / STP-065-1(13); 095 MO 236 H3201 01R / F-065-1-713;
and 095 MO 227 F0450
HIGHWAY: TOPOCK - DAVIS DAM
SECTION: Bullhead City
ROUTE NO.: State Route 95
DISTRICT: Northwest
COUNTY: Mohave
DISPOSAL: D - NW - 019-B

This right of way extinguishment and relinquishment excludes any portion thereof lying within the Lake Mead National Recreation Area, which includes the Laughlin Bridge and a short segment of bridge approach, as depicted in said Appendix "A". Those portions of right of way shall remain within the State Transportation System.

All State Route 95 rights of way now located within the Bullhead City Limits that were acquired from the City of Bullhead, the County of Mohave, and from private parties were abandoned to the City by Arizona State Transportation Board Resolution 2024-07-A-023, dated and recorded on July 19, 2024. Those adjacent rights of way are not included in this extinguishment and relinquishment.

All State Route 95 rights of way now located within the Bullhead City Limits that were acquired from the U.S. Bureau of Reclamation, and from the U.S. Bureau of Land Management are also not included in this extinguishment and relinquishment, except those portions that were subsequently conveyed by the Bureau of Land Management to the Arizona State Land Department. In accordance with Federal and State Law, those portions of adjacent right of way will be relinquished through a separate Resolution action by the Arizona State Transportation Board, and will be simultaneously reassigned to the City of Bullhead in the near future.

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 extinguishment and relinquishment of the highway easement right of way depicted in Appendix "A".

February 21, 2025

RES. NO. 2025-02-A-012
PROJECTS: F-065-1-709; B-065-1-710; F-065-1-806; 095 MO 239 H3167
01R / STP-065-1(13); 095 MO 236 H3201 01R / F-065-1-713;
and 095 MO 227 F0450
HIGHWAY: TOPOCK - DAVIS DAM
SECTION: Bullhead City
ROUTE NO.: State Route 95
DISTRICT: Northwest
COUNTY: Mohave
DISPOSAL: D - NW - 019-B

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

This resolution is considered the only document necessary to extinguish and relinquish said highway easement right of way; and no other instrument of conveyance is legally required.

Pursuant to Arizona Revised Statutes §§ 28-7046, 28-7214, and 28-7215, I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

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

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

February 21, 2025

RES. NO. 2025-02-A-012
PROJECTS: F-065-1-709; B-065-1-710; F-065-1-806; 095 MO 239 H3167
01R / STP-065-1(13); 095 MO 236 H3201 01R / F-065-1-713;
and 095 MO 227 F0450
HIGHWAY: TOPOCK - DAVIS DAM
SECTION: Bullhead City
ROUTE NO.: State Route 95
DISTRICT: Northwest
COUNTY: Mohave
DISPOSAL: D - NW - 019-B

RESOLUTION OF RELINQUISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on February 21, 2025, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes §§28-7046, 28-7210, 28-7213, 28-7214, and 28-7215, recommending the removal of certain highway easement right of way from the State Transportation System by the extinguishment and relinquishment thereof.

The easement rights of way to be extinguished and relinquished from the State Transportation System were acquired by the State of Arizona, by and through its Department of Transportation in the following Arizona State Land Department Right of Way Grants: R/W No. 16-92813, dated February 14, 1986; R/W No. 17-95718, dated June 09, 1988; R/W No. 16-96168, dated March 09, 1990; R/W No. 16-95717, dated February 18, 1993; R/W No. 16-102125, dated April 22, 1998; and R/W No. KE 70-115920, the latter, as disclosed in that certain letter, dated November 08, 2011, on file with this Department.

The perpetual highway right of way easements for public roadways, water, sewer, and drainage purposes conveyed in said Right of Way Grants are no longer required in the State Transportation System, and can be better managed by the Local Public Agency. Accordingly, it is recommended that said perpetual easement rights of way be removed from the State Transportation System, and extinguished and relinquished to the Arizona State Land Department, according to law.

February 21, 2025

RES. NO. 2025-02-A-012
PROJECTS: F-065-1-709; B-065-1-710; F-065-1-806; 095 MO 239 H3167
01R / STP-065-1(13); 095 MO 236 H3201 01R / F-065-1-713;
and 095 MO 227 F0450
HIGHWAY: TOPOCK - DAVIS DAM
SECTION: Bullhead City
ROUTE NO.: State Route 95
DISTRICT: Northwest
COUNTY: Mohave
DISPOSAL: D - NW - 019-B

The City of Bullhead has petitioned the State Land Department for the reassignment of said rights of way, to occur simultaneously with the completion of the extinguishment and relinquishment set forth herein.

Said right of way is delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the TOPOCK-DAVIS DAM HIGHWAY, as set forth in the following Projects: F-065-1-709; B-065-1-710; F-065-1-806; 095 MO 239 H3167 01R / STP-065-1(13); 095 MO 236 H3201 01R / F-065-1-713;" and on those entitled: "Stage V Design Plans, dated February 08, 2023, PARKER - BULLHEAD CITY HIGHWAY, Courtwright Road - Bullhead City Parkway, Project 095 MO 227 F0450 01C," and is shown in Appendix "A" attached hereto.

It is the intention of the State of Arizona, Department of Transportation that, by this Resolution, it hereby extinguishes and relinquishes all of the State's right, title and interest in and to all existing rights of way within the Bullhead City Limits that were acquired from the Arizona State Land Department for State Route 95, whether or not fully and accurately detailed in the alignment depicted in Appendix "A" herein. This right of way extinguishment and relinquishment excludes any portion thereof lying within the Lake Mead National Recreation Area, which includes the Laughlin Bridge and a short segment of bridge approach, as depicted in said Appendix "A". Those portions of right of way shall remain within the State Transportation System.

February 21, 2025

RES. NO. 2025-02-A-012
PROJECTS: F-065-1-709; B-065-1-710; F-065-1-806; 095 MO 239 H3167
01R / STP-065-1(13); 095 MO 236 H3201 01R / F-065-1-713;
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HIGHWAY: TOPOCK - DAVIS DAM
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ROUTE NO.: State Route 95
DISTRICT: Northwest
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DISPOSAL: D - NW - 019-B

All State Route 95 rights of way now located within the Bullhead City Limits that were acquired from the City of Bullhead, the County of Mohave, and from private parties were abandoned to the City by Arizona State Transportation Board Resolution 2024-07-A-023, dated and recorded on July 19, 2024. Those adjacent rights of way are not included in this extinguishment and relinquishment.

All State Route 95 rights of way now located within the Bullhead City Limits that were acquired from the U.S. Bureau of Reclamation, and from the U.S. Bureau of Land Management are also not included in this extinguishment and relinquishment, except those portions that were subsequently conveyed by the Bureau of Land Management to the Arizona State Land Department. In accordance with Federal and State Law, those portions of adjacent right of way will be relinquished through a separate Resolution action by the Arizona State Transportation Board, and will be simultaneously reassigned to the City of Bullhead in the near future.

This resolution is considered the only document necessary to extinguish and relinquish said highway easement right of way; and no other instrument of conveyance is legally required.

WHEREAS said highway easement right of way is no longer needed for the State Transportation System, and can be better managed by the Local Public Agency by its reassignment to the City of Bullhead; and

February 21, 2025

RES. NO. 2025-02-A-012
PROJECTS: F-065-1-709; B-065-1-710; F-065-1-806; 095 MO 239 H3167
01R / STP-065-1(13); 095 MO 236 H3201 01R / F-065-1-713;
and 095 MO 227 F0450
HIGHWAY: TOPOCK - DAVIS DAM
SECTION: Bullhead City
ROUTE NO.: State Route 95
DISTRICT: Northwest
COUNTY: Mohave
DISPOSAL: D - NW - 019-B

WHEREAS this resolution is considered the only document necessary to extinguish and relinquish said highway easement right of way; and no other instrument of conveyance is legally required; and

WHEREAS because of these premises, this Board finds public convenience requires that said highway easement right of way be removed from the State Transportation System, extinguished and relinquished to the Arizona State Land Department; 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 extinguishment and relinquishment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes §28-7213; and that this resolution is the only document necessary to extinguish and relinquish said portion of highway easement right of way; and no other instrument of conveyance is legally required; be it further

RESOLVED that the highway easement right of way is hereby removed from the State Transportation System, and is extinguished and relinquished to the Arizona State Land Department.

February 21, 2025

RES. NO. 2025-02-A-012
PROJECTS: F-065-1-709; B-065-1-710; F-065-1-806; 095 MO 239 H3167
01R / STP-065-1(13); 095 MO 236 H3201 01R / F-065-1-713;
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HIGHWAY: TOPOCK - DAVIS DAM
SECTION: Bullhead City
ROUTE NO.: State Route 95
DISTRICT: Northwest
COUNTY: Mohave
DISPOSAL: D - NW - 019-B

CERTIFICATION

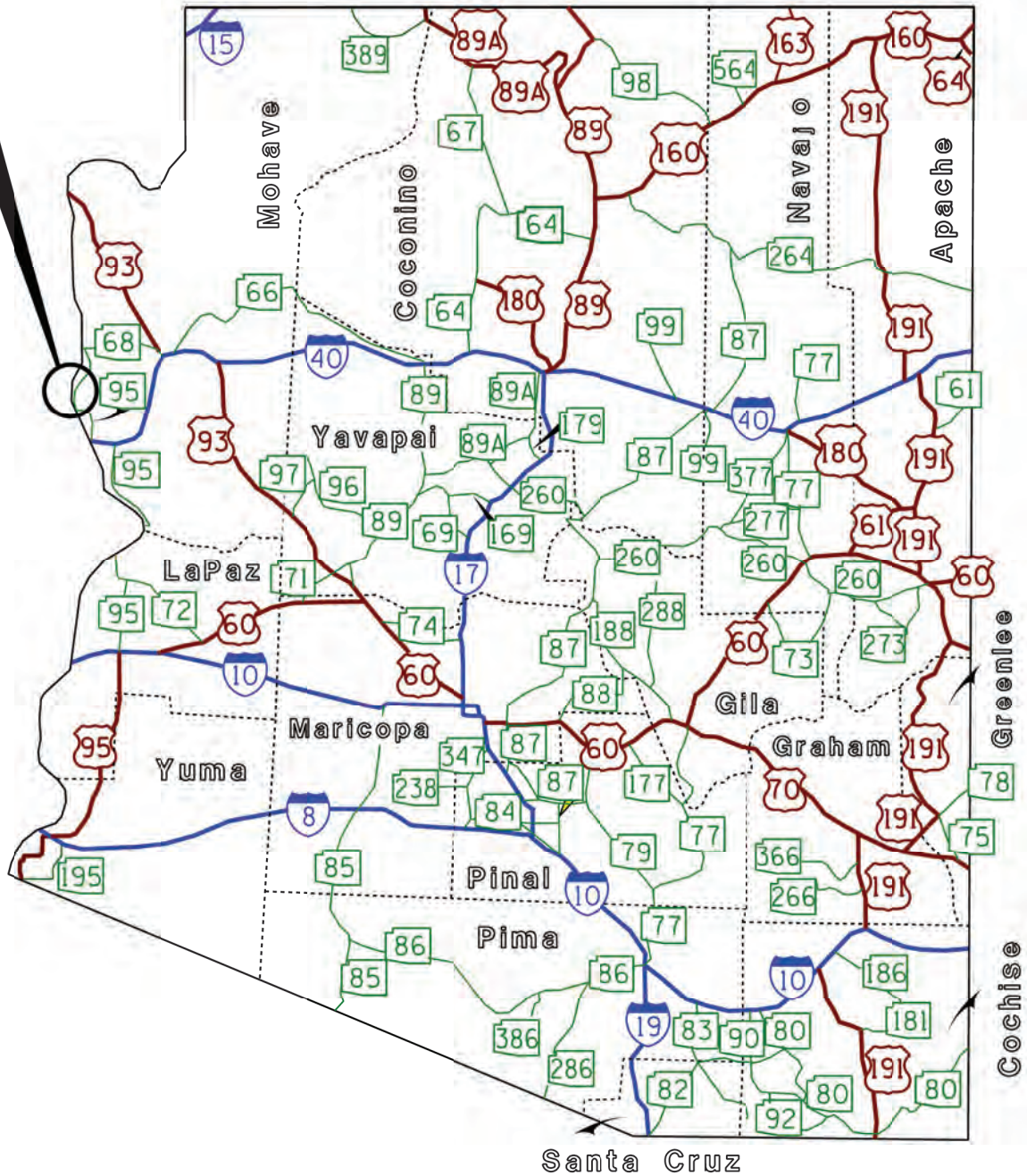
I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on February 21, 2025.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on February 21, 2025.

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

Seal

Areas of Relinquishment
See Sheet 2 of 2
for Details



F-065-1-709; B-065-1-710; F-065-1-806;
095 MO 239 H3167 OIR / STP-065-1(13);
095 MO 236 H3201 OIR / F-065-1-713;
and 095 MO 227 F0450
TOPOCK - DAVIS DAM HIGHWAY
Bullhead City, Mohave County

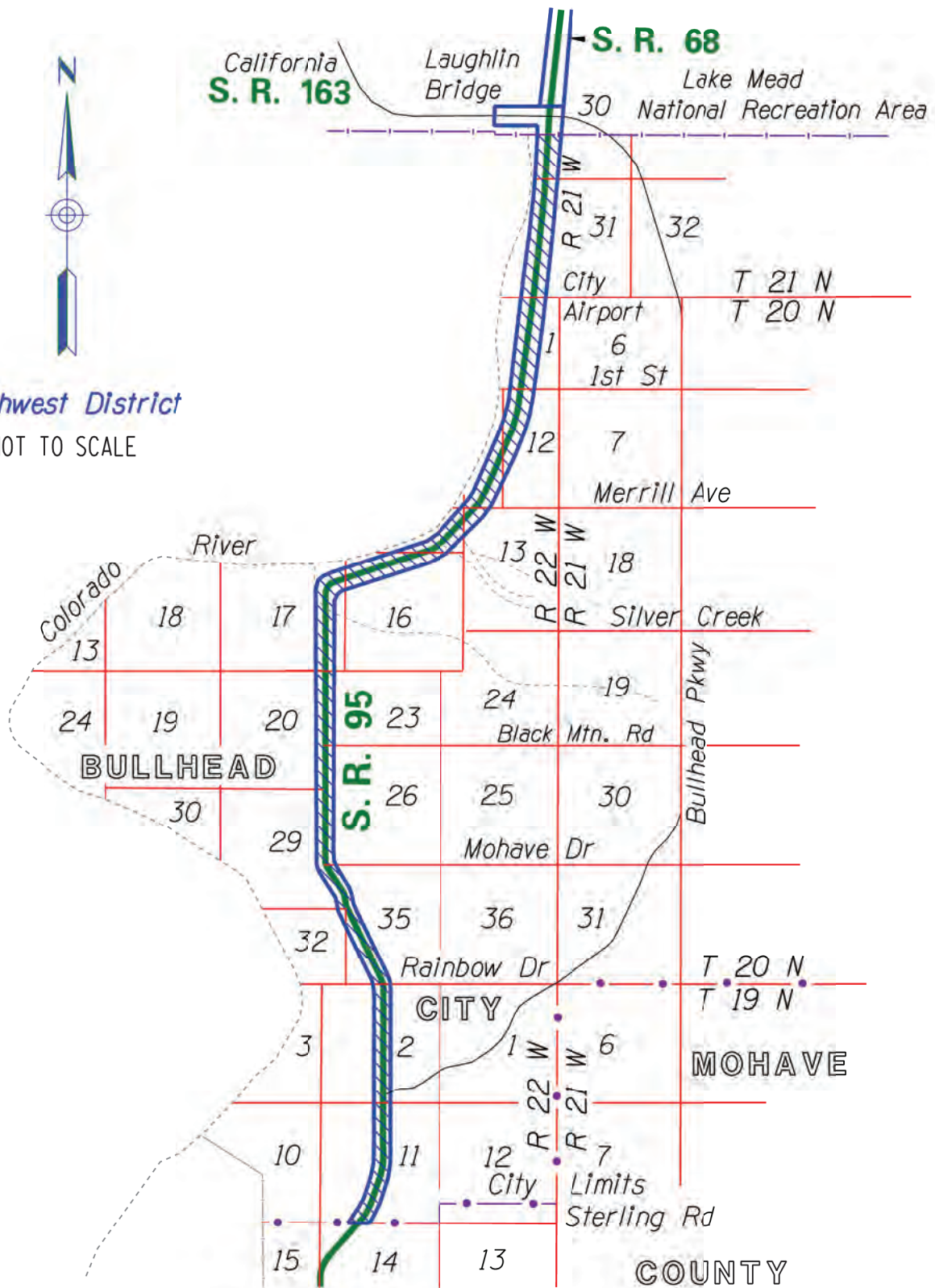
APPENDIX "A"

2025-02-A-012
February 21, 2025
Sheet 1 of 2




Northwest District

NOT TO SCALE



F-065-1-709; B-065-1-710; F-065-1-806;
 095 MO 239 H3167 O1R / STP-065-1(13);
 095 MO 236 H3201 O1R / F-065-1-713;
 and 095 MO 227 F0450
 TCPOCK - DAVIS DAM HIGHWAY
 Bullhead City, Mohave County

Areas of  Relinquishment

APPENDIX "A"

2025-02-A-012
 February 21, 2025
 Sheet 2 of 2

**STATE TRANSPORTATION BOARD MEETING
IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE
9:00am, August 16, 2024
City of Safford
921 W. Thatcher Blvd
Safford, Arizona 85546**

Call to Order

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

Pledge

The Pledge of Allegiance was led by Board Member Jenny Howard

Roll Call by Board Secretary, Linda Hogan

A quorum of the State Transportation Board was present. **In attendance (in person):** Chairman Richard Searle, Board Member Ted Maxwell, and Board Member Jenny Howard. Vice Chairman Jenn Daniels, Board Member Sam Elters, and Board Member Jackie Meck and Board Member Jamescita Peshlakai participated virtually via WebEx. There were approximately 60 members of the public on-line and approximately 36 attendees in person.

Opening Remarks

Chairman Richard Searle 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 SAFFORD
921 West Thatcher Boulevard
Safford, Arizona 85546

August 16, 2024
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)

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

PARTICIPANTS:

Board Members:

Richard Searle, Chairman
Jenn Daniels, Vice Chair (via WebEx)
Jackie Meck, Board Member (via WebEx)
Ted Maxwell, Board Member
Sam Elters, Board Member
Jenny Howard, Board Member
Jamescita Peshlakai, Board Member (absent)

CALL TO THE AUDIENCE

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Kevin Adam, Legislative Liaison.....	8
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(Beginning of excerpt.)

CHAIRMAN SEARLE: All right. Thank you, Mr. Roehrich. We'll now move to the call to the public, call to the audience. I think we have a number of online, and we have some in-person. Those that are telephonically joining us, you will be muted until your name is called. The instructions are online on how to proceed from there.

Mr. Roehrich, if you would please proceed with calling the -- those that want to address us. And just a reminder, there is a three-minute time limit on all comments.

MR. ROEHRICH: Our first speaker is the chairman of the county supervisors, Mr. Howard.

MR. HOWARD: Yes. Thank you. I welcome everybody here that was able to come up and travel up here to our great county of Graham County. I'm John Howard, Chairman of the Graham County Board of Supervisors.

I'd like to acknowledge Director Toth and thank you for being here and the board members for being here. This is a quite an occasion for us. It's kind of like a special occasion. It's been years and years, and finally we get you here to little rural Arizona, Graham County. I hope you're enjoying your stay, but I just want to say I appreciate each and every one of you for you what you do on the Board.

I will kind of echo what I said last night at the dinner. It's a very difficult, difficult job, I realize, and

the public doesn't probably realize the job you have to do and the difficulties you have to do it with the funding being short this year. So I just want to express my appreciation for you all coming here and giving us your time, and we certainly hope we can get you back here soon. So thank you and welcome.

MR. ROEHRICH: Thanks, John.

CHAIRMAN SEARLE: Thank you, Supervisor Howard.

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

MR. GALLEGOS: Good morning, Mr. Chairman, members of the Board. Vinny Gallegos, Executive Director of the Central Yavapai MPO.

I'm happy to announce that again the Arizona Rural Transportation Summit will take place in two months. I really appreciate you as a state transportation board the last couple meetings, you know, bringing up more of the challenges that you as a board face, that we face as a state as it relates to transportation. For 25 years, rural Arizona has come together, and while rural is in title and that's its main objective, it really is, as you've discussed, a statewide challenge and an opportunity for us. So I want to thank you as a board for committing to be at the rural summit in two months. I want to thank Jennifer Toth and her staff as the director for ADOT for being the title sponsor.

And the way that we have the program outlined

when you look at it is we want to tackle three areas. We want to educate about the ongoing challenges that you continue to talk about as a board, as staff is faced with as we see in transportation. We want to engage the people that are in attendance, and ultimately, we want to be able to leave there with what is the vision for transportation in Arizona. We know that very often it comes down to the dollars in the budget and the resources, but we recognize that's not the only issue. We realize that there's policy, and there's a number of other things that also present challenges.

So those are the three things that we are set to do at the Rural Transportation Summit is to educate, to engage, and to leave there inspired with a vision and really identify those champions, many of you on the dais, many of the people in the audience, many people that will be in attendance.

I'm very proud of our state legislators that have committed to be there, our local legislators that have committed to be there, Federal Highways staff, the Federal Transit Administration staff, the ADOT staff, and I'm inspired that with 400 people in the room, we're going to really look at this and dig into it. We know it's not -- we're not going to get all the answers we need there. This is a longer conversation, but it is a true opportunity for us to come together and really use that as the springboard as we move forward from that point as to really identify opportunities with working together.

So again, thank you, and we'll see you in two months in Prescott, October 16th through the 18th. Thank you so much.

CHAIRMAN SEARLE: Thank you, Mr. Gallegos.

MR. ROEHRICH: I'm not going up to speak. I was just told that online they can't see the speakers. I was just going to see if we can move this forward a little bit. That doesn't move? Okay.

CHAIRMAN SEARLE: Well, that was your chance, Floyd.

MR. ROEHRICH: (Inaudible) my public comments. (Inaudible) the people standing there, but that's why we have a record of them being here.

So our next speaker is Mr. Kevin Adam.

MR. ADAM: Good morning, Mr. Chairman, members of the Board, Director, ADOT staff. Kevin Adam with the Rural Transportation Advocacy Council. We're a coalition of all the local governments and regional planning organizations across Arizona outside of Maricopa and Pima Counties, and we're less than a month away from September 14th. That's a very huge date. It is the general effective date of legislation that passed this year.

And we've partnered with ADOT, I think it was a terrific relationship, and we were able to come up, I think, with some very effective reforms to the Arizona SMART program.

Relatively new program that was put in place to address relatively new federal grant opportunities, and so I think the timing as far as putting some reforms in place was very good, and we've done that, and so now we're much, much closer to the implementation.

I think many of the reforms that are being considered are very much oriented towards ADOT's ability to administer, to safeguard the program and make sure that the funding is being used appropriately and timely, but at the same time, we're -- we need to counterbalance that a little bit. We need to make sure that any new reforms that are put in place also take into account the end user.

I think one of the beauties of the SMART program, and I work with local governments across the country in other states, and I think we've really been cutting edge. There aren't too many other states out there that are providing the level of assistance that the SMART program does for rural communities in Arizona, but one of the beauties of it is is we have these incredibly complex federal programs that require the federal aid process, which local governments historically have not used. It's extremely difficult, and we've been able to counterbalance that with I think what has been a very user friendly process with the SMART program.

And I think if we reform that program to where it becomes excessively difficult for folks to apply, that's going

to have a chilling effect on its effectiveness, and so obviously we need to keep in mind ADOT's ability to effectively administer, but in doing that, I don't think we can lose sight on the end user and to maintain it being a very user friendly process, which it has been.

So thank you for your time.

CHAIRMAN SEARLE: Thank you, Mr. Adam.

MR. ROEHRICH: Before I call the next speaker up, I'm going to ask, I've gotten multiple requests that it is a little difficult to hear some of the speakers, so please remember to get close to that microphone and speak as loudly or as clearly as you can. Thank you.

Our next speaker is Mr. Sean Wenham. Mr. Wenham.

MR. WENHAM: Okay. Eat the mic. Remember to eat the mic. That's the -- that's the ticket here.

Good morning --

MR. ROEHRICH: (Inaudible.)

MR. WENHAM: Yeah. They can -- they're really tricky. As soon as you get too close, it betrays you.

Good morning. My name's Sean Wenham. I'm the social performance manager with Freeport-McMoRan. Don't stress the job title. I'm not sure I understand it either, but I can spend three minutes talking about that.

On behalf of Freeport, I want to welcome you all to Graham County, Arizona. Thank you, Chairman Searle and the

Board as well as Director Toth and your staff for joining us here, and we're pleased to see you.

Freeport-McMoRan is an international mining company with headquarters in Phoenix, Arizona, with the largest publicly-traded copper mining company in the world, and certainly have a large presence across Arizona. We enjoy excellent working relationships with ADOT across the state in support of those multiple mines across multiple districts, and we certainly appreciate that.

Here in southeast -- the Southeastern District, we're really pleased to work with Todd Emery and his staff have been working with us in addressing some driver behaviors and other safety-related opportunities on Highway 70s and -- Highways 70 and 191. So we appreciate that time.

We have had opportunity to implement a commuter program in partnership with Enterprise, which I'm told is recognized by Enterprise as a milestone vanpool program award, and I think we've now got over 500 employees at the Morenci mine that are utilizing that to decrease the amount of vehicles and to increase vanpooling between Graham County and Greenlee.

We're also pleased to be working with ADOT leadership and Southeast District leadership on addressing some growing capacity and modernization needs on the US-70 and 191 corridor, including multimodal options, and so we're pleased to have that working relationship.

Much of our work, basically all of it, whether it's on site or off, relies on transportation and different logistics support, and so ADOT is a key part of that, and so again, just wanted to thank all of you very much and thank Todd as well and his staff, and we look forward to future partnership. And again, welcome to southeastern Arizona.

CHAIRMAN SEARLE: Thank you for the comments from Freeport. It's nice to hear their perspective from southeastern Arizona as opposed to your other operations.

MR. ROEHRICH: Mr. Chairman, that is all the requests I have in person. I have a few online, so we'll now go to the online requests. Remember when your name is called, please raise your hand and the Webex host will help you unmute your line.

Our first speaker is Sitiana Ahmed (phonetic).
Sitiana Ahmed.

WEBEX HOST: As a reminder, please (inaudible) the star 3 or use the raise hand icon on the screen. And let me look through again and see --

MR. ROEHRICH: Yeah. I was going to ask -- yeah, Bryce, if you could look to see if they are logged in to the meeting.

WEBEX HOST: I don't see it on the list.

MR. ROEHRICH: Okay. Let's move on, and we can come back and see if they've logged in.

Our next speaker is Mr. Jim McCarthy.

Mr. McCarthy, please raise your hand.

WEBEX HOST: You are now unmuted. You may speak.

MR. MCCARTHY: Can you hear me?

MR. ROEHRICH: Yes, sir. We can.

MR. MCCARTHY: All right. Thank you.

I wanted to talk about Agenda Item 7. Mr. Chair and members of the Transportation Board, my name is Jim McCarthy. I served as a Flagstaff City Council member.

I am here to discuss the Butler Avenue Complete Streets Conversion. The City applied for a federal Safe Streets For All grant to cover the bulk of the cost. The program is very competitive. However, I am pleased to say that we won the grant in the amount of \$9.6 million because of the significant project value.

We seek your approval for approximately \$2.4 million in Arizona SMART program funding to cover the City's required match. Butler Avenue is a high volume east/west corridor in Flagstaff. It is used by automobiles, bicycles and pedestrians and has several public transit stops. Because Butler separates NAU and downtown Flagstaff, there is substantial north/south bicycle and pedestrian traffic.

There have been an alarming number of accidents in this area between bike pad and vehicles. There was a crash in 2021 where a cyclist lost a limb, and another was killed.

The upgrades will provide much needed to separations and space in time between travel modes.

The Flagstaff citizens approved the tax to build a bridge over the railroad just north of the project area. The upgrade will reduce train accidents and improve traffic flow but will increase usage on Butler and one of the major cross streets, Lone Tree Road. The overpass will have provisions for bicycle and pedestrian safety, thus interacting well with the Butler project.

The city council recently reduced the speed limit on Butler. Additionally, as a temporary safety measure, the City installed removable concrete curbs to separate the bike lanes from vehicles. However the temporary project was an adequate solution.

For approximately one mile along Butler, a Complete Streets project will separate the bicycle lanes from the traffic lanes and will raise them to the level of the improved sidewalks. The project will also provide protected intersections and enhanced pedestrian crossings in the heavy pedestrian area along Butler.

The city council respectfully requests the approved Flagstaff, Arizona, SMART Funding proposal, and thank you very much for your time. Have a good day.

CHAIRMAN SEARLE: Thank you, Mr. McCarthy.

MR. ROEHRICH: Our next speaker is Mr. Jeronimo

Vasquez. Mr. Vasquez.

WEBEX HOST: You're now unmuted. You may speak.

MR. VASQUEZ: My name is Jeronimo Vasquez, and I serve as chair of MetroPlan in greater Flagstaff, and I'm supervisor for Coconino County District 2. Thank you for the opportunity to speak.

I'm here to support the City of Flagstaff Arizona's SMART Fund application in the amount of \$2.4 million to match their already awarded Safe Streets and Roads For All implementation grant for the Butler Complete Streets Conversion project in the amount of \$9.6 million. This is an important project, because Butler is the city's highest cyclist crash corridor and one of the city's highest injury crash corridors. We are all invested in state -- safe travel for our communities.

The Butler Complete Streets Conversion has robust city investment to convert .9 miles of Butler Avenue between Milton and Sawmill Roads into a Complete Street. Complete Streets enable safe access for all people that need to get around, regardless of how. This project includes grade-separated bike lanes, protected intersections, a new pedestrian crossing, upgrades for pedestrian comfort, ADA improvements and connectivity benefits for the south side community. If the Arizona SMART Fund match dollars are awarded, this will leverage city funds for important projects that will bring economic benefits to the local community and the greater

Arizona.

Thank you for your time.

CHAIRMAN SEARLE: Thank you for your comments, Supervisor Vasquez.

MR. ROEHRICH: Our next speaker is Ms. Sandra Tavel. Ms. Tavel, please raise your hand.

WEBEX HOST: You're now unmuted.

MS. TAVEL: Members of the Board, my name is Sandra Tavel, and I am the transportation planner for MetroPlan of greater Flagstaff. Thank you for this opportunity to speak to you today.

MetroPlan of greater Flagstaff offers its strongest support for the City of Flagstaff's Arizona SMART Fund application in the amount of \$2.4 million to match their already awarded Safe Streets and Roads for All implementation grant for the Butler Complete Streets Conversion in the amount of \$9.6 million. This project seeks to convert .9 miles of Butler Avenue between Milton and Sawmill Roads into a Complete Street, which will enable safe travel and access for all people and all modes. The implementation of this project will directly contribute to the region's goal of eliminating death and serious injury on our roads.

This is an important project, because Butler Avenue is the city's highest cyclist crash corridor and one of the city's highest injury crash corridors. We are aware that

this award will draw down a large portion of the city's over 10,000 category, but would remind the Board that effective January 2025, per updated AZ SMART statute, you will have an opportunity to rebalance the funding categories.

Thank you for your time.

CHAIRMAN SEARLE: Thank you, Ms. Tavel.

MR. ROEHRICH: Bryce, do you see if Sitiana Ahmed has entered the meeting? I don't see them myself.

WEBEX HOST: I do not at this time.

MR. ROEHRICH: Thank you.

Mr. Chairman, I -- that would close out the call to the audience. I have no other requests, and if Sitiana does not log in, then she's a no show.

CHAIRMAN SEARLE: All right. Thank you, Mr. Roehrich.

With that, I'm going to go ahead and close the call to the audience, and we will now move on to Item Number 1, which is our director's report. Director Toth. Turn it over to you.

DIRECTOR TOTH: Good morning. I want to thank everyone for welcoming us. We are very happy to be here today. So I'll start off -- I think -- there we go.

Okay. I'll start off with some really great news. Recently, ADOT's been honored with a couple of national awards. The first is from America's Transportation Awards,

which is a national competition sponsored by AASHTO. Our Loop 303 project, which constructs interchanges at 43rd and 51st Avenues, near I-17 in north Phoenix, won in the Quality of Life Community Development category at the regional level. You'll recall that ADOT partnered with MAG and the City of Phoenix to accelerate the work in order to address current and future traffic growth in that area near the TSMC plant. We're very proud that the project's impact was recognized with this particular award.

In addition, we were also recently notified that ADOT's leadership and professional development team has been selected as this year's winner of the AASHTO President's Transportation Award for Administration and Organizational Excellence. This is another amazing honor, and we're very proud of this team that oversees ADOT's workforce development program and focuses on leadership training, employee development and knowledge sharing, and this award will be presented in October at the AASHTO annual meeting in Pennsylvania.

Moving on, I want to quickly share that I was in Tucson earlier this week for the Arizona Transportation Research Summit. I was joined by officials from Arizona State University, Northern Arizona University and the University of Arizona for an introduction to the Arizona Transportation Institute, and that introduction was for faculty and stakeholders.

AZTI is really an exciting and groundbreaking collaboration between ADOT and the three universities. All other partnerships between states and the universities for transportation institutes have traditionally been with one university. This is the first time that multiple universities have come together to work with the DOT, and so the universities will partner with ADOT on transportation research focusing on planning, operations, safety, mobility, materials and more.

We're waiting for the board of regents approval of the institute in September, and then the deans of the university and I will be able to sign an agreement. It's going to be a great partnership. We're really looking forward to working closely with AZTI faculty and the researchers. Our goal really is to use their expertise and resources in this collaborative effort so we can find innovative solutions to critical problems.

More good news. On July 30th, we --

CHAIRMAN SEARLE: Yes, this was good news.

DIRECTOR TOTH: We opened the rehabilitated bridge that carries 191 over I-10 near Willcox. You'll recall that a semi tractor-trailer crash caused significant damage to the support structure of the bridge. Almost immediately, we were open -- we were able to reopen the I-10 westbound lanes, but the 191 overpass at (inaudible) remained closed. So we're very happy that the access has been restored and the bridge is

now open to traffic. We know that that was a considerable impact for the community, travelers, and we really appreciate the patience. While the major work is complete, there is going to be some lane striping in September, but for the most part, everything is complete.

Just a real quick update. Where we are with the Douglas Port of Entry connector road study. Currently, we're in the home stretch of the study part, which includes a design concept report, an environmental assessment, and the goal is to identify the preferred connector road location to provide that connectivity between US-80 and the federal commercial port of entry set to be built west of the current Douglas commercial land port of entry.

We are anticipating a public hearing by the end of this year, and likely seek completion of the study by early next year, and after that we'll jump into the design phase with the same consultant and technical teams. There is some funding outlined in the five-year program for design and construction, but we know additional funds are needed. We continue to work with the local agencies to seek out funding and grant opportunities for this project. As always, we really appreciate the importance of our stakeholders, including the public, the City of Douglas, Cochise County, and our federal partners. It's a big undertaking, and the result is something that will have an extremely positive impact on the region and the entire state.

I'll move on and share with you a quick update on a recent meeting that ADOT had with Freeport-McMoRan that also included representatives from DPS and the Governor's Office of Highway Safety. So we held a meeting at -- which focused on a safety initiative along US-191 between Safford and the Morenci mine, and the mine, as you know, operates 24 hours a day, and many employees, as was just noted, uses this section of roadway on a daily basis. We committed to performing a roadway safety assessment for this stretch, and we'll use the assessment data in order to assist with the safety initiative in connection with Freeport-McMoRan and other stakeholders.

And lastly, I'll wrap things up with a quick safety message. It is still wildfire season in Arizona, and we want to make sure that we're all doing our part to give firefighters a break. As motorists, we can do a lot to prevent the vehicle-caused wildfires. Don't throw your cigarettes out of your vehicle window. Don't park in tall grass or brush, because the heat underneath your vehicle with set that vegetation on fire. Make sure you secure your tow chains before heading out to avoid those sparks. And check your tire pressure before you travel, because those exposed wheel rims can also cause sparks.

So in addition, I just want to note we do not have a legislative report this month. Don't anticipate much happening until the beginning of session next year.

Thank you, and I'll be happy to take any questions.

CHAIRMAN SEARLE: All right. Thank you, Director Toth. Ms. Howard, Mr. Maxwell, any questions for Director Toth? Mr. Maxwell.

MR. MAXWELL: Director, thank you for the update, and congratulations on the awards, and the leadership program that you've got going on up at ADOT is truly amazing, so good work continued on that.

So the Douglas Port of Entry update brought something to mind at one of the -- may have been the last time we were in Graham County, not positive. We brought up the idea there was a lot of concern on some roads, particularly a roadway out of the port to get back up to I-10, and as -- you know, to bring the goods and services and people that presumably would be coming through the new port of entry, and there was a topic about us taking a look at if any of those roads should be consider for inclusion in state route system due to their size and to the magnitude of traffic. And we brought up the idea of taking a look at both the (inaudible) how we bring state routes on -- into the -- roads into the state route system, but also, do we have state routes that probably don't belong in the state route system anymore, particularly ones that have been now encumbered by urban growth. So I just was wondering if there's been any movement or if there's anything going on inside of ADOT

right now to either prepare a study session or some time for us to look at that or basically if we've made any progress.

CHAIRMAN SEARLE: Thank you, Mr. Maxwell, for bringing that up.

DIRECTOR TOTH: I don't know if I can address that directly, but it looks like Mr. Byres can.

MR. BYRES: Board Member Maxwell and the rest of the board members, from the proposed port that we're looking at in Douglas, the main route that trucking would take coming through that port would be 80 up to 191, 191 over to I-10. Now, there will be some traffic that will also turn and head west to get there. What we're looking at right now is there is a path to get through on 80 that takes you all the way through, and basically, that route would be very minimal, because the most -- the majority of the traffic that would be coming across the port would be trying to get to I-10, because they're either going to be going east or west. So it would be a very minimal amount of traffic that would be turning west on to 80.

So we are looking at on 191, we have a bridge over the railroad that is in our five-year program to be replaced. Right now, that's a two-lane bridge. It's very narrow. It also has a high ramp to get up and over, so we're looking at replacing that. It will actually be on a separate alignment of what we have right now. So that's basically the main impediment that we have for that truck traffic.

As part of the DCR, we are looking at a route that will go all the way to I-10 to identify any improvements that need to be done as well.

CHAIRMAN SEARLE: Mr. Byres, and if I may, and Mr. Maxwell, I think that the question is actually larger than that. The question -- you know, the discussion did come up on the port, but as we look at the whole transportation system, there's been discussion about roads that, A, need to be brought into the ADOT system statewide and roads that maybe need to be dropped from the transportation system, and I think that might be some of the question that Mr. Maxwell has. And I think as a board, we would like to have that discussion sooner than later.

DIRECTOR TOTH: Mr. Chairman, members of the Board, we'd be happy to present -- we do have a turnback policy, which goes both ways, and we can definitely bring that forward in a -- either in a formal session or a study session and have that discussion.

CHAIRMAN SEARLE: And I believe that was...

MR. MAXWELL: And, Mr. Chair, thank you. That was the brunt, really, of the question, because last time, again, I think we -- I think it was in Graham -- correct me if I'm wrong -- but the Naco Highway was one of the things that came up, and there's some -- there are roads that are getting more and more usage, and with that traffic, might be incidental, it might not be the main route for the -- for the track traffic

coming up, but we -- we're hoping that that port prospers and it does get more traffic. And then you've got roads like Oracle, which is the state route now, and it's almost completely encompassed by the urban buildup.

So I think it's just something we need to consider, because we already know that the funding is short to take care of all the roads we need, so we can't just take them one way. So if there are roads that make perfectly good sense to become part of the state highway system, we want to consider doing that, but then we also have to look at the ones that we're funding that maybe the responsibility falls elsewhere as well.

CHAIRMAN SEARLE: Exactly. Thank you, Mr. Maxwell.

Ms. Howard, any questions?

MS. HOWARD: If I may I would just like to comment again. Every month, you know, we sit down to these meetings and we see additional formed relationships with ADOT and local industry and rural Arizona, tribal, and it's so good to see, because a lot of people don't know that. They think ADOT is metro, metro, metro, and it's just a great thing to see that ADOT spans the entire state on an equal level with everyone. So I appreciate that much, Director Toth and staff, and you're just doing an amazing job. Thank you.

CHAIRMAN SEARLE: Okay. Let me reach out to our online participants.

Ms. Daniels, do you have any questions for Director Toth?

VICE CHAIR DANIELS: I do not at this time. Thank you.

CHAIRMAN SEARLE: All right. Mr. Elters, any questions?

MR. ELTERS: Mr. Chair, no questions, but a comment. We're having a very difficult time hearing many of the speakers, including board members. So if you could, please try your best so we can hear and be engaged in this meeting. Thank you.

CHAIRMAN SEARLE: All right. Mr. Meck, any questions?

Ms. Peshlakai, any questions?

All right. I'm going to go ahead and move --

MS. PESHLAKAI: Not right now, but I do concur that there is -- audio is unclear, and is especially true for the board members.

CHAIRMAN SEARLE: All right. Thank you, Ms. Peshlakai.

That will conclude Item Number 1, our director's report.

Item Number 2 we are going to forego. Mr. Emery, you'll get a pass on any type of report today.

We'll now move to Item Number 3, which is our

consent agenda. Does any member have an item they would like removed from the consent agenda? Hearing none.

I would entertain a motion for the consent agenda.

MS. HOWARD: So moved.

CHAIRMAN SEARLE: I have a motion from Ms. Howard.

MR. MAXWELL: Second. Second.

CHAIRMAN SEARLE: Thank you, Mr. Maxwell.

And if -- and I may say I may need you all day long for the motions and seconds, so -- unless our remote people want to step up quicker.

So I have a motion by Ms. Howard and a second by Mr. Maxwell for the consent agenda. There is no discussion. And as we do have several remotely, I am going to ask if there's any opposition before I ask for the ayes. So is there any opposition to the motion in front of us?

VICE CHAIR DANIELS: No opposition.

CHAIRMAN SEARLE: Hearing no opposition.

All those in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: Item passes unanimously.

MR. ROEHRICH: So, Mr. Chairman, if I could, I apologize, but I do want to acknowledge that Board Member Meck had to leave the meeting. He logged off and did not vote on

this item. So it would be six ayes from all the rest of the board members, and he will be unable to participate for the rest of the meeting.

CHAIRMAN SEARLE: All right. Very good. Thank you, Mr. Roehrich.

With that, we'll move to Item Number 4. This is our financial report. Ms. Ward.

MR. ROEHRICH: Hold on, Mr. Chairman. It looks like Mr. Meck is back in the meeting.

Mr. Meck, are you still there?

CHAIRMAN SEARLE: Go ahead and let's continue.

MR. ROEHRICH: (Inaudible) I'll see if I can get ahold of him, Mr. Chairman.

CHAIRMAN SEARLE: Because as long as we continue to have a quorum, we should be good.

MS. WARD: Good morning, Board Members. How are you this morning? Thank you very much for the dinner last night. It was a great deal of fun. I enjoyed having conversations with folks.

So if we could go to the first slide. Do I -- oh, I get to do this myself. Thank you. I get control.

All right. So we have our first month of revenues reporting for 2025, fiscal year 2025, and we are immediately out of target range, unfortunately, with revenues under forecast by 3 percent and having collected \$144 million.

The variant in the forecast equates to about \$1.6 million and is not a concern at this point, but I'll tell you more of the why on this next slide.

So what this slide depicts is the individual revenue categories that flow into the Highway User Revenue Fund. The reason for the variance that you saw in the previous slide, that being out of forecast range, is largely associated with use fuel, AKA diesel fuel tax revenues. You will see we had a very strong month in July with 14 percent growth over our previous year in use fuel taxes. What we have experienced is some very volatile growth rates recently, and that has made forecasting a little difficult. June of last year, we had 24 percent, 24 plus percent growth. We forecast 21 percent growth. It came in at 14 percent growth. So that's kind of thrown these initial month -- these initial month forecasts up. Again, I do not anticipate a problem. We actually anticipate, as sometimes happens, we will see the forecast come back into range as each month progresses.

As we look at the Regional Area Road Fund, AKA RARF, the final RARF revenues are in. We ended the year right within forecast range at .8 percent over forecast. We collected \$751 million over the year.

Again, this slide shows those individual revenue categories that flow into RARF for the final month of the year, June. We were a bit behind forecast, but again, .8 percent

up -- we were a little bit behind forecast for the month, but a little bit over for the entirety of the year.

So a topic that often comes up this time of year and makes for a lot of conversation is we are in the month of August or we -- yes. I'm like, oh, my goodness. Did we sneak into September? No. We are in the month of August, and what typically happens is we go through the federal process called August redistribution. So I'm going to give you a little -- a little preview.

We submitted our August redistribution request recently to FHWA, and the department requested \$218 million from that process, and we have yet to hear whether we are actually -- what we are going to receive. Hopefully by -- well, it's pretty certain by next board meeting we'll be able to tell you how much we received. Those dollars, again, they have to be soaked up very quickly. We have to obligate them, AKA soak up, very quickly, and so what we do is we program those funds, we identify the projects that the Board has already approved, and we basically pay ahead on those projects, freeing up funds in the future years that can come back to this board to be programmed.

So stay tuned. If we get that 218 -- I think last year we got 225. So we'll be just a little under, but these are -- these are mammoth numbers to what we have experienced historically. Typically, August redistribution

prior to these most recent -- you know, these last couple of years runs at a high of 65, 65 million. So thank you IIJA.

CHAIRMAN SEARLE: If I could ask, is there any chance that we would lose any funding?

MS. WARD: No, sir. That is --

CHAIRMAN SEARLE: Okay.

MS. WARD: Fortunately, that is not the way the August redistribution --

CHAIRMAN SEARLE: Okay.

MS. WARD: -- process has worked.

CHAIRMAN SEARLE: Just wanted clarification.

Okay.

MS. WARD: With that I'd be happy to take any additional questions.

CHAIRMAN SEARLE: All right. Any -- Mr. Maxwell.

MR. MAXWELL: First off, if anybody online can't hear this, I'm about as close to the microphone as I can humanly get.

Kristine, great -- as always, great report. How do we determine the number that we're going to ask for in the August redistribution?

MS. WARD: We are -- we are confined a bit by the amount we can request, and that confinement is associated with something I would really not appreciate trying to explain. We have essentially what they call apportionments, and think of

those as checks. And then what we get through August redistribution, we get obligation authority. Think of that as cash. We are contained by the amount of apportionments that we have and projects that align with those apportionments. So if you don't have enough checks, you can't ask for cash beyond that which you have checks. I hope that got it. Does that --

MS. HOWARD: That definitely helped a little, so thank you and I appreciate it. Thank you, Mr. Chair.

CHAIRMAN SEARLE: Okay. Ms. Daniels, any questions for Ms. Ward?

MS. DANIELS: I do not have any today. Thank you.

CHAIRMAN SEARLE: All right. Mr. Elters, any questions?

MR. ELTERS: No. Thank you, Mr. Chairman.

CHAIRMAN SEARLE: All right. Mr. Meck, any questions?

MR. MECK: No questions. Thank you.

CHAIRMAN SEARLE: All right. Ms. Peshlakai, any questions for Ms. Ward?

MS. PESHAKAI: No questions.

CHAIRMAN SEARLE: All right. Thank you very much. Well, Ms. Ward, you are off the hook. Thank you.

MS. WARD: Thank you very much.

CHAIRMAN SEARLE: We will now go to Item Number 5

with Mr. Hossain, our Multimodal Planning Division report.

MR. HOSSAIN: Good morning, Mr. Chair and the members of the Board. My name is Iqbal Hossain, Deputy Director of Multimodal Planning Division. Today I will present Items 5, 6 and 7, a portion of Item 5, which is related to AZ SMART Fund, will be presented with Lisa Danka, MPD Program Manager.

So I'll start with Item Number 5, Multimodal Planning Division report. The first one is tribal transportation update. On August 2nd, the Multimodal Planning Division issued the notice to proceed for the Intertribal Council of Arizona Tribal Liaison and Transportation Working Group Project. The primary objective of the project is to enhance communication, consultation, coordination, and the coordination between ADOT, FHWA and the tribes in Arizona.

Intertribal Council of Arizona will provide technical assistance to assist, manage and support focusing on tribal safety, tribal law enforcement support and tribal aviation. The goal is to optimize efforts across all (inaudible) work.

In addition to the technical support, Intertribal Council of Arizona and ADOT MPD will conduct regular meetings to share transportation related information to Arizona tribes and get feedback on their concerns. A project start-up meeting is scheduled for August 22nd with ADOT project managers, ADOT Tribal Liaison Team, and the intercouncil of Arizona executive

director to discuss the next step.

As part of ADOT MPD Tribal Aviation Outreach and Initiative, I would like to share some updates on tribal transportation. First, on -- the 2024 Tribal Aviation Symposium will be held virtually on August 21st and August 22nd, hosted by USDOT and the Federal Aviation Administration. This year's topics include federal aviation initiatives, tribal engagement policy and process, resource sharing, and the tribal airport Capital Improvement Program. Tribal leaders and the tribal airport managers are encouraged to attend to the symposium.

The next one is the -- on the 2024 Arizona Rural Transportation Summit will take place in Prescott in person on October 16th and 17th. The summit agenda features several tribal sessions (inaudible) opportunity for tribe, state and federal officials to discuss tribal aviation funding. Again, tribal leaders and the tribal airport managers are encouraged to attend this meeting. A representative from ADOT MPD aeronautics will be available to assist with the discussion.

Additionally, ADOT MPD is considering holding a tribal airport manager and tribal aeronautics support group meeting this fall. We'll be sharing more information and participation requests with tribal officials and tribal airport managers for all 12 tribal airports in Arizona.

Lastly, the ADOT aeronautics group will begin scheduling statewide annual Airport Capital Improvement Program

meetings during fall and winter. These meetings specific to each airport will also provide an opportunity for both tribal and non-tribal airport managers to discuss their airport issues, funding needs and upcoming projects.

A meeting is scheduled for September 12th between ADOT and the Navajo Nation. The purpose of this meeting is to discuss the deployment of Navajo Nation Traffic and Criminal Software, known as TraCS, and TraCS is a mobile crash reporting system.

Another meeting is set for August 26th between ADOT and Tohono O'odham Nation to discuss the upcoming SR-86 wildlife crossing projects.

Statewide P2P district workshops have been scheduled by ADOT districts to discuss project priorities and potential modifications. These workshops will review scoring and district priorities to help shape the FY 2026 through FY 2030 Five-Year Construction Program.

The workshops are set for September in all districts, and invitations have been sent out to the tribes and the stakeholders. The workshop will take place in Northeast and Northwest Districts on September 9th. Southwest District on September 11th. Southcentral on September 12th. Northcentral on September 16th. And Southeast and Central Districts on September 17.

This concludes my presentation on tribal updates.

I'll be happy to answer any questions you may have.

CHAIRMAN SEARLE: Any questions for Mr. Hossain on this portion of our agenda? All right.

MR. ROEHRICH: This is what we'll have to go to, the second presentation he sent.

MR. HOSSAIN: Okay. Yeah. Sure.

MR. ROEHRICH: That will be the AZ SMART presentation.

MR. HOSSAIN: Correct.

So, Mr. Chair, members of the Board, the next item will be AZ SMART program updates, and this item will be presented by Lisa Danka, the MPD program manager. I'll come back with Items 6 and 7.

CHAIRMAN SEARLE: Okay. Thank you.

THE WITNESS:

MS. DANKA: Good morning, members. My name is Lisa Danka, and I am the programming manager for ADOT and also the AZ SMART program manager.

I do believe that Floyd has sent out to the Board a copy of the draft request for grant applications, and I'm not going to go through all 71 pages, but I do want to explain at a very high level and help you understand why it looks the way it looks.

So as we shared with the Board in the past, House Bill 2318 made some significant changes to the program, and the

primary one was the change in the eligibility of applicants from the usual suspects of cities, towns and counties to any entity eligible for a federal grant. And I know it's hard to see, but this table to the left in this slide shows the changes in the type of applicants that we are now eligible for the program. In addition to cities, towns and counties, we now have tribes. We have individuals. We have for-profit corporations. We have some unions, and we also have associations.

In addition, by virtue of bringing in the other applicants and the other modes, particularly rail and transit, we're anticipating, that we know of at least an additional 31 possible grants that are now eligible for the AZ SMART program, primarily from Federal Transit, Federal Rail, and the Motor Carrier Safety Administrations.

There's also -- there's one here close to the bottom. I think it's the second from the bottom in terms of new potential eligible applicants, and that was -- that's my favorite. The good old "to be identified" in the NOFO.

Unfortunately, as you know, we're working with the same funding and do not anticipate any additional appropriations from the Legislature for a couple years.

Okay. Another challenge resulting from that change to any entity that's now eligible to a federal discretionary grant is something called the "Gift Clause," and that is posted on the screen here. The section highlighted in

yellow is what we are stubbing our toes on, and we're trying to -- we have proposed a way around it. It's imperfect, but we're trying to figure out how to deal with these requirements.

There's a large body of court case information related to the Gift Clause, and in order for us to be able to make awards to corporations, individuals, non-profits, et cetera, we have to deal with something called the two-prong gift clause test. The first prong is we have to demonstrate that the project is on a public asset for a public benefit. Then we have to quantify the public benefit and it has to exceed the cost of the public funds going towards that project.

So the -- allow me to catch up with my notes here. So

So what we have proposed is something called the cost -- the benefit-cost ratio, which as I mentioned, is imperfect. Most of our applications are gone to design, and a benefit-cost ratio is very challenging to develop in the early stages of a project, but, you know, we are looking for some other constructive suggestions on how to deal with this, and if anybody's got any ideas, let us know.

The US Department of Transportation has developed guidance on benefit-cost ratios. They are required for almost every federal grant, and they have developed a tool. It's essentially a spreadsheet that enables the applicant to input certain information, and the BC ratio is automatically

calculated for them. And so that is the tool that we are recommending at this point in the proposal. Again, not a perfect fit.

CHAIRMAN SEARLE: If I could ask a question on that.

MS. DANKA: Yes, Mr. Chair.

CHAIRMAN SEARLE: As these grant applications come in and ADOT goes through them and for the recommendations, is it a safe assumption that this issue will be covered on any of these grant applications that are coming from individuals, associations or corporations?

MS. DANKA: Mr. Chair, it's unclear on how this would need to be applied. There are some that believe it has to be applied broadly, and pending further clarification from legal minds -- I only play one on TV -- we have proposed that it be applied widely. It is possible that we can only -- that we could just limit it to the non-public subdivision applicants, but there hasn't been agreement on that yet.

MR. MAXWELL: Mr. Chair.

CHAIRMAN SEARLE: Mr. Maxwell.

MR. MAXWELL: Yes. This -- I mean, this is a problematic potential. There are a lot of organizations that watch counties, cities and others and then challenge the Gift Clause quite often if they don't like the use of the funds in court. And I understand that we're trying to open this up or

we, the Legislature, was trying to open this up to make more people applicable.

My concern with the benefit-cost ratios, and whatever we put forward, I think we need to make sure that we're using "for consideration." If we try to establish minimums or any hard and fast rule, number, one, you're tying the hands of the Board for consideration between projects, because we have limited funds. We have to consider not just whether this is a good project or not, but this is a good project compared to others that if either done before or in the past, so there is judgment that has to be left in it, and that's the danger I see with the expansion that we've been asked to hear to individuals, associations or corporations. I mean, it becomes problematic.

So I think when you go through the process and you're setting up for us, we want to avoid doing things in our documents that make it a minimum, and we had to leave up the flexibility for consideration of the Board.

And now that I'm done pontificating, I did have a question. You said we don't have any expectation of additional funds from the Legislature in the next several years. So does that mean you don't see anything changing on the amount they give us, or do you see no additional funds coming into the program, so what we're current sitting with is all we have going forward?

MS. DANKA: Mr. Chairman, Members, my

understanding from our government relations team, and Kevin may have a different -- a different take on it, but my understanding is we were not expecting any additional legislative appropriations into the fund for the next couple of years. Now, we will continue to earn interest income. So, you know, that will continue to grow the fund a little bit, but in terms of a significant deposit, really the only place it might come from is the Arizona Legislature.

MR. MAXWELL: Thank you (inaudible). Thank you very much. Thank you, Mr. Chair.

CHAIRMAN SEARLE: While we're taking this break, any other questions?

All right. Continue.

MS. DANKA: Director, did you want to make a comment?

DIRECTOR TOTH: Well, I would just say we don't have a crystal ball to look at and see what the Legislature may appropriate or not, so we will plan accordingly.

MS. DANKA: Mr. Chair, Members, if I can respond to one of the comments that was made, in the proposal, we do reflect that the benefit-cost ratio would need to be one, which means that the benefit and the costs are equal, essentially. It is a proposal. It's merely a draft, and it's purely for, you know, the Board's consideration and for stakeholder review and comment. So, you know, this is completely changeable. Just

want to make that clear.

Okay. We have another statute that we have to deal with. We have determined that this program is subject to what's called the "Grant Statute," and that is included in the 71-page packet, and it dictates various types of requirements that are reflected in the proposal.

The Grant Statute essentially requires the use of the request for grant application format, and that is how the document has been structured. We also have to identify priority criteria that will be used to evaluate the applications. We must have a solicitation period of at least six weeks before the applications are due. We have to identify due dates for the awards, and the applications will need to be evaluated by at least three qualified individuals, among other things that the statute requires.

Now, the RFGAs used by most state agencies that do grants, and I've listed a few of them here on the screen, the document is structured more like a procurement, although it is still a grant application and contract, and the primary benefit of this approach is that all of the administrative work including approval by the applicant's governing body would be done before they submit an application to AZ SMART.

And this is particularly important, because the SMART statute now requires that applicants who get awards for design, which is more than half of our awards heretofore, they

must apply for a federal discretionary grant within two years of that date of award, and the average time for development of a project is 12 to 18 months.

And so we're pushing up against a danger zone where applicants may or may not be able to apply. If they can't apply in that time frame, they've got to repay their SMART funds, and we don't want to get to that point. We don't want anybody in that situation. So that is -- and you guys will have to rescind the award. That's the other thing contained in the statute. So we're trying to put as much of the approval, administrative work on the front end before it even comes to you so that we're ready to go as soon as possible.

So this slide shows the high level table of contents in the RFGA. It is linked throughout the document, and internal to the document we are providing links to the definitions, which are in the back, to the statutes, which were also included, to websites and documents. In addition, we are providing a list of the documents and statutes and guidelines in the Introduction section. We are providing a link to ADOT's E2C2 database, which is updated after you award contracts on a monthly basis, and it contains historic bid unit prices to help applicants understand what it really costs, you know, to build a federal aid project.

We've also included a checklist to assist applicants with requiring gathering up their required documents.

There's a copy of the application in there to help them prepare, and there's even a sample governing board resolution, which can be adapted to their needs. And then finally, just wanted to note that there is a proposed revision to the Board's SMART Fund Policy Number 45. It's included in the packet, but obviously at the time you're prepared to approve whatever goes forward for the program, we would have you approve that policy separately.

Okay. So based on the changes that we've discussed, primarily the Gift Clause and the Grant Statute, there's some important changes, some of which I've alluded to in discussions with you in the past. On the next couple of slides, the first column here shows the element. The second column shows the reason or the justification for what's being proposed, and then the third column incorporates notes or additional information.

First is the change to the RFGA format, which I've already covered. Next is the benefit-cost ratio, which we've already talked about. Then the priority criteria, which first of all, the Board is allowed to identify additional criteria in the new legislation, and criteria is also required by the Grant Statute. And then the Board also has the authority to determine the applicant's technical and financial capacity to deliver a project.

Any questions on this slide before I move on?

CHAIRMAN SEARLE: Actually, I don't have any

questions. I've just got a comment.

It seems like in the attempt to broaden the accessibility of this grant to other entities, we've made it a lot more difficult for everybody else.

MS. DANKA: Mr. Chairman, I would not argue with that.

CHAIRMAN SEARLE: All right. Careful what you ask for.

UNIDENTIFIED SPEAKER: That's terrible.

MS. DANKA: Next slide.

We will have to require additional documentation. You know, if someone says they're a non-profit, we're going to have to have that documentation in our file. So going back to them for their IRS determination letter and things of that nature. Again, to this case, this body of case law on a gift clause, it does set a certain standard.

We also are suggesting quarterly application rounds. Some of this is a function of ADOT staff needing additional time. We also want to build in a courtesy technical review, however. We are seeing project budgets routinely underestimated, and these -- we can only reimburse expenses that are to federal standards, and we are now starting to see expenses that do not meet those standards.

CHAIRMAN SEARLE: These new requirements are going to go into place after the first of the year; is that

correct?

MS. DANKA: No, sir. They are effective September 14th.

CHAIRMAN SEARLE: September 14th. Okay.
Mr. Maxwell.

MR. MAXWELL: So a follow-up question. So the creation of this RFGA, is this an ADOT process or is this something the Board has to accept or -- I guess what I'm trying to get at, too, is -- I mean, we heard at least from one of the call to the audience members. Let's be careful what we're doing here, and I don't think that the Legislature's intention with the addition of the additional groups would have been to make this more difficult to get. The purpose of the SMART funds in the beginning was to make it more accessible and provide the rural communities the opportunity. I think we've got into some trouble with the fact that there were areas of larger municipalities that could get access to it. I don't know if that was their intent, but are all these changes being given by the incorporation of the individuals -- the associations or corporations, or are these rules that maybe should have been in place in the first couple years of execution?

CHAIRMAN SEARLE: Good question.

MS. DANKA: Mr. Chair, Members, the grant statute probably applied from the get-go. Okay? The other issues, benefit-cost ratios, some of those other things, is a function

of opening it up to any entity eligible for a federal discretionary grant. So it's a -- it's a little bit of a double whammy here. If we did not have the issue with the gift clause, we'd still have to do the request for grant application, but it -- let's just say it would be less challenging.

MR. MAXWELL: Thank you.

CHAIRMAN SEARLE: Any questions from our online board members?

All right. Continue.

MS. DANKA: So --

MR. ROEHRICH: Mr. Chairman, Ms. Peshlakai has raised her hand. I think she has a comment.

CHAIRMAN SEARLE: All right. Ms. Peshlakai.

MS. PESHAKAI: Yes. Thank you.

I'm not really sure if this is where I would have my comments, but -- because the audio's kind of tricky here, but I think the changes that have been made make it more -- much more difficult for smaller jurisdictions that need a little bit more time and, and then I think -- you know, I've written grants and have read grants before, and they don't always require a benefit-cost ratio, and it just adds (inaudible) to those that are applying for these grants.

And then -- and then the quarterly, I think that is -- on the quarterly applications, they should be filled in the six- to four-week time frame instead of having folks wait

for three or four months for feedback on those applications.

Okay. I think that's it for now. Thank you.

CHAIRMAN SEARLE: All right. Thank you,
Ms. Peshlakai.

Ms. Daniels, I understand that you might have a question or a comment?

VICE CHAIR DANIELS: Thank you, Chair.

I think all of the board members (inaudible) based on the questions that are being asked (inaudible) our stakeholders, and so I think what I would like to ask that we do is ensure that there be some dialogue between stakeholders and our ADOT teams in order to ensure that we've thought through all of these components, and that there is (inaudible) path forward.

Obviously, they've all expressed concern about the four-month lead time, about the cost-benefit analysis, which, again, there's just a few things I think that we all (inaudible) like, hey, this is making it a lot more difficult, particularly for our rural communities, who we know are sometimes (inaudible) with the resources to even apply for these grants. So I would just like to see there be some more dialogue. I don't know that the board meeting is the right place to sort of work out the details (inaudible), but, you know, I (inaudible) is very, very tricky. So I would love to hear that there's additional conversations and some balancing going on between our ADOT teams and some of the stakeholders who

hope to apply for and receive these funds.

CHAIRMAN SEARLE: Good. Good point, Ms. Daniels. Thank you.

MS. DANKA: Mr. Chair, Members, I have put the revised program schedule up on the screen. It was always our intent to have additional conversation with the stakeholders. This documents going out for public comment on Monday, and it will be out for three weeks. Public comment will run through September 6th.

We absolutely welcome any constructive ideas that can help us make the program easier while still complying with the things that are before us, and we will bring the comments back to the Board and talk with you about them to look at the way to go forward.

We have also met with the County Supervisors Association and the League of Cities and Towns to discuss the -- unless we go back and exempt ADOT from -- or the AZ SMART program from the grant statute, that remains, even if we go back to the Legislature and fix the issue that give -- that has us stubbing our toe on the gift clause. Okay?

So the stakeholders were very eager to have the program active as soon as possible. That did not give us a lot of time to talk to everybody in advance. So that work will have to happen now that we have somebody every -- we have something -- people to look at and respond to.

And I'm happy to answer any other questions.

CHAIRMAN SEARLE: Director Toth, did you have --

DIRECTOR TOTH: No.

CHAIRMAN SEARLE: Okay. Any other questions or comments?

MS. HOWARD: I just -- I have a comment, if I could.

I was so excited to know that the MPOs and COGs would help smaller rural communities with these grants because they didn't have the finances or the capacity to do them, and I am very, very dismayed -- and I was excited that we have the ability to move some funding around to help those that are able to apply, but I'm very dismayed at the complexity of the process, being times the magnitude of three of what it was before that's going to totally offset these abilities. And I'm looking forward to further discussion and the public comment as well. So thank you very much.

CHAIRMAN SEARLE: Any other comments from our remote participants?

All right. Thank you for the report. What's next? Mr. Hossain. Okay.

MR. ROEHRICH: We will need the presentation for Item 6, please.

CHAIRMAN SEARLE: Ah, so we're going to Item 6 now. Okay. We're done with 5.

MR. ROEHRICH: I hope we're done with 5.

MS. DANKA: Yes. Yes.

CHAIRMAN SEARLE: All right. Item 6, PPAC items.

MR. HOSSAIN: All right. Good morning again, Mr. Chair, the members of the Board. Now I will present Item Number 6, Priority Planning Advisory Committee action items to the Board for discussion and possible action.

Mr. Chair and the members of the Board, for your consideration, I would like to present the proposed changes to FY 2025 through FY 2029 State Transportation Facilities Construction Program, Items 6A to 6AAAR (sic), new projects and project modifications. These projects are shown in three different slides. This is Slide Number 1. This is 2, and this is 3.

CHAIRMAN SEARLE: And, Mr. Hossain, just for the comment, I think the Board appreciates the summary on the chart that we have this time around. It does make looking at them all at one time a lot easier.

MR. HOSSAIN: Thank you.

CHAIRMAN SEARLE: Are there any questions on the list of the PPAC items that are being proposed at this time?

So just a matter of efficiency, I would entertain a motion to modifications and new projects Items 6A through 6 AA as presented.

MS. HOWARD: So moved.

CHAIRMAN SEARLE: Motion by Ms. Howard.

MR. MAXWELL: Second.

CHAIRMAN SEARLE: Second by Mr. Maxwell.

Any discussion on the items in front of us or questions? Hearing none.

Here again, I will ask for any oppositions up front. Are there any opposed to the motion in front of us?

MR. MAXWELL: Mr. Chair, I just want to make one clarification. The last slide we've got up there shows through 6W, and as I'm looking through the book, are you -- do you want to us make this motion through 6W or all the way through AA?

MR. HOSSAIN: Correct. From 6A through 6AAA.

MR. ROEHRICH: AA.

CHAIRMAN SEARLE: All right. It is 6A through 6AA.

MR. MAXWELL: Thank you, Mr. Chair.

CHAIRMAN SEARLE: All right. Once again, is there any opposed to the motion?

MR. HOSSAIN: Sorry.

CHAIRMAN SEARLE: Hearing no opposition.

All those in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: The Chair votes aye. Item 6 passes unanimously.

Now move to Item Number 7.

MS. PESHAKAI: Excuse me. This is Member Peshlakai.

CHAIRMAN SEARLE: Yes.

MS. PESHAKAI: I was slow to unmute and raise my hand, but I just wanted to point out that one-third of the state of Arizona, the northern part, which I represent as the member, is -- there is no project up north, and that is a concern and --

CHAIRMAN SEARLE: Well, Ms. Peshlakai --

MS. PESHAKAI: -- I apologize for being slow to unmute and raise my hand. I just wanted to make sure that (inaudible).

CHAIRMAN SEARLE: All right.

MS. PESHAKAI: But I do vote in favor of the question.

CHAIRMAN SEARLE: Okay. Just for clarification, Ms. Peshlakai, these are modifications to existing projects and not movements on new projects. Okay.

MS. PESHAKAI: Okay. Thank you very much for that clarification.

CHAIRMAN SEARLE: So once again, the motion carried unanimously. We'll now move to Item Number 7, and Mr. Hossain, you're presenting this as well, correct?

MR. HOSSAIN: Right. Correct.

CHAIRMAN SEARLE: The SMART Fund application for Flagstaff.

MR. HOSSAIN: Next slide. For Item Number 7, please. Thank you.

Mr. Chair, the members of the Board, then I will move on to Item Number 7, AZ SMART Fund program and present to the Board for discussion and possible action.

Today we have one AZ SMART application on the agenda, and the full application is included in the agenda packet.

CHAIRMAN SEARLE: Has everyone had an opportunity to review the application for the City of Flagstaff?

Any questions on the application in front of us?

Hearing no questions, I would entertain a motion to approve the SMART grand application for the City of Flagstaff.

MR. MAXWELL: I so move to approve this application. If there's any -- now it's on. I so move to approve this application for the AZ SMART Fund application by the City of Flagstaff. I would, however, like to see if we've got the total summary chart that we always have of the SMART funds to see what's remaining.

CHAIRMAN SEARLE: All right. I believe there's, like, 800,000 in that pot.

MR. MAXWELL: Thank you, sir.

CHAIRMAN SEARLE: All right.

MS. HOWARD: I would like to second that and also

add a congratulations to their award for the Safe Streets For All Grant. You know, we were up in Flagstaff several months ago, and they are very on their surface transportation, and I'm very happy they were awarded that grant and happy to assist as well. So I'll second that.

CHAIRMAN SEARLE: All right. So I have a motion by Mr. Maxwell and a second by Ms. Howard, and this is to approve the Arizona SMART Fund application for the City of Flagstaff in the amount requested by the applicant.

If there is no other questions or comment, is there any opposed to the motion in front of us? Hearing no opposition.

All those in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: Okay. The Chair votes aye. Item Number 7 passes unanimously.

Now moving on -- we will now move on to Item 8, which is the Economic Strength Project, and Mr. Hossain, you're going to present this, but before, Mr. Elters, it's my understanding that you want to recuse yourself from the Mojave County application; is that correct?

MR. ELTERS: Yes, Mr. Chairman. I do wish to do so. Thank you.

CHAIRMAN SEARLE: All right. So then we will -- we will look this as two different motions then.

All right. Mr. Hossain, I'll turn that over to you.

MR. HOSSAIN: So next is Item Number 8, Economic Strength Project Grant. Clem Ligocki, the MPD Planning Manager will present Item 8 for discussion and possible action.

MR. LIGOCKI: Thank you, Iqbal.

Mr. Chairman, members of the Board, I'm Clem Ligocki with Multimodal Planning. Happy to be here today to present to you the recommendations this year for the Economic Strength Project Fund that we're provided by the Arizona Commerce Authority. So we'll talk about that.

When I get to the end of the presentation --

UNIDENTIFIED SPEAKER: Do you have the clicker?

MR. LIGOCKI: Yes, I do. Yeah. I'm good. Thank you.

Anyway, when I get the end of the presentation, you'll notice I do have a slide that's for the recommended motion, of course. We'll adjust that based on what you'd stated about splitting the motion, Mr. Chairman.

Okay. So this is obviously an action item. Just a little bit about the fund. This is a partnership with the Arizona Commerce Authority, as provided the statute. I'd like to thank the Commerce Authority publicly for how they worked with us this year and all the work they did to provide that for the partnership that we have, (inaudible) do that.

So this program --

VICE CHAIR DANIELS: -- me for interrupting. I apologize. We're getting quite a bit of feedback on the line. I'm not sure if maybe one of the board members needs to mute themselves, but we're getting a lot of feedback.

MR. MECK: Same here. Jackie Meck.

CHAIRMAN SEARLE: Does that -- does that make a difference?

VICE CHAIR DANIELS: Yes. I think whatever issue it was may have been resolved. Thank you.

CHAIRMAN SEARLE: All right. That's the Chair's mic, so I am going to mute it.

MR. LIGOCKI: All right. Thank you.

So this program is pretty straightforward. Each year ADOT transfers a million dollars from the Highway User Revenue Fund to the Economic Strength Project Fund. The moneys remain in the fund. They do not lapse, so they can build. Projects are recommended by the Arizona Commerce Authority as is provided in the statute, and then the Board's role is to approve the projects once they're recommended by the Commerce Authority.

So because they're HURF funding -- HURF moneys, they have to be street or highway projects, because that's the Constitutional requirement for HURF funds, but in this particular program, they must meet these other criteria, either retaining jobs, creating significant new jobs, leading to some

significant capital investment or making some other significant contribution to the economy.

These are the evaluation criteria in statute. There's a bunch of them. If you'll look at the top, the cost of the project. Down at the bottom, the schedule. So those are typical important items. Everything else in between are economic benefit types of criteria, and so they consider these in the formula that they have. They do have a committee that meets to do that, take applications and things such as we do as well.

So there are four projects before you. These -- this is the list here, this order of rank in terms of how the Commerce Authority prioritized them. Note that this did go through the Priority Planning Advisory Committee on August 7th, as now we'll bring you forward (inaudible) also provided in the statute.

So I'm just going to quickly go through the projects. I won't read all of the information, but as you can see, Town of Taylor is the first applicant. These are in order of priority by the Commerce Authority. This is kind of a second phase. Back in 2020, there was an airport loop road paving project that was approved from ESP, and now this Cessna Loop Road ties in the Airport Loop Road back into Pinedale Road and provides a corridor to the airport industrial park.

This is just a quick graphic. I know it's going

to be hard to see from there. Hopefully you have it in your packet, but you see the green line. It's the new Cessna Loop Road, and it ties in to Airport Loop Road that's kind of on the west there, and then on the east is the existing Pinedale Road.

CHAIRMAN SEARLE: What is the dollar amount on that one?

MR. LIGOCKI: I've got it in the list and the table that will come up. I don't want to misstate. I think I noted -- we'll get to the table.

Second is the City of Kingman. This is a three-quarter mile roadway reconstruction to support the Kingman Airport Industrial Park. The roads are pretty old, as you can see in the picture that I have next here. Oops, I got to go back. Sorry. You can look on the right there. You can see some potholes, even from the distance with the side -- size of this slide, the scale of the slide. So it's been many years. So this will improve those roads to make them more accessible, and the connection will be better.

The third one is Bullhead City. This is a deceleration lane on State Route 95. Now, this is that segment of 95 which was turned back to Bullhead City earlier this year, so know that. It's a very large mixed-use development that this will serve. You see there's quite a bit of activity there. And you see the size of the development in blue there is -- highlights were on 95 as compared to the project.

Mohave County is the fourth applicant. It's a new one-mile county highway, Cane Beds Road. So that will provide another access to that Centennial Park community there. It also ties in to State Route 389.

And there is a graphic of that, the boundaries limits shown with those text boxes, and then you can see the road a little different time of year, little different climate. And exhibited there, you see the improvements, how those could be helpful there.

Here's our list in terms of the dollar amounts. This is just a quick summary of the four projects that I've mentioned, and you see projected new jobs there that are significant in each of these projects. Obviously, the Bullhead City project is a much larger development, so you'll see a much larger number there.

In all cases except Mohave County, the amount that was requested is the amount that's being recommended for award by the Commerce Authority. So in the case of Taylor, they requested 380,000. That's the recommended award, 380,000. And then for Kingman, they requested 450,000, and that's the recommended award amount, also. Bullhead City requested 500,000, and that's the amount recommended. And in the case of Mohave County, which was the fourth priority, they requested 500,000. Their award is 325,698, because that was the balance remaining in the fund, and they were the fourth of the priority

of the four projects.

So that's the summary, those are the amounts, and then as I click through the next slide, we'll of course change the motion, but you see a little easier to read there the dollar amounts for each of the projects and the total.

You may recall that in the beginning I said we transfer a million dollars a year into the -- into the ESP fund, and this obviously is more than a million. So there's reasons for that. One is that there is some interest in the fund, and the other reason is that there was a project in a previous year that was returned because the timing didn't work out, and they returned the money to the fund. So that's why they ended up with, you know, almost 1.7 million here. So this will use up the money in the fund, presumably, if it's approved, and then next year there will be another million available and potentially some interest.

CHAIRMAN SEARLE: Thank you, Mr. Ligocki.

MR. LIGOCKI: Thank you.

CHAIRMAN SEARLE: Questions? Any questions from our remote board members?

MR. ROEHRICH: Mr. Chairman, is your mic on?

CHAIRMAN SEARLE: Oh, okay. Let me turn my mic back on. Thank you.

Ms. Daniels, was the -- could you hear better with my mic off?

VICE CHAIR DANIELS: Sorry. Repeat the question, please.

CHAIRMAN SEARLE: Okay. Any questions for Mr. Ligocki at this time.

VICE CHAIR DANIELS: No questions. I just want to thank everybody for bringing this forward this month, and also for the collaboration. I think these economic development linked project -- I think every -- I think every single one of our projects, by the way, has an economic development impact in the link there, but (inaudible) being able to see it and have people (inaudible) about it and actual content. So thank you. It's very helpful for me.

CHAIRMAN SEARLE: Okay. I would like to go with two different motions. Motion one would be --

MR. MAXWELL: Mr. Chair.

CHAIRMAN SEARLE: Yes.

MR. MAXWELL: Mr. Chair, I will move that the following awards as recommended by the Arizona Commerce Authority be approved as presented for the Town of Taylor, the City of Kingman and Bullhead City.

MS. HOWARD: I'll second it.

CHAIRMAN SEARLE: All right. I have a motion and a second to approve Bullhead City, City of Kingman and Town of Taylor.

If there's no other questions or comments, I will

ask if there's any opposed to the motion in front of us.

Hearing no opposition.

All those in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: All right. The Chair votes aye. The motion is unanimous.

MR. MAXWELL: Mr. Chair.

CHAIRMAN SEARLE: Mr. Maxwell.

MR. MAXWELL: I would like to move that the following award as recommend by the Arizona Commerce Authority be approved as presented for Mohave County.

MS. HOWARD: I'll second.

CHAIRMAN SEARLE: All right. I have a motion by Mr. Maxwell and a second by Ms. Howard.

Mr. Elters, you choose to recuse yourself from this vote?

MR. ELTERS: Yes, Mr. Chairman. Thank you. I wish to recuse myself on this item.

CHAIRMAN SEARLE: All right. So we will show that Mr. Elters recuses himself.

Is there any opposition to the motion in front of us? Hearing no opposition.

All those in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: Chair votes aye. Item passes

unanimously. Thank you, Mr. Ligocki.

MR. LIGOCKI: Thank you, Mr. Chair.

MS. HOWARD: Mr. Chair, I have a quick question. Do you know by chance the total number of grants that were submitted?

MR. LIGOCKI: I can't remember. It was more than four. I'll get you that number. And I was thinking it might be nine, but I'm not sure.

MS. HOWARD: Okay. Thank you.

MR. LIGOCKI: It was more than four.

CHAIRMAN SEARLE: All right. So with that, we'll now move on to -- where are we -- Item Number 9.

Mr. Byres. We've been waiting for you all morning long, sir.

MR. BYRES: Thank you, Mr. Chairman, Board Members.

We'll start off with the state engineer's report. There's 104 projects that are under construction worth \$2.4 billion. That's with a B. It's a bunch of projects. 12 projects were finalized in the month of July, worth 30.4 million. Fiscal year to date, we have 12 projects have been finalized.

So we'll go ahead and go through the different districts and what projects we have going. So we'll start off with the Southcentral District, and I've got to go through my

slide here, which is the second.

So we have SR-87 and Skousen traffic signal. That's occurring. It is -- cost is 2.3 million on that. Payco (phonetic) is the contractor, and they're just -- they started in June, and they're continuing on that. We also have I-10 widening, Ina to Ruthrauff. That's roughly at about 50 percent complete. Anyone that's traveled through Tucson, we have the I-10, Country Club to Kino, which is an item that's going to occur later on in the -- this update. We also have the I-17 Irvington design, which is currently underway. And we have SR-90 border patrol station, which at this point in time is at 5 percent complete.

CHAIRMAN SEARLE: Mr. Byres, while we're on this district, can you give me the status of the bridge on Highway 80 at St. David? Has that been completed yet?

MR. BYRES: That bridge is still ongoing at this point in time.

CHAIRMAN SEARLE: Okay. Any estimate? We were thinking it was going to be done by the end of July.

MR. BYRES: I'll have to find out exactly what's going on with that. I don't have that handy.

CHAIRMAN SEARLE: All right.

MR. BYRES: But I can certainly find out and let you know.

CHAIRMAN SEARLE: Thank you, Mr. Byres.

MR. BYRES: Yeah.

So next item is Northcentral District. We have three projects that are being updated. The first one is US-89, emergency drainage and repairs. That project, the bid opening on it was August 9th. We also have SR-89A Oak Creek Canyon. Currently, right now, they're working on the project along the major slope. They're doing some shotcrete work up there. They're trying to get that done as quickly as they possibly can. They've had issues with some of the rain that we've had over the last month. I-17 the JW Powell TI, UP -- the UP bridge. That one is currently anticipated to be completed this fall.

The next is the Southwest District. We have three projects there. US-60 Vicksburg to 72. That project is about 35 percent complete. We also have the I-10, various locations, the different truck parking. That's at about 40 percent complete in construction. And then we also have I-8, the Aztec Road to County Line, and that is almost finished. It's at about 98 percent.

The next, unfortunately we have a mix-up on this, but I got an update from Todd on this. So right now the two -- the three projects that we're looking at, SR-88 is one of the biggest projects that -- I shouldn't say the biggest. It's probably one of the smaller ones, but it has a lot of impact. That is actually getting ready to open here fairly quickly. The contractor has really done a great job in trying to get all of

the big boulders removed, and they're planing the road, getting that ready to go as well. That's been a big effort to try and expedite trying and get that project done.

The next one we have the Queen Creek Bridge on US-60. They're at about 12 percent complete. That one is -- it's a hard project, because we're having to do closures during the week to be able to get the blasting done to prepare for one of the landings on the new bridge. That's going to be ongoing for still quite a while. There's a second portion to this project. There's two bridges, actually, that were combined into the same project. The second portion of it will be incorporated as we have closures for the Queen Creek Bridge as well. And then the next one is we have a project that's getting ready to kick off just right outside of Safford. This is the Armory Road to Safford. It's a six-mile project. This is a pavement preservation, a mill and fill project. And like I said, it's getting ready to kick off here real quick.

The next one we have is -- let me get to it. We have at a Northwest District, and there we've got three projects. We have the Old Highway 66, Fort Road that's an additional turn lane that they're working on. We also have Fort Rock TI at Markham Wash. That's at about 78 percent complete. And then we also have the Prescott Lakes Parkway, which is at 7 percent complete. So they're working on those projects as we speak.

The next one we have is the Northeast District. In the Northeast District, we have the Coyote Wash Bridge. That project is -- the first half of the bridge has been constructed. They're getting ready to kick off on the second half of the bridge. Actually, they should have started that this week. We also have the Pinta McCarrel pavement preservation project. That project is currently -- they're doing the guardrail installations. They've also got some concrete barrier that they're working on on that project. We have the Overgaard and Camperland project, which is -- that project is a cape seal project. That one is -- should be completed -- actually, it was supposed to be completed by the end of this week. So it's getting close. And then we have the US-191, Little Colorado Bridge to Cemetery Road. That's the pavement preservation project or a pavement rehab project, actually, and that's getting ready to kick off. There's a partnering meeting that was scheduled for -- or is scheduled for Monday.

In the Central District, we have a couple projects. So we have the I-17 Happy Valley. That's at about 22 percent complete. The SR-101, Princess to Shea, which is at about 22 percent complete. The SR-347, Lakeside, that's right at 100 percent complete. That's been opened up to traffic already. We have the US-60 X, Sossaman to Meridian. That's at 18 percent complete. And then we also have the SR-202, Val Vista to SR-101, and that project is just getting underway.

It's at zero percent complete right now. And then we have the I-10, Gila River Bridge, which right now is at 4 percent complete. They finished the deep foundations, and they're starting to put the piers coming up. So it's getting underway. That one, anybody that's driven through there, you're probably seeing all of the cranes and everything. Most of the cranes are gone now, and they're starting that work coming up, but the cranes will reappear once the girders start coming back.

(Inaudible.)

So that's all I have for the Item 9, if you have any questions on any of those projects.

CHAIRMAN SEARLE: Any questions for Mr. Byres on this? Mr. Maxwell, I can see your finger itching.

MR. MAXWELL: It's actually not a request this month. It's more of a request than a question. Appreciate the updates on I-10.

If there's any chance that ADOT could -- and I'm sure you've got it, and you may have already published it, but if you could highlight where we could find that of what the plan for the remainder of I-10 project is as currently -- with the current funds that are available for us to go private. Number one question I get from Pima County in southern Arizona region is: So when are they going to start I-10? I point out that they have. It's the Gila River Bridge and -- but everybody's kind of curious now, and it would be great to have that

information.

MR. BYRES: So we've actually established a website for it. So as that gets updated, I'll certainly let you know. So there -- that's already underway.

MR. MAXWELL: Thank you, Greg.

MR. BYRES: You bet.

CHAIRMAN SEARLE: Any other questions for Mr. Byres?

All right. Are we going to new construction contracts?

MR. BYRES: Yeah. So Item 10, new construction contracts. We've got several projects that we're looking at coming up, so we'll go through them in detail.

So one of the big things that we have is we are starting off a new fiscal year. So right off the bat, we're starting off in the wrong direction. We're at 32.8 percent over what our engineer's estimates are, but we'll go through every project.

So we'll start off with -- this is Item 10A. This is a bridge rehab project for this project, the low bidder -- actually, we had four bidders on this project. The low bid was \$1,185,850. The State's estimate was \$1,477,991, a difference of \$292,141 below the engineer's estimate.

On this one, this is -- like I said, it's a bridge rehab. It has a one-inch polyester polymer concrete

bridge deck, which was -- came in much lower than what the engineer's estimate was. That was the biggest part of what we have. We also had some -- the cost of the steel came in a little bit lower. There were production rates were a little bit higher than what we had estimated as well.

After review and analysis of the low bid, the bid was determined to be responsive and responsible, and we recommend award to Granite Construction Company.

CHAIRMAN SEARLE: Any questions on this contract?
Hearing none.

I would entertain a motion to approve 10A to Granite Construction Company as presented.

MS. HOWARD: So moved.

MR. MAXWELL: Second.

CHAIRMAN SEARLE: I have a motion by Ms. Howard and a second by Mr. Maxwell.

Any other questions on the item? Hearing none.
Is there any opposition to Item 10A to Granite Construction? Hearing no opposition.

All those in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: Chair votes aye. Item 10A passes unanimously.

Now move to Item 10B.

MR. BYRES: For 10B, this is a lighting project

that we did. This is on I-10 and portions of I-19 in Tucson. We had two bidders on this project. The low bid was \$1,349,003. The State's estimate was \$1,860,400, a difference of \$511,397 under the engineer's estimate. The biggest change that we saw on this was the cost of the light fixtures were actually almost half of what we had estimated, which is a good thing. And so we also saw some higher production rates than what we had anticipated as well.

With the analysis of the low bid, the bid was determined to be responsive and responsible, and we recommend award to William Charles Construction Company, LLC.

CHAIRMAN SEARLE: Any questions on this contract?

MR. MAXWELL: Mr. Chair.

CHAIRMAN SEARLE: Mr. Maxwell.

MR. MAXWELL: Just a quick comment. Got the opportunity again to drive through this part of construction going on down there, and I just wanted to echo what I said last time, the ADOT crews, teams, contractors, are all doing an incredible job of doing this widening through a large segment of downtown Tucson, and again, the only highway that we've got to get us from north to south, and they -- there's been very little disruption to the traffic flow. So I appreciate the work by both the ADOT staff, ADOT crews, as well as the contractors.

CHAIRMAN SEARLE: All right. With that I would entertain a motion to approve Item 10B to William Charles

Construction Company, LLC, as presented.

MR. MAXWELL: So moved.

CHAIRMAN SEARLE: Motion by Mr. Maxwell.

MS. HOWARD: Second.

CHAIRMAN SEARLE: Second by Ms. Howard.

Any other questions or comments before I call for the vote? Hearing none.

Is there any opposition to the motion in front of us? Hearing no opposition.

All those in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: The Chair votes aye. Item 10B passes unanimously.

Now move to 10C.

MR. BYRES: Thank you, Mr. Chairman. 10C is a pavement rehab project. This is I-40 from Crestview Drive to Joy Nevin Avenue. We had two bidders on this project. The low bid was \$2,107,000. The State's estimate was \$1,616,046. That's a difference of \$490,954 over the engineer's estimate, or 30.4 percent.

The biggest thing that we saw on this, this is actually a stone matrix asphalt concrete project, which is a little bit different than our normal mixes. It's a much more rigid mix, but it's also harder to actually put together. The contractor was looking at the cost of the aggregates being much

higher than what we had estimated. It also requires that the -- the asphalt mix plants actually have to do some enhancements to utilize the different grades of binder that we're utilizing. It's a highly modified binder.

With that, we did go through and review and analyze the low bid. The bid was determined to be responsive and responsible, and we recommend award to Sunland Asphalt Construction, LLC.

CHAIRMAN SEARLE: Very good. And that's where some of our savings on the other two projects went.

All right. Very good. Any other questions for Mr. Byres on this item?

I would entertain a motion to award Item 10C to Sunland Asphalt Construction, LLC, as presented. Ms. Howard, would you like to do this one?

MS. HOWARD: Yes, I will make that motion.

CHAIRMAN SEARLE: All right. I have a motion by Ms. Howard. Ms. Peshlakai, would you like to second this item?

MS. PESHAKAI: Yes.

CHAIRMAN SEARLE: All right. I thought you might since this is your district. So I will -- second by Ms. Peshlakai.

With that, if there's no --

MS. PESHAKAI: Thank you for giving me the opportunity. I was slow to my unmute button.

CHAIRMAN SEARLE: Well, this the test for all you guys online. I want to make sure you're paying attention.

So with that, I do have a motion by Ms. Howard and a second by Ms. Peshlakai, if there's no other questions.

Is there any opposition to the motion in front of us? Hearing none.

All those in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: All right. Chair votes aye. Item 10C passes unanimously.

Move to 10D.

MR. BYRES: So Item 10D is a sidewalk and curb and gutter project. This is on SR-77 through the Town of Taylor to Rodeo Road. We had one bidder on this project. The low bid was \$1,204,945. The State's estimate was \$1,441,494, a difference of \$236,549 under the engineer's estimate, or 16.4 percent.

The biggest difference that we saw on this was actually the contractor's costs for curb and gutter and sidewalks, with about a 20 percent less -- or I should say faster production rate than what we had estimated. That along with some of the other production rates that they had, which were much higher that they anticipate going with.

After review and analysis of the low bid, the bid was determined to be responsive and responsible, and we

recommend award to Show Low Construction, Inc.

CHAIRMAN SEARLE: Very good. Any questions for Mr. Byres on this item? Hearing no questions.

I would entertain a motion. Silent on that end of the dais.

MS. HOWARD: I'll make a motion we approve Item 10D as presented.

CHAIRMAN SEARLE: All right. A motion by Ms. Howard. Do we have a second?

MR. MAXWELL: Second.

MR. MECK: Second.

CHAIRMAN SEARLE: All right. I have a second by Mr. Maxwell.

MR. MAXWELL: I actually heard one, and I'll defer to Mr. Meck on that one. He just called it in as well.

CHAIRMAN SEARLE: Was that you, Jackie?

MR. MECK: Yes, sir.

CHAIRMAN SEARLE: Oh, my goodness. All right. We'll give it to you.

All right. We have a second by Mr. Meck.

If there's any other discussion, any -- is there opposition to the motion in front of us for 10D? Hearing no opposition.

All those this favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: Chair votes aye. Item 10D passes unanimously. Move to 10E.

MR. BYRES: So, Mr. Chair, the next item, 10E, is a drainage improvement project. This is on SR-85 between I-8 and Milepost 334. 3.34. Excuse me. We had five bidders on this project. The low bid was \$2,298,532. The State's estimate was \$2,837,435, a difference of \$538,903 below the engineer's estimate, or 19 percent.

One of the big things that we saw with the low bid was they anticipate doing all -- there's five different locations. They intend to do all five simultaneously, not one at a time, which is the way that the engineer had estimated it. Consequently, their production rates are quite a bit higher than what we had anticipated.

One of the other things is they -- as they're doing them simultaneously, all the paving work can occur in one shot. So they're looking at being able to do all that at once instead of five different mobilizations.

So with that, after review and analysis of the low bid, the bid was determined to be responsive and responsible, and we recommend award to Combs Construction Company, Inc.

CHAIRMAN SEARLE: All right. Any questions on this motion? This contract?

Hearing no questions, I would entertain a motion

to award 10E to Combs Construction Company as presented.

MR. MAXWELL: So moved.

CHAIRMAN SEARLE: I have a motion by Mr. Maxwell.
Mr. Elters, would you like to second this one?

MR. ELTERS: I would be delighted, Mr. Chair.

CHAIRMAN SEARLE: All right. Since it's your district, I believe. I'll take a second by Mr. Elters.

And with that, if there's no other questions or comments, is there any opposition to the motion in front of us?
Hearing none.

All those in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: Chair votes aye. Item 10E passes unanimously. Let's now move to 10F.

MR. BYRES: Item 10F is a roundabout on US-89. This is at the intersection US-89 and North Lake Powell. We had one bidder on this project. The low bid is \$4,718,804. State's estimate is \$3,779,265, a difference of \$939,539, or 24.9 percent over the engineer's estimate.

On this particular project we saw that there was a -- extensive increased costs in per diem. There was also increased costs in materials. There was a little slower production rate that we saw because of the distance up to the site itself. The costs were quite a bit higher than what we had anticipated, but after review and analysis of the low bid, the

bid was determined to be responsive and responsible, and we recommend award to Combs Construction, Inc.

CHAIRMAN SEARLE: All right. Thank you.

Any questions for Mr. Byres on this item? All right. Hearing no questions.

I would entertain a motion to award Item 10F to Combs Construction Company as presented.

MS. HOWARD: So moved.

CHAIRMAN SEARLE: Motion by Ms. Howard.

Ms. Peshlakai, would you like to second this as this is your district?

MS. PESHAKAI: Yes, Mr. Chair. I second the motion.

CHAIRMAN SEARLE: All right. Thank you. I have a second by Ms. Peshlakai.

Is there any other discussion or questions? Hearing none.

Is there any opposition to the Item 10F? Hearing none.

All those in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: Very good. I -- Chair votes aye. Item 10F passes unanimously.

We'll now go to 10G, which I believe is a little different, so...

MR. BYRES: 10G is a little bit different. So this is a sidewalk project for the City of Glendale. We had one bidder on this project. The low bid was \$3,353,000. The State's estimate was \$2,240,980, a difference of \$1,112,020, or 49.6 percent over the engineer's estimate.

We saw a extensively high price on mobilization, traffic control, curb, gutter, sidewalks and survey. The bid appeared to be somewhat unbalanced as we went through it. The City of Glendale, after seeing the results, does not have the funds to cover the overage and has elected to rebid this project and repackage the project. So with that, after review and analysis of the low bid, we recommend the rejection of all bids.

CHAIRMAN SEARLE: All right. We have a recommendation to reject all bids on Item 10G.

Ms. Daniels, Mr. Meck, any comment on this?

MR. MECK: No comment, but I would make a motion to approve.

VICE CHAIR DANIELS: Second.

CHAIRMAN SEARLE: You're making a motion to reject all bids? Is that what I understand, Mr. Meck?

MR. MECK: Yes, sir.

CHAIRMAN SEARLE: All right. I have a motion by Mr. Meck to reject. Is there a second?

VICE CHAIR DANIELS: Second.

CHAIRMAN SEARLE: Is that Ms. Daniels?

VICE CHAIR DANIELS: Sure is.

CHAIRMAN SEARLE: All right. Thank you.

So I have a motion by Mr. Meck and a second by Ms. Daniels to reject all bids on Item 10G as presented.

If there is no other questions or comments, is there any opposition to the motion in front of us? Hearing no opposition.

All those in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: It appears that the item is -- passes unanimously and all item -- all bids were rejected.

We'll now move to Item Number 10H.

MR. BYRES: Item 10H is a lighting project and median installation in Bullhead City. We had one bidder on this project. The low bid was \$2,620,589. The State's estimate was \$3,177,588, a difference of \$556,999, or 17.5 percent under the engineer's estimate.

The biggest item that we saw in this, these are actual solar lighting systems, and the cost of the solar lighting was substantially less than what we had estimated. We also saw an increased production rate for curb and gutter for the median installations.

And after review and analysis of the low bid, the bid was determined to be responsive and responsible, and we recommend award to Asphalt Paving and Supply, Inc.

CHAIRMAN SEARLE: All right. Any questions for Mr. Byres on this -- on 10H. Hearing none.

I would entertaining a motion to award Item 10H to Asphalt Paving and Supply, Inc., as presented.

MR. ELTERS: Mr. Chairman, this is Sam Elters. I move to award as recommend.

CHAIRMAN SEARLE: Mr. Elters, thank you very much. I was going to give you a shot at this. Is there a second?

Mr. Maxwell?

MR. MAXWELL: Second.

CHAIRMAN SEARLE: Thank you.

I have a motion by Mr. Maxwell -- I mean a second by Mr. Maxwell. I'm starting to get a little confused here. Maybe it's time for a drink.

So if there are no other questions or comments, is there any opposition to the motion in front of us on 10H? Hearing none.

All those in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: And the Chair votes aye for Item 10H, and it passes unanimously.

We'll now move to Item Number 10I.

MR. BYRES: Item 10I is sidewalk improvements in the city of Nogales. We had three bidders on this project. The

low bid was \$634,595. The State's estimate was \$935,175, a difference of \$300,580, or 32.1 percent under the engineer's estimate.

The biggest issue -- item that we saw that was different in this is the removals of the curb, gutter and sidewalks, as well as the installation of the sidewalks. In both cases, the production rates that the low bidder had were substantially faster than what we had anticipated.

After review and analysis of the low bid, the bid was determined to be responsive and responsible, and we recommend award to Whelcon Contractors, LLC.

CHAIRMAN SEARLE: Okay. And as this is my district, if you would allow me, I will go ahead and make the motion to approve Item 10A to Whelcon Constructors, LLC, as presented.

MR. ELTERS: Second.

CHAIRMAN SEARLE: All right. I have a second.
And was that --

UNIDENTIFIED SPEAKER: Sam.

MR. ROEHRICH: That's Mr. Elters.

CHAIRMAN SEARLE: Mr. Elters, was that you?

MR. ELTERS: Yes. Yes, Mr. Chair.

CHAIRMAN SEARLE: All right. Thank you. I appreciate the support on this one.

And with that, is there any opposition to Item

10A -- 10I? Hearing no opposition.

All those in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: Chair votes aye. 10I passes unanimously to Whelcon Constructor -- Contractors, LLC, as presented.

All right. Item 10J. I think this is where all our money's going.

MR. BYRES: It is. So this is the traffic interchanges on I-10 in Tucson. It's particularly at Country Club and Kino Parkway. This particular project is a design/build project. So what we're looking at here is the best value proposals design costs. So there's two bidders, basically, that were competing for this. The low bid was 441,995 -- \$441,995,000. The States's estimate was \$326,014,459. This is a difference of \$115,980,541, or 35.6 percent over the engineer's estimate.

What we've found with this -- let me kind of get into a little series of how this works. So there was a DCR that was actually put together a little over ten years ago. I happened to be the project manager on that, so I kind of know a little bit about it.

The bid -- the low bidder that we're looking at on this had come up with an entirely different configuration for both of the TIs. So consequently, the costs for doing those and

the rationale for doing them is two-fold. One, the traffic that we're looking at for this particular section, at the time the DCR was done, both the traffic, total volume as well as the truck percentages have changed somewhat dramatically over the last 10 years.

So consequently, what we're looking for is to be able to handle that traffic well into the future. The difference that the configurations of the TIs that were proposed actually taken -- are better than what the DCR provided. So it works much better for that. But secondly, what it does is they can be constructed and be able to maintain traffic during construction in a much better way. So the contractor has -- he's really done a lot of research in trying to put this together and putting these configurations together.

One of the other biggest items that we saw in this was in digging into it, the contractor also found that there was some fairly substantial utility conflicts. So in his bid he has included the cost for taking and eliminating those conflicts. So there's some utilities that are going to have to be relocated and so forth. So all of those costs are also figured into this.

One of the other and probably the biggest item that we saw is ADOT undertook the final geotechnical report that was performed for this project. There was a preliminary that was done when the DCR was put together, but we went through and

did the final so that we could give that information to all of the bidders, so that would lower our risk as we went forward, but when we put that together and saw the recommendations for the pavement sections, particularly, because of the increase in traffic and because of the increase in truck percentages, we actually had to thicken up the sections by two inches over what we had in the DCR.

So the cost of that additional two inches across all of the construction that we saw, that's where the majority of this goes up. We did not adjust the engineer's estimate to account for that two inches, because that occurred after we had already done our estimate. The contractors did get enough time to be able to analyze that to put forth, but we did not change our estimate, as that information was -- had already been put together.

So what we -- what we've seen on this is it is a very good bid. It is responsive and reasonable, and we recommend award to Sundt Construction, Inc.

CHAIRMAN SEARLE: Thank you, Mr. Byres. And I will say this. This is a mind-boggling amount on this contract. I will also say that it's an area that really needs addressing, and although I can't fathom the actual dollar amount that we're doing here, it is a project that needs moved forward.

And, Mr. Maxwell, I believe this is your district.

MR. MAXWELL: Yes, sir. It is, Mr. Chair. Thank you.

And I appreciate that -- the thorough explanation for it. This is an area where I-10 coming west to east narrows to two lanes. And additionally, I believe it's a correct statement that there's only one major municipality along the I-10 route from the East Coast all the way to the West Coast where there is not an actual highway or freeway-type bypass, and that is the city of Tucson. So that's an area we're working on down there to try to encourage some other option to get around the city should there be an accident or something occurring on I-10.

The point you made about the design and the way they were going about doing this -- keep this highway open is absolutely critical, because if it wasn't remaining open for traffic flow, you'd literally be putting all of the truck traffic, not to mention the rest of the vehicles, off of the highway onto the side streets and roads, and it would -- it would be -- it's bad enough, as I think the Chair and I understand, driving on this area quite often, so...

And the only question I'd ask for you, Greg, based on everything you said, if we were to reject this and you were going to put it out for the bids, your estimate -- your estimate would be higher as well, and then the same exact bid may come in either higher or below your new estimate, in your

opinion?

MR. BYRES: That is correct.

CHAIRMAN SEARLE: Okay. With that knowledge, Mr. Chair, I would like to approve or move for approval of Item 10J, award to Sundt Construction, Inc., as presented.

MS. HOWARD: I'll second it.

CHAIRMAN SEARLE: All right. I thank you for the motion, and I have a second by Ms. Howard.

And yes, thank you for the in-depth analysis on this item. It's very seldom that we see a contract this high, so...

Are there any other questions or comments on this particular item? Hearing none.

Is there any opposition to the motion in front of us? Hearing no opposition.

All those in favor, please say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: And Chair amazingly says aye. So with that, Item 10J passes unanimously.

Now we go to Number 10K.

MR. BYRES: So 10K is a pedestrian improvement and traffic signal in Mohave County. The -- let's see -- we only had one bidder on this project. The low bid was \$5,362,000. The State's estimate was \$4,741,639, a difference of \$620,361, or 13.1 percent over the engineer's estimate.

When we went through the bid and spoke to the low bidder, the one and only low bidder, there was a discrepancy in that bid where it was supposed to be 39 cents. It was actually \$39. So we are asking for a reject of this bid, and we recommend rebidding as soon as possible.

CHAIRMAN SEARLE: Is the rejection based on the error of \$39?

MR. BYRES: That's correct. It went way -- obviously -- if it was at the right -- 39 cents, it would have fallen right in line with our estimate.

CHAIRMAN SEARLE: Okay.

MR. MAXWELL: Mr. Chair, so that I understand, it's obviously either per unit or per measurement. It's just not a difference of \$39. It's \$39 per --

MR. BYRES: Per unit.

CHAIRMAN SEARLE: Okay.

MR. MAXWELL: Thank you for the clarification on that. I was -- all right. Mr. Chair, I understand the last one was a really hard vote --

CHAIRMAN SEARLE: I know.

MR. MAXWELL: -- and now you're worried about --

CHAIRMAN SEARLE: It's still kind of got my brain puzzled here a little bit, but anyhow, Mr. Elters, I believe this is your district. Any questions or comments or would you like to make a motion to reject this?

MR. ELTERS: Mr. Chairman, I don't have any question, but for the record, I also wish to recuse myself on this item. (Inaudible) has no objection to the board member recommendation, but I (inaudible) recuse myself.

CHAIRMAN SEARLE: All right. So you would like to recuse -- okay. So I'm not going to ask you to make a motion then.

MR. MAXWELL: Mr. Chair, I so move we approve 10K and reject it as presented.

CHAIRMAN SEARLE: Okay.

MS. HOWARD: I'll second.

CHAIRMAN SEARLE: I have a motion by Mr. Maxwell to reject all bids on Item 10K as presented, and I have a second by Ms. Howard. And please note that Mr. Elters has asked to be recused from this item.

And with that, is there any opposition to the motion to reject all bids on this? Hearing no opposition.

All those in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: Chair votes aye. And please note that Item K passes to reject all bids with a vote of -- is that Mr. -- six? Is that Mr. --

MR. ROEHRICH: Mr. Chairman, that would be six ayes and one recusal.

CHAIRMAN SEARLE: All right. Thank you.

All right. Now, we finally get to Item Number 11, and I'm going to cut this short, because it's been a long meeting, but anyhow, are there any suggestions? Item 11 is suggestions for items on future board meetings.

MR. MAXWELL: Mr. Chair, I'd just ask that we truly try to move forward with the briefing or what we need to be informed on with the -- how we add and remove roadways from the state transportation system.

CHAIRMAN SEARLE: And, you know, that might be very good for, like, a work session.

MR. MAXWELL: I agree.

CHAIRMAN SEARLE: All right. And if we could please note that, Mr. Roehrich, as to try to schedule a work session.

MR. ROEHRICH: Yes, Mr. Chairman.

CHAIRMAN SEARLE: All right. And if there are no other suggestions, any other comments from our remote participants? Ms. Daniels?

VICE CHAIR DANIELS: No, sir. None from me.

CHAIRMAN SEARLE: All right. Mr. Elters?

MR. ELTERS: No comment, Mr. Chairman. Thank you. (Inaudible.)

CHAIRMAN SEARLE: Okay. Mr. Meck?

Ms. Peshlakai?

All right. Hearing none.

MS. PESHLAKAI: I missed that. I missed that last question.

CHAIRMAN SEARLE: We're just -- we were about to close, and I was looking for suggestions or any comments before we close the meeting.

MS. PESHLAKAI: No, I have no (inaudible).

CHAIRMAN SEARLE: All right. Hearing that, we are adjourned.

(Meeting adjourned at 11:23 a.m.)

STATE OF ARIZONA)
)
COUNTY OF MARICOPA } ss.

BE IT KNOWN that the foregoing proceedings were reported by me, TERESA A. WATSON, Registered Merit Reporter, Certified Reporter, Certificate No. 50876, State of Arizona, from an electronic recording and were reduced to written form under my direction; that the foregoing 92 pages constitute a true and accurate transcript of said electronic recording, all done to the best of my skill and ability.

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

DATED at Phoenix, Arizona, this 11th day of February 2025.

 /s/ Teresa A. Watson

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

Adjournment

Chairman Richard Searle adjourned the State Transportation Board Meeting on August 16, 2024.

Meeting adjourned at 11:23a.m. PST.

Not Available for Signature

Richard Searle, Chairman
State Transportation Board

Not Available for Signature

Jennifer Toth, Director
Arizona Department of Transportation

AZ SMART Application Review and Scoring

PPAC date:

2/5/25

PPAC date: 2/5/25

Board date:

2/21/25

Board date: 2/21/25

Applicant

App Date	12/16/2024 12:34:20	1/6/2025 10:36:57
Applicant	Northern Arizona Council of Governments	Apache County
Project	US 191 corridor from mile post 453 to mile post 499	Stanford Drive (CR 8235), SR61 to Leighton Rd
Applicant Type	Non-governmental entity (including Councils of Government)	County
Funding Category	County under 100K population	County under 100K population
Board District	5	5
COG/MPO	NACOG	NACOG
County	Apache	Apache

AZ SMART Request

GDS		
DOES	\$0.00	\$1,204,452.00
Match	\$46,000.00	
Total	\$46,000	\$1,204,452.00
Can project proceed if awarded less?	No	No

Project and Federal Grant Information

Project Type	Plan, Study, etc.	Road
Brief Description	Address safety by updating road safety assessment, analyzing Navajo DPS data and engaging stakeholders to identify and prioritize safety issues, develop strategies to reduce fatal crashes, and secure funding for improvements.	Design safety improvements related to vertical and horizontal curves, steep grades, recovery areas, reflective markings, and rumble strips over a 10 mile stretch.

Federal Grant

Grant Pursued	Safe Streets and Roads for All Program (SS4A)		Safe Streets and Roads for All Program (SS4A)	
Grant Status	We plan to apply for the Federal Grant within the next 6 months.			
Submitted how?	Applicant or Consultant will submit directly		Applicant or Consultant will submit directly	
Intended Administration	Be a direct recipient if allowed in the NOFO		Request ADOT administration (PDA and/or construction administration fees will apply)	
Technical Capacity (previous federal grants or formula funded projects?)	No but NACOG worked closely with Yavapai County on it's 2023 SS4A grant, prepared the application materials, and is responsible for carrying out grant activities.		NA	
Financial Capacity (>1.0 = applicant can meet short term obligations)	Most current audit year	Ratio	Most current audit year	Ratio
	FY 23	3.17	FY 23	NA
	FY 22	3.72	FY 22	NA
	FY 21	3.76	FY 21	NA
Grant phases	Planning		Construction	

Priority Criteria and Scores		Points		Points
<i>Project addresses safety improvement(s)</i>	Safety of non-motorized users, Intersection safety, Roadway lane departures	15	Intersection safety, Roadway lane departures, Improve sight distance deficiencies	15
<i>Evidence of public support for the Project</i>	Current approved Regional or Tribal Transportation Improvement Program	15	Current approved Regional or Tribal Transportation Improvement Program	15
<i>Population of Project location</i>	County under 100K population	NA	County under 100K population	NA
<i>Life Cycle costs or Long-term impacts</i>	<p>The US 191 Safety Corridor Study aims to significantly improve road safety and quality of life for the three communities. The long-term impacts include:</p> <ol style="list-style-type: none"> 1. Reduced Fatalities and Injuries: Implementation of safety measures will lower the high fatality and injury rates, making the corridor safer for all users. 2. Enhanced Infrastructure: Upgrades such as paved shoulders, sidewalks, lighting, and passing lanes will improve road conditions and safety. 3. Economic Benefits: Safer roads can lead to economic growth by improving access to local businesses and services. 4. Community Well-being: Improved road safety will enhance the overall quality of life, particularly for disadvantaged and underserved communities. 5. Sustainable Safety Practices: Adoption of evidence-based safety strategies and stakeholder engagement will foster a culture of safety and continuous improvement. These impacts will contribute to a safer, more connected, and thriving community along the US 191 corridor. 	5	With our roads budget, it averages out that we have approximately \$4,000 per mile per year for road maintenance. In the last 5 years, Apache County has spent an average of \$174,858 per year on road maintenance for Stanford Dr. At 10 miles in length, we are spending over four times the amount that we should be on this roadway, and the ADT only continues to rise. If this project gets awarded and constructed, the pavement will require minimal maintenance for the next 20 years. Therefore, the long-term impact of this project would be a \$3.5 million savings to Apache County.	5
<i>Total Project Cost</i>	\$230,000	NA	\$14,142,344	NA
<i>Cash monies from Applicant</i>	\$0	NA	\$50,000.00	NA
<i>% cash monies from Applicant</i>	0%	0	0.35%	1
<i>Partnering (maximum of 5 letters of support can submitted)</i>		5		3
Total points		45		44
Application Rank		1		2

Arizona State Match Advantage for Rural Transportation (AZ SMART) Fund Application Form

Please read the [Request for Grant Applications and Agreement](#) ("RFGAA") before starting this Application. The Application must be completed in a single sitting; the RFGAA contains a PDF version of this application to assist in developing the required responses, information and documents. **The [Application Instructions](#) provide additional information and guidance, and should be consulted in completing the Application.** To ensure the Application is Administratively Complete and will be presented to PPAC and the Board, please respond to all questions and submit all requested documents.

Each application may address only one Project and one Federal Grant. Additional Projects and/or Federal Grants require a separate application.

Required Documents: Consult the Application Checklist in the [Application Instructions](#) to identify the documents required to be uploaded while completing this application. The documents should be assembled in advance of completing this application.

Non-governmental entities: Clearly identify any trade secrets or other proprietary information which is to remain confidential. Stamp or mark the pages/information with "**CONFIDENTIAL**" in bold capital letters.

Email *

joconnor@nacog.org

Applicant Information

Please answer all of the questions below.

Name of Applicant *

NOTE: Provide the full legal name of the Applicant. This must be the entity that has provided the governing body resolution, is entering into this [Request for Grant Application and Agreement](#), is financially responsible for the Project, and *will be applying for the Federal Grant identified in this application*. AZ SMART awards are specific to the Applicant and may not be transferred from one entity to another without further governing body and State Transportation Board approval.

Northern Arizona Council of Governments

Applicant type - select only one. *

NOTE: Non-governmental entity means individuals, associations, clubs, corporations, any other private entity, or any organizations which are not cities/towns, counties, Tribal Nations, political subdivisions of this State, or ADOT. A non-governmental entity must be identified in the NOFO or federal statute as an eligible applicant for the Federal Grant identified in this application.

- Municipality
- County
- Tribal Nation
- MPO
- Other Political Subdivisions
- Non-governmental entity (including Councils of Government)
- Other: _____

Select the COG/MPO in which the Project is located. If Project crosses COG/MPO boundaries, select the one in which the greatest percentage of the Project is located. *

Northern Arizona Council of Governments (NACOG) ▼

Has Applicant received a **Federal Discretionary Grant** since January 1, 2023? Please identify the grant(s), amount(s) awarded, and the applicable project(s) below or enter "NA." *

NOTE: Federal Discretionary Grants **do not include** Congressionally Directed Spending (federal earmarks) or formula federal aid such as Highway Safety Improvement Program (HSIP) or Transportation Alternatives (TA). Limited to 500 characters, including punctuation and spaces.

No. However, NACOG has worked in close partnership with Yavapai County to apply for and received an SS4A award in 2023. Yavapai County is the awardee and NACOG is the sub-recipient who will implement the project (Verde Valley Master Transportation Plan). NACOG prepared all of the SS4A grant application materials and is responsible for carrying out grant activities.

Has Applicant sponsored a Project(s) funded with **formula federal aid** (HSIP, TA, STBGP, etc.) since January 1, 2023? Please identify the type of funding, amount(s) received, and the applicable project(s) below or enter "NA." *

NOTE: Do not include Congressionally Directed Spending (federal earmarks) or Federal Grants. Limited to 500 characters, including punctuation and spaces.

Yes, NACOG received a 2020 HSIP award for its Regional Strategic Transportation Safety Update and began expending funds on the study in September 2022; the project will wrap up in March 2025. The original HSIP funding award was limited \$264,509.50 because ADOT had a cap on safety study applications. NACOG, and its planning partners for the project CYMPO and MetroPlan, strongly felt the funding was insufficient especially in light of inflation and ADOT increased the funding to \$377,200.

Provide links to Applicant's financial statements for the previous 3 fiscal years. *

NOTE: Data from the financial statements will be used to calculation the Quick Ratio for Applicants requesting approval from ADOT to self-administer design and those intending to be Direct Recipients for Federal Grants. Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

You can find the financial statements for the Northern Arizona Council of Governments (NACOG) for the past three years on ProPublica's Nonprofit Explorer. Here are the direct links to the audit documents for each year:


- Fiscal Year Ending June 2023 - https://projects.propublica.org/nonprofits/display_audit/2023-06-GSAFAC-0000028489
- Fiscal Year Ending June 2022 - https://projects.propublica.org/nonprofits/display_audit/13059320221
- Fiscal Year Ending June 2021- https://projects.propublica.org/nonprofits/display_audit/13059320211

These documents provide detailed financial information and compliance audits for NACOG.

Non-governmental entities only - Upload the entity's legal organizing documents, such as Articles of Incorporation. Limited to a single PDF up to 10 MB.

NOTE: Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.


 ArticlesOfIncorp...

 Add file

Non-governmental entities only - If a non-profit, upload the IRS Determination Letter. Limited to a single PDF up to 10 MB.

NOTE: Determination Letters may be available online at the [IRS website](#). Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

 Tax Exempt Stat...

 Add file

Applicant Contacts

All contact information must be provided with the exception of the Consultant.

Authorized Representative Name and Title *

NOTE: This individual must have the legal authority to sign binding contracts, including this [Request for Grant Application and Agreement](#), on behalf of the Applicant.

Chris Fetzer
.....

Authorized Representative 10-digit office phone number, including area code and extension, if any. *

928-213-5209
.....

Authorized Representative work email address *

chris.fetzer@nacog.org
.....

Authorized Representative Certification *

NOTE: The [Questions and Answers page](#) on the AZ SMART website is the only official source of updates, clarifications and revisions to the [RFGAA](#). The most recent version of this information will be incorporated into the RFGAA.

I have read and understand the RFGAA and the Questions and Answers on the AZ SMART website.

Name and Title of the Contact Person for **Project Administration** *

NOTE: This is the individual who will work with ADOT on study, design, or construction of the Project identified in this [RFGAA](#).

Jennifer O'Connor

Project Administration Contact's 10-digit office phone number, including area code and extension, if any *

928-543-9144

Project Administration Contact's work email address *

joconnor@nacog.org

Name and Title of the Contact Person for **Agreement Administration** *

NOTE: This individual is the individual ADOT will contact regarding contractual matters related to this [RFGAA](#).

Jennifer O'Connor

Agreement Administration Contact's 10-digit office phone number, including area code and extension, if any *

928-543-9144

Agreement Administration Contact's work email address *

joconnor@nacog.org

Name and Title of the Contact Person for **Financial Administration** *

NOTE: This individual is the individual ADOT will contact regarding invoices and other financial matters related to this [RFGAA](#).

Jennifer O'Connor

Financial Administration Contact's 10-digit office phone number, including area code and extension, if any. *

928-543-9144

Financial Administration Contact's work email address. *

joconnor@nacog.org

Consultant Name, Title and Company (if AZ SMART application is being prepared by a consultant). If not applicable, enter "NA".

NA

Consultant 10-digit office phone number, including area code and extension, if any. If not applicable, enter "NA".

NA

Consultant work email address. If not applicable, enter "NA".

NA

Project Details

Enter the name of street, route, area, etc. Include beginning and ending termini or other limits. Limited to 250 characters, including spaces and punctuation. *

NOTE: Please follow the FHWA Project Naming Guidelines included in the [RFGAA](#).

US 191 corridor from mile post 453 to mile post 499

Project Type - select one only. If the desired project type is not listed, select Other and provide a description. *


NOTE REGARDING MULTIMODAL PROJECTS: AZ SMART may only fund road, bridge, transit or rail components of a Multimodal project. The rest of the application should focus only on these elements of a multimodal project, including the Project Budget.

- Road
- Bridge
- Transit
- Rail
- Multimodal
- Bike/pedestrian
- Plan, Study, etc.
- Other: _____

Project Location - If Project crosses jurisdictional boundaries, select the one in which the greatest percentage of the Project is located. *

- Municipality over 10K population
- Municipality under 10K population
- County over 100K population
- County under 100K population
- ADOT system (reserved for ADOT applications only)


Project Map - Upload a map showing Project location or study area (PDF format only). Limited to a single PDF up to 10 MB. *

 US 191 Safety C...

 Add file

Upload the required COG/MPO approval letter. Limited to a single PDF up to 1 MB. *

NOTE: The approval letter should be from the COG/MPO in which the largest share of the project is located.

 191 Signed LOS...

 Add file

Evidence of Public Support - Identify the document(s) which include the Project. Select all that apply. *

- Current approved Regional or Tribal Transportation Improvement Program
- Current ADOT 5-yr Program
- Current Municipality or County General Plan, Capital Improvement Program or other current, publicly adopted jurisdictional capital plan
- Minutes of a public meeting or study session within the last 12 months of jurisdiction in which Project is located
- None of the above

Provide a link to each document identified in previous question and identify the page number on which the project is listed. If none, enter "NA." *

NACOG TIP- PAGE 3

<https://nacog.org/wp-content/uploads/2024/12/FY25-29-NACOG-TIP-Project-List.pdf>

Other Supporting Documents:

NACOG Regional Transportation Safety Plan - PAGE 61


<https://nacog.org/wp-content/uploads/2024/05/NACOG-RTSP-Appendix-Upadted-May-15-2024.pdf>

US 191 Chinle to Many Farms Safety Improvement Study - ENTIRE REPORT

<https://azdot.gov/sites/default/files/2019/08/us-191-cmfsis-final-report.pdf>

Upload the required governing body resolution. Limited to a single PDF up to 1 MB. *

NOTE: Resolution must be approved, dated and signed. Failure to provide this document will result in an incomplete application which will not be reviewed, retained or considered. Limited to 1 PDF file; 1 GB maximum

 09-24 Applicatio...

 Add file

Project Purpose - what is the problem this project will address? *

NOTE: This is one of the most important elements of the application. Information should be as succinct and objective as possible. Limited to 1000 characters, including punctuation and spaces. See FHWA's [Purpose, Need and Alternatives](#) for further information and guidance.

The project aims to address the safety concerns on the US 191 corridor from mile post 453 to mile post 499. This stretch of road has a high rate of fatalities and serious injuries due to: high-speed traffic on a 65 mph, 2-lane rural road; lack of infrastructure such as paved shoulders, sidewalks, lighting, and passing lanes; the road functions as the "main street" creating a dangerous mix of high-speed traffic with pedestrians, school buses, and turning traffic; and 23 people having died in traffic crashes on this corridor since 2014.

The project seeks to identify and prioritize safety issues, develop strategies to reduce fatal crashes, and secure funding for long-term safety improvements.

Please note- this project was originally planned to be applied for by Apache County. However, given the changes to the AZ SMART Fund eligibility, NACOG is now applying. The attached Navajo Chapter Resolutions still list Apache County, but will be updated before SS4A application.

Project Need - discuss the data substantiating the problem. *

NOTE: This is one of the most important elements of the application. Information should be as succinct and objective as possible. Limited to 1000 characters, including punctuation and spaces. See FHWA's [Purpose, Need and Alternatives](#) for further information and guidance.

1. Crash Data (2017-2021):

- Eight fatalities occurred due to head-on, run-off-road, and pedestrian crashes.
- The annual fatality rate is 30.5 fatalities per 100,000 persons, which is significantly higher than the national rate of 17.0 fatalities per 100,000 persons.

2. Historical Data (2014-2024): Since 2014, 23 people have died in traffic crashes on the US 191 corridor between mile post 453 and 499.

3. Community Concerns: The communities of Rock Point, Round Rock, and Many Farms have expressed their safety concerns through chapter resolutions in 2017 and 2024.

4. Designation as a High Fatality Rate Area: Apache County, where the corridor is located, is identified as a "Community with High Fatality Rate" with 36.4 fatalities per 100,000 persons.

5. Road Characteristics: The corridor is a 65 mph, 2-lane rural road that lacks paved shoulders, sidewalks, lighting, and passing lanes.

These data points highlight the urgent need for safety improvements on this stretch of US 191.

Safety Improvements - what safety improvements are addressed by the Project? Check all that apply. If Project addresses a safety improvement not listed below, select Other and identify the improvement. *

NOTE: Specific safety improvements should also be identified in the Project Scope. This question is worth up to 15 points in the Priority Criteria - see the [RFGAA](#) for further information.

Safety of non-motorized users

Intersection safety

Roadway lane departures

Project does not address safety improvements

Other: _____

Project Scope *

NOTE: This is one of the most important elements of the application. Information should be as succinct and objective as possible and is limited to 2000 characters, including punctuation and spaces. See the Application Instructions in the [RFGAA](#) for further information and guidance.

Objective: NACOG aims to develop a comprehensive Safety Corridor Study for the US 191 corridor from mile post 453 to mile post 499. This initiative seeks to address the high incidence of traffic fatalities and serious injuries on this stretch of road, which traverses the Navajo Nation in Apache County.

Study Area: The study will focus on the communities of Rock Point, Round Rock, and Many Farms, encompassing a population of 5,251. The corridor is a 65 mph, 2-lane rural road that lacks essential safety infrastructure such as paved shoulders, sidewalks, lighting, and passing lanes.

Key Issues:

- **High Fatality Rate:** The annual fatality rate on this corridor is 30.5 per 100,000 persons, significantly higher than the national average.
- **Infrastructure Deficiencies:** The road functions as the "main street" for local communities, creating a hazardous mix of high-speed traffic with pedestrians, school buses, and turning vehicles.
- **Historical Data:** From 2017 to 2021, there were eight fatalities, and since 2014, 23 people have died in traffic crashes on this corridor.

Goals:

1. **Identify and Prioritize Safety Issues:** Conduct a thorough analysis of crash data, road conditions, and community concerns to pinpoint critical safety issues.
2. **Stakeholder Engagement:** Collaborate with key stakeholders, including the Navajo Nation, Arizona Department of Transportation (ADOT), Apache County, and local communities, to gather input and build consensus on safety priorities.
3. **Road Safety Audit (RSA):** Perform a detailed RSA.
4. **Equity Assessments:** Address the needs of disadvantaged and underserved communities, with targeted public meetings and stakeholder engagement.
5. **Develop Safety Strategies:** Propose low-cost, high-impact strategies to reduce fatal crashes and identify long-term projects for infrastructure improvements.
6. **Funding Opportunities:** Identify potential funding sources to support the implementation of recommended safety measures.

Project Schedule - check **only** one box in each row to indicate the current status of each phase. Non-infrastructure projects - check the boxes under Not Applicable for each row. *

	Not started	In progress	Completed	Not Applicable
Scoping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Design/Final Design	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Right of Way	<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"/>

Is the Project contained entirely within the Applicant's Right of Way? *

NOTE: Applicants are responsible for identifying Right of Way ownership and issues before applying. For non-infrastructure Projects, check "Not applicable."

- Not applicable (non-infrastructure projects only)
- Yes
- No


If Project involves Right of Way owned by others, identify the owners, status of approvals from each owner and any known issues. Skip if not applicable.

NOTE: Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

Upload the Project Budget. Limited to a single file of up to 10 MB. *

NOTE: This is one of the most important elements of the application. For infrastructure projects, Project Budgets must be prepared using the [ADOT Cost Estimate Tool](#). Non-infrastructure cost estimates may use another format but should be broken out by component. Lump sum budgets will not be accepted. See the Application Instructions in the [RFGAA](#) for important information and guidance.

 NACOG 191 Bud...

 Add file

How were the cost estimates in Project Budget developed? *

Developed by the Applicant

Developed by an engineering consultant

Other: _____

Are the costs in Project Budget developed based on Federal Standards as defined in the [RFGAA](#)? For GDS requests only, select Not Applicable. *

NOTE: All DOES and Match expenditures must be procured under solicitation(s) which meet Federal Standards as defined in the [RFGAA](#) in order to be eligible for AZ SMART.

Yes

No

Not applicable

Does the Project Budget reflect costs on a YOE basis? *

NOTE: See the Application Instructions in the [RFGAA](#) for further guidance about developing realistic timeframes and the impact on determining YOE, particularly for construction phases.

Yes

No

Does the Project Budget include initial ADOT Project Development (PDA) Fees? Applies to applications for DOES or Match on a federal grant application which will fund design. All others select "Not applicable." *

NOTE regarding PDA fees: Initial ADOT PDA fees of \$30,000 are eligible for AZ SMART funding only when included in an Application for Design and Other Engineering Services or Match on a federal grant application which will include design. The initial \$30,000 is an estimate only and may be more or less, depending on the Project. By submitting this application, the Applicant understands the Project may require, and 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.

- Yes
- No
- Not applicable

Long-term impacts of the Project *

NOTE: This question is worth 5 points in the Priority Criteria - see the [RFGAA](#) for further information. Responses are limited to 1000 characters, including punctuation and spaces.

- **Infrastructure Projects** - Describe the estimated costs to operate and maintain the Project and the sources of the funding for these activities. If costs have not been estimated, enter "NA."
- **Non-infrastructure Projects** - Describe the anticipated long-term impacts of the Project.

The US 191 Safety Corridor Study aims to significantly improve road safety and quality of life for the three communities. The long-term impacts include:

1. **Reduced Fatalities and Injuries:** Implementation of safety measures will lower the high fatality and injury rates, making the corridor safer for all users.
2. **Enhanced Infrastructure:** Upgrades such as paved shoulders, sidewalks, lighting, and passing lanes will improve road conditions and safety.
3. **Economic Benefits:** Safer roads can lead to economic growth by improving access to local businesses and services.
4. **Community Well-being:** Improved road safety will enhance the overall quality of life, particularly for disadvantaged and underserved communities.
5. **Sustainable Safety Practices:** Adoption of evidence-based safety strategies and stakeholder engagement will foster a culture of safety and continuous improvement.

These impacts will contribute to a safer, more connected, and thriving community along the US 191 corridor.

AZ SMART Request

ARS §28-339.D requires DOES and Match expenditures to meet Federal Standards, which has been defined in the [RFGAA](#). Applicants should not request funding for expenditures that do not, or will not, meet Federal Standards. Applicants are required to provide contract(s) or solicitation(s) under which DOES or Match expenditures were procured.

NOTE: AZ SMART funding requests must align with, and be based on, costs identified in the Project Budget submitted with this Application.

Enter amount requested for Grant Development and Submission (GDS). The amount should be **no greater than 50% of the actual costs** to develop and submit the Federal Grant. Skip if not requesting GDS.

NOTE: This Eligible Use is limited to Projects located in counties with population under 100,000 and municipalities with under 10,000. Enter in whole dollars (for example, 250,000).

Are you requesting reimbursement for prior GDS expenditures for this Project or will the funds be used to develop a future Federal Grant application? Skip if not requesting GDS.

NOTE: Eligible Expenditures for GDS are those incurred after September 14, 2024. Failure to request any reimbursement for GDS awards within 6 months of the Date of Award will result in the obligation becoming inactive.

All GDS funds will be used to reimburse prior expenditures incurred after September 14, 2024.

All GDS funds will be used to develop and submit a future Federal Grant application.

Enter amount requested to REIMBURSE eligible Design and Other Engineering Services (DOES) expenditures: 1) incurred after September 14, 2024, **AND**

2) are for services procured under a solicitation which meets Federal Standards as defined in the [REGAA](#).

Enter in whole dollars (for example, 250,000). Skip if not requesting DOES.

NOTE: The amount must align with, and be based on, costs identified in the Project Budget submitted with this Application. Such expenditures may include costs to develop scope, schedule or budget, or other preliminary engineering costs that were incurred under a solicitation which meets Federal Standards. Do not include any amounts for expenditures incurred prior to September 14, 2024 or which do not meet Federal Standards.

Upload the contract or solicitation under which the DOES expenditures to be reimbursed were incurred. Limited to a single PDF up to 10 MB.

NOTE: Required if requesting reimbursement. Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

 Add file

Enter amount requested for future estimated DOES expenditures. The amount must align with, and be based on, costs identified in the Project Budget submitted with this Application. Skip if not requesting DOES.

NOTE regarding PDA fees: Initial ADOT PDA fees of \$30,000 are eligible for AZ SMART funding only when included in an Application for Design and Other Engineering Services or Match on a federal grant application which will include design. The initial \$30,000 is an estimate only and may be more or less, depending on the Project. By submitting this application, the Applicant understands the Project may require, and 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.

Enter amount requested for Match for expenditures that meet Federal Standards as defined in the [RFGAA](#). Enter in whole dollars (for example, 250,000). Skip if not requesting Match.

NOTE: The amount requested must align with, and be based on, costs identified in the Project Budget submitted with this Application. If no match is required by the Federal Grant, AZ SMART will not provide the funding. Match funds to improve the competitive position of a project is the Applicant's responsibility.

46000

What is the status of the Federal Grant application associated with this request for Match funding? Skip if not requesting Match.

- We have already been awarded the Federal Grant.
- We have applied for the Federal Grant but have not yet been awarded.
- We plan to apply for the Federal Grant within the next 6 months.
- We plan to apply for the Federal Grant more than 6 months from now.

Will the Project be able to proceed if awarded less AZ SMART Funds than requested? *

NOTE: The Board has authority to modify award amounts and may do so based on limited funding in any Funding Category. In such cases, the Applicant will be required to provide the remaining funding for the project. Applicants should be aware that projects receiving reduced DOES awards are still required to submit a federal grant application within 2 years of the Date of Award.

Yes

No

Other Project Funding Sources

This section is focused on project funding other than AZ SMART. Do not include any amounts requested from AZ SMART in responding to the following questions.

Enter amount of funding provided by the Applicant from its own funds for the Project. Enter in whole dollars (for example, 250,000). Enter 0 if none. *

NOTE: Do not include Legislative Appropriations, Congressionally Directed Spending, the Federal Grant, partner or private contributions or any other sources.

0

Enter amount of funding to be contributed by any Project partners. Enter in whole dollars (for example, 250,000). Enter 0 if none. *

NOTE: Do not include Legislative Appropriations, Congressionally Directed Spending, the Federal Grant, applicant funding or any other sources.

0

Has Congressionally Directed Spending (CDS) been requested for this project? *

NOTE: Do not include Legislative Appropriations, applicant funding, the Federal Grant, partner or private contributions or any other sources.

- Yes, and we have received an award
- Yes, but we have not yet received an award
- No

Enter the amount of CDS requested or received. Skip if no CDS is involved.

NOTE: Do not include Legislative Appropriations, applicant funding, the Federal Grant, partner or private contributions or any other sources.

Has an Arizona Legislative Appropriation been requested for this project? *

NOTE: Do not include applicant funding, Congressionally Directed Spending, the Federal Grant, partner or private contributions or any other sources.

- Yes, and we received an appropriation
- Yes, but we have not yet received an appropriation
- No

Enter the amount of the Legislative Appropriation requested or received. Skip if no Legislative Appropriations are involved.

NOTE: Do not include applicant funding, Congressionally Directed Spending, the Federal Grant, partner or private contributions or any other sources.

Has any other funding been committed or awarded for this project? If yes, select Other and identify the source of the funds. *

NOTE: Do not include applicant funding, Legislative Appropriations, Congressionally Directed Spending, the Federal Grant, or partner or private contributions.

No

Other: _____

Enter the amount of the Other funding committed or awarded. Skip if no Other funding is involved.

NOTE: Do not include applicant funding, Legislative Appropriations, Congressionally Directed Spending, the Federal Grant, or partner or private contributions.

Federal Grant

NOTE: Federal grants eligible for the AZ SMART Fund are federal discretionary grant programs administered by any federal agency for surface transportation purposes. Please note Congressionally Directed Spending is not a federal grant and will not fulfill the requirement for DOES applicants to apply for a federal grant within 2 years of the Date of Award of the DOES funding.

Identify the Federal Grant for which the Applicant intends to submit the Project - select one grant only. *

NOTE: If the desired grant is not listed, select Other and provide the name of the grant and the applicable federal agency. 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.

- 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)
- 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 - BUILD Transportation Discretionary Grants Program
- Transit - Buses and Bus Facilities Program
- Transit - Low-No Emission Vehicle Program
- Transit - Public Transportation Innovation Program
- Transit - State of Good Repair Grants Program

Other: _____

How does the Applicant intend to submit the federal grant application? *

Note: If requesting ADOT to submit, the following time frames apply. ADOT cannot guarantee submission if these deadlines are not met.

- 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
- Application has already been submitted

How does the Applicant intend to administer the Project if awarded a Federal Grant? *

NOTE: At a minimum, Direct Recipients and Applicants self-administering a Project are responsible for:

1. Procuring all consultants and contractors under solicitations which meet Federal Standards.
2. Making all payments directly to consultants, contractors or other service providers prior to requesting reimbursement from AZ SMART or the federal agency. Reimbursement may take 1-2 months or more.
3. All reporting and compliance requirements related to the Federal Grant.

- Be a direct recipient if allowed in the NOFO
- Request ADOT administration (PDA and/or construction administration fees will apply)
- Other: _____

Which phase(s) of the Project will be submitted in the Federal Grant application? Check the boxes for each applicable phase. *

NOTE: The Applicant is responsible for determining the eligibility of each phase under the selected Federal Grant.

- Design
- Right of Way Acquisition
- Utilities
- Construction
- Other: Planning

Other Required and Supplementary Documents

Is any of the data, information or documents provided with or in this application considered confidential? *

NOTE: Confidential data, information or documents includes trade secrets or other proprietary information. All such information must be clearly marked as CONFIDENTIAL.


- Yes
- No

Identify the confidential data, information or documents below. Skip if not applicable.

NOTE: Clearly identify all confidential documents and information, including the page(s) on which it may be listed.

Upload signed Offer and Acceptance form. Limited to a single PDF up to 1 MB. *

 IX-OFFER-AND-A...

 Add file


If applicable, upload document authorizing the Authorized Representative to sign the Offer and bind the Applicant in the [REFGAA](#). Limited to a single PDF up to 1 MB.

NOTE: If such authorization is provided in the required governing body resolution uploaded earlier in this application, please skip this question. If not covered in the resolution, this information is required. Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

 Add file

Upload Letter of Support #1. Limited to a single PDF up to 1 MB.

NOTE: A maximum of 5 support letters may be submitted with the Application.

 1. Apache Count...

 Add file

Upload Letter of Support #2. Limited to a single PDF up to 1 MB.


NOTE: A maximum of 5 support letters may be submitted with the Application.

 Many Farms Cha...

 Add file

Upload Letter of Support #3. Limited to a single PDF up to 1 MB.


NOTE: A maximum of 5 support letters may be submitted with the Application.

 Round Rock Cha...

 Add file

Upload Letter of Support #4. Limited to a single PDF up to 1 MB.

NOTE: A maximum of 5 support letters may be submitted with the Application.


 Rock Point Resol...

 Add file

Upload Letter of Support #5. Limited to a single PDF up to 1 MB.

NOTE: A maximum of 5 support letters may be submitted with the Application.

 Resolution ROUN...

 Add file

Thank you for your application.

This form was created inside of State of Arizona.

Google Forms



Chris Fetzer
Executive Director

December 16, 2024

ADOT Multimodal Planning Division and Grant Coordination Group and
Arizona State Transportation Board

Subject: Approval for NACOG HWY 191 Safety Corridor Plan

Dear ADOT MPD and Arizona State Transportation Board:

I am writing to express support for the US 191 Safety Corridor project. This project, applied for by NACOG on behalf of all the communities and Navajo Nation chapters through Northeast Arizona. This project will support Navajo DOT, Apache County and ADOT through a robust roadway safety analysis and priority project identification along this important roadway. Due to the severity and frequency of roadway injuries and fatalities along this stretch of US 191 ADOT's Northeast District has identified this planning project as a high priority. ADOT supports the proposed project as the preferred method for identifying and planning to improve the pervasive safety issues in this region.

The US 191 corridor in Northeast Arizona experiences severe issues with speed management, frequent turnouts, pavement condition, and multimodal safety and access, resulting in an high rate of injury and death. As the main corridor connecting US 160 and Interstate 40, this stretch of road provides vital access for Northern Apache County and Navajo Nation communities. Additionally, travelers from outside of the region rely on HWY 191 to access the many attractions in this area of the state and the Four Corners region such as the Canyon de Chelly.

The intent of this planning effort is to identify roadway safety improvement projects that create the greatest benefit for the communities and stakeholders along US-191 in a way that creates eligibility for Safe Streets and Roads for All (SS4A) Implementation Grants.

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 mobility of residents and regional visitors who travel in and around Northeast Arizona and will support this AZ SMART Fund request to allow for a successful SS4A application for the development of the US 191 Safety Corridor Study.

Sincerely,

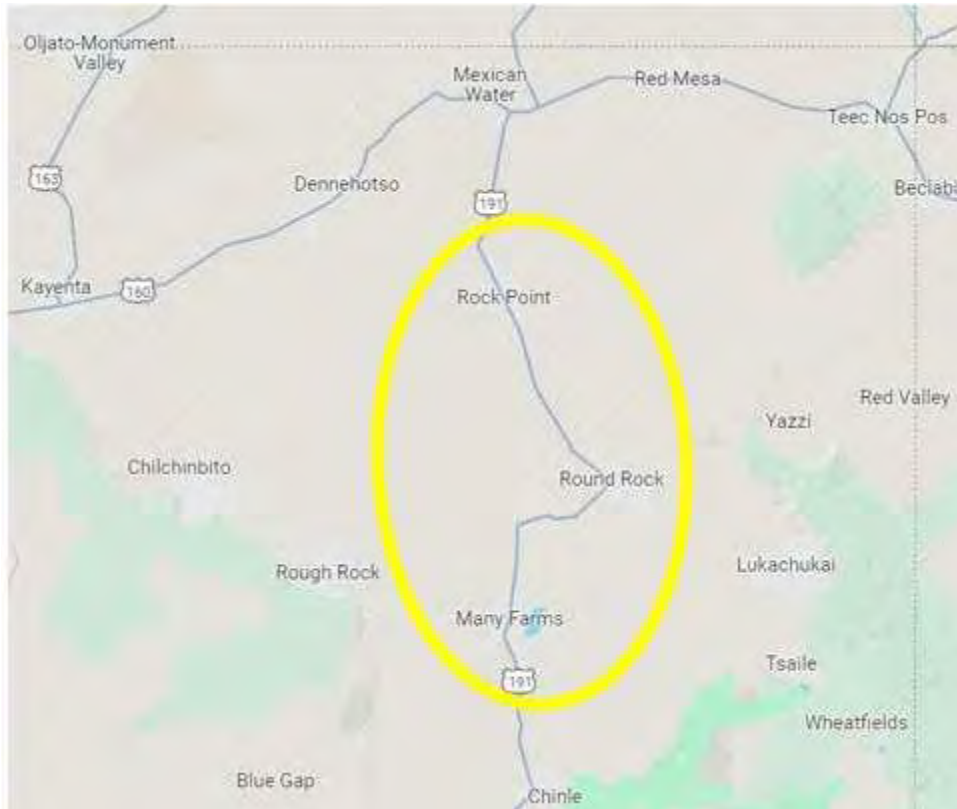


Chris Fetzer
Executive Director



US 191 Safety Corridor Study Project Map

AZ SMART Fund Application – 12/16/2024



	Proposed Budget Amount	Match Amount	Total SS4A Request
Stakeholder and Public Engagement	\$ 230,000.00	\$ 46,000.00	\$ 184,000.00
Data Analysis	35% \$ 80,000.00	\$ 16,000.00	\$ 64,000.00
Development of Strategies and Policies	17% \$ 40,000.00	\$ 8,000.00	\$ 32,000.00
Project Management	22% \$ 50,000.00	\$ 10,000.00	\$ 40,000.00
Performance Measures, Equity Analysis and Final Product	13% \$ 30,000.00	\$ 6,000.00	\$ 24,000.00
TOTAL	100% \$ 230,000.00	\$ 46,000.00	\$ 184,000.00

Total HWY 191 Request	
\$	230,000.00
Federal Share (SS4A)	
\$	184,000.00
Federal Share Pct	
	0.8
Local Share (AZ SMART)	
\$	46,000.00
Local Share Pct	
	0.2

Arizona State Match Advantage for Rural Transportation (AZ SMART) Fund Application Form

Please read the [Request for Grant Applications and Agreement](#) ("RFGAA") before starting this Application. The Application must be completed in a single sitting; the RFGAA contains a PDF version of this application to assist in developing the required responses, information and documents. **The [Application Instructions](#) provide additional information and guidance, and should be consulted in completing the Application.** To ensure the Application is Administratively Complete and will be presented to PPAC and the Board, please respond to all questions and submit all requested documents.

Each application may address only one Project and one Federal Grant. Additional Projects and/or Federal Grants require a separate application.

Required Documents: Consult the Application Checklist in the [Application Instructions](#) to identify the documents required to be uploaded while completing this application. The documents should be assembled in advance of completing this application.

Non-governmental entities: Clearly identify any trade secrets or other proprietary information which is to remain confidential. Stamp or mark the pages/information with "**CONFIDENTIAL**" in bold capital letters.

Email *

fcrosby@apachecountyaz.gov

Applicant Information

Please answer all of the questions below.

Name of Applicant *

NOTE: Provide the full legal name of the Applicant. This must be the entity that has provided the governing body resolution, is entering into this [Request for Grant Application and Agreement](#), is financially responsible for the Project, and *will be applying for the Federal Grant identified in this application*. AZ SMART awards are specific to the Applicant and may not be transferred from one entity to another without further governing body and State Transportation Board approval.

Apache County

Applicant type - select only one. *

NOTE: Non-governmental entity means individuals, associations, clubs, corporations, any other private entity, or any organizations which are not cities/towns, counties, Tribal Nations, political subdivisions of this State, or ADOT. A non-governmental entity must be identified in the NOFO or federal statute as an eligible applicant for the Federal Grant identified in this application.

- Municipality
- County
- Tribal Nation
- MPO
- Other Political Subdivisions
- Non-governmental entity (including Councils of Government)
- Other: _____

Select the COG/MPO in which the Project is located. If Project crosses COG/MPO boundaries, select the one in which the greatest percentage of the Project is located. *

Northern Arizona Council of Governments (NACOG) ▼

Has Applicant received a **Federal Discretionary Grant** since January 1, 2023? Please identify the grant(s), amount(s) awarded, and the applicable project(s) below or enter "NA." *

NOTE: Federal Discretionary Grants **do not include** Congressionally Directed Spending (federal earmarks) or formula federal aid such as Highway Safety Improvement Program (HSIP) or Transportation Alternatives (TA). Limited to 500 characters, including punctuation and spaces.

NA

Has Applicant sponsored a Project(s) funded with **formula federal aid** (HSIP, TA, STBGP, etc.) since January 1, 2023? Please identify the type of funding, amount(s) received, and the applicable project(s) below or enter "NA." *

NOTE: Do not include Congressionally Directed Spending (federal earmarks) or Federal Grants. Limited to 500 characters, including punctuation and spaces.

ADOT Project #	Federal Funding Total (\$)
T0590 01D/03D/01C	\$7,245,000 Off-System Bridge
T0467 (sub-phases 01D/03D/01C)	\$625,403 HSIP
Total	\$7,870,403


Provide links to Applicant's financial statements for the previous 3 fiscal years. *

NOTE: Data from the financial statements will be used to calculation the Quick Ratio for Applicants requesting approval from ADOT to self-administer design and those intending to be Direct Recipients for Federal Grants. Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

NA

Non-governmental entities only - Upload the entity's legal organizing documents, such as Articles of Incorporation. Limited to a single PDF up to 10 MB.

NOTE: Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

 Add file

Non-governmental entities only - If a non-profit, upload the IRS Determination Letter. Limited to a single PDF up to 10 MB.

NOTE: Determination Letters may be available online at the [IRS website](#). Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

 Add file

Applicant Contacts

All contact information must be provided with the exception of the Consultant.

Authorized Representative Name and Title *

NOTE: This individual must have the legal authority to sign binding contracts, including this [Request for Grant Application and Agreement](#), on behalf of the Applicant.

Ferrin Crosby, County Engineer

Authorized Representative 10-digit office phone number, including area code and extension, if any. *

9283377528

Authorized Representative work email address *

fcrosby@apachecountyaz.gov

Authorized Representative Certification *

NOTE: The [Questions and Answers page](#) on the AZ SMART website is the only official source of updates, clarifications and revisions to the [RFGAA](#). The most recent version of this information will be incorporated into the RFGAA.

I have read and understand the RFGAA and the Questions and Answers on the AZ SMART website.

Name and Title of the Contact Person for **Project Administration** *

NOTE: This is the individual who will work with ADOT on study, design, or construction of the Project identified in this [RFGAA](#).

Ferrin Crosby, County Engineer

Project Administration Contact's 10-digit office phone number, including area code and extension, if any *

9283377528

Project Administration Contact's work email address *

fcrosby@apachecountyaz.gov

Name and Title of the Contact Person for **Agreement Administration** *

NOTE: This individual is the individual ADOT will contact regarding contractual matters related to this [RFGAA](#).

Ferrin Crosby, County Engineer

Agreement Administration Contact's 10-digit office phone number, including area code and extension, if any *

9283377528

Agreement Administration Contact's work email address *

fcrosby@apachecountyaz.gov

Name and Title of the Contact Person for **Financial Administration** *

NOTE: This individual is the individual ADOT will contact regarding invoices and other financial matters related to this [RFGAA](#).

Ryan Patterson, County Manager

Financial Administration Contact's 10-digit office phone number, including area code and extension, if any. *

9283377501

Financial Administration Contact's work email address. *

rpatterson@apachecountyaz.gov

Consultant Name, Title and Company (if AZ SMART application is being prepared by a consultant). If not applicable, enter "NA".

Chris Milner, Principal Project Manager, TYLin

Consultant 10-digit office phone number, including area code and extension, if any. If not applicable, enter "NA".

4803334175

Consultant work email address. If not applicable, enter "NA".

christopher.milner@tylin.com

Project Details

Enter the name of street, route, area, etc. Include beginning and ending termini or other limits. Limited to 250 characters, including spaces and punctuation. *

NOTE: Please follow the FHWA Project Naming Guidelines included in the [RFGAA](#).

Stanford Drive (CR 8235), SR61 to Leighton Rd

Project Type - select one only. If the desired project type is not listed, select Other and provide a description. *

NOTE REGARDING MULTIMODAL PROJECTS: AZ SMART may only fund road, bridge, transit or rail components of a Multimodal project. The rest of the application should focus only on these elements of a multimodal project, including the Project Budget.


- Road
- Bridge
- Transit
- Rail
- Multimodal
- Bike/pedestrian
- Plan, Study, etc.
- Other: _____

Project Location - If Project crosses jurisdictional boundaries, select the one in which the greatest percentage of the Project is located. *

- Municipality over 10K population
- Municipality under 10K population
- County over 100K population
- County under 100K population
- ADOT system (reserved for ADOT applications only)

Project Map - Upload a map showing Project location or study area (PDF format only). Limited to a single PDF up to 10 MB. *


 4.d.Project-Map -...

 Add file

Upload the required COG/MPO approval letter. Limited to a single PDF up to 1 MB. *

NOTE: The approval letter should be from the COG/MPO in which the largest share of the project is located.

 4.e.NACOG_Lett...

 Add file

Evidence of Public Support - Identify the document(s) which include the Project. Select all that apply. *


- Current approved Regional or Tribal Transportation Improvement Program
- Current ADOT 5-yr Program
- Current Municipality or County General Plan, Capital Improvement Program or other current, publicly adopted jurisdictional capital plan
- Minutes of a public meeting or study session within the last 12 months of jurisdiction in which Project is located
- None of the above


Provide a link to each document identified in previous question and identify the page number on which the project is listed. If none, enter "NA." *

<https://nacog.org/wp-content/uploads/2024/10/FY25-29-NACOG-TIP-Projects.pdf>

Upload the required governing body resolution. Limited to a single PDF up to 1 MB. *

NOTE: Resolution must be approved, dated and signed. Failure to provide this document will result in an incomplete application which will not be reviewed, retained or considered. Limited to 1 PDF file; 1 GB maximum

 4.h.ApacheCount...

 Add file

Project Purpose - what is the problem this project will address? *

NOTE: This is one of the most important elements of the application. Information should be as succinct and objective as possible. Limited to 1000 characters, including punctuation and spaces. See FHWA's [Purpose, Need and Alternatives](#) for further information and guidance.

Apache County oversees a proposed safety project for Stanford Drive, addressing significant safety and design deficiencies in a 10-mile corridor. A Project Assessment Report identifies hazards along 8 miles, including 90 vertical curves with poor sight distance, 3 horizontal curves with visibility issues, 28 steep grades, and 15 areas lacking recovery zones. The project aligns with SS4A funding criteria, incorporating countermeasures like improved geometry, reflective markings, and rumble strips. The expanded scope includes 2 additional miles, evaluating the full corridor from Leighton Road to SR-61. This adds competitiveness by addressing high-crash areas, including the SR-61/Stanford Drive intersection near US-60, requiring multijurisdictional coordination between Apache County and ADOT. The project seeks AZ SMART and SS4A grants for design and safety enhancements. It offers strong public support and aligns with AASHTO standards to mitigate preventable crash risks.

Project Need - discuss the data substantiating the problem. *

NOTE: This is one of the most important elements of the application. Information should be as succinct and objective as possible. Limited to 1000 characters, including punctuation and spaces. See FHWA's [Purpose, Need and Alternatives](#) for further information and guidance.

Apache County oversees a proposed safety improvement project for Stanford Drive, CR8235, a key rural route. The project is supported by Resolution 2024-24, passed by Apache County Supervisors, and is prioritized in regional and local plans, including the 2019 SNAC Transportation Plan developed with ADOT's PARA program. The road is critical for economic and safety needs, linking Apache County to Southern Navajo County and serving as a lifeline for emergency medical access.

The project addresses economic challenges, as Apache County faces a 28.1% poverty rate, among the highest in Arizona, and economic hardships due to impending power plant closures. Improved transportation access is expected to provide opportunities for the workforce, 78% of whom commute alone. A functional classification update to Rural Major Collector has been approved for Stanford Drive, underscoring its regional importance. The project, with a \$1.2M design cost, relies on AZ SMART grant support to proceed.

Safety Improvements - what safety improvements are addressed by the Project? Check all that apply. If Project addresses a safety improvement not listed below, select Other and identify the improvement. *

NOTE: Specific safety improvements should also be identified in the Project Scope. This question is worth up to 15 points in the Priority Criteria - see the [RFGAA](#) for further information.

- Safety of non-motorized users
- Intersection safety
- Roadway lane departures
- Project does not address safety improvements
- Other: Improve sight distance deficiencies

Project Scope *

NOTE: This is one of the most important elements of the application. Information should be as succinct and objective as possible and is limited to 2000 characters, including punctuation and spaces. See the Application Instructions in the [RFGAA](#) for further information and guidance.

Apache County's proposed project targets critical safety improvements on CR 8235 (Stanford Drive), a 10-mile rural route. A Project Assessment Report (PAR) highlights deficiencies across 8 miles, including 90 vertical curves and 3 horizontal curves with poor sight distance, 28 areas with undesirable slopes, and 15 segments lacking recovery zones. These hazards contribute to rollover crashes and lane departures. The PAR, which includes crash data and public support, justifies a favorable benefit-cost ratio for funding under Safe Streets for All (SS4A) or similar programs.

To enhance competitiveness, the scope expands to include the full corridor from Leighton Road (CR 8300) to SR-61, including the Stanford Drive/SR-61 intersection near US-60. This key intersection, with high-speed traffic and complex turning movements, requires multijurisdictional coordination with ADOT for improvements. The full project aligns with SS4A funding criteria, addressing regional safety, connectivity, and emergency response needs.

The project aims to redesign the roadway to meet AASHTO standards, with improvements including superelevation adjustments, safer curve radii, and upgraded shoulder slopes. Additional countermeasures include reflective pavement markings and rumble strips to prevent crashes. The remaining 2 miles and the Stanford Drive/SR-61 intersection will see enhanced safety measures to mitigate conflict points and manage merging traffic effectively. Enhanced competitiveness is further supported by USDOT's emphasis on multijurisdictional projects. By addressing preventable hazards, the project seeks to improve safety, reduce fatalities, and bolster economic opportunities in the region.

Project Schedule - check **only** one box in each row to indicate the current status of each phase. Non-infrastructure projects - check the boxes under Not Applicable for each row. *

	Not started	In progress	Completed	Not Applicable
Scoping	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Design/Final Design	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Right of Way	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

Is the Project contained entirely within the Applicant's Right of Way? *

NOTE: Applicants are responsible for identifying Right of Way ownership and issues before applying. For non-infrastructure Projects, check "Not applicable."

- Not applicable (non-infrastructure projects only)
- Yes
- No

If Project involves Right of Way owned by others, identify the owners, status of approvals from each owner and any known issues. Skip if not applicable.

NOTE: Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

The Project Assessment Report (PAR) notes Stanford Drive generally offers 50 to 100 feet in Right-of-Way (ROW) width in referencing Apache County Assessor's maps and Arizona State Land Department (ASLD). The PAR suggests that 44-ft of ROW width is appropriate for the travel, shoulder, and recovery for safe operation of vehicles with the shoulder and recovery combining for 10-ft of clear zone.

On the East limits of Show Low Pines Unit 8, the subdivision plat did not dedicate additional ROW for Standford Drive beyond the historical 25-ft pre-existing along the section. This ROW limitations is toward the northern-most end of the project where the project significantly deviates west from the section line (noted in the PAR as segments 7 and 8). Improvements that are noted to be explored would seek to provide an alignment nearer the section line, continuing to provide safe geometrics and power pole relations, contend with hydrology, and involve substantial earthwork.

Similarly, Segment 2 (noted as the most pressing) has earthwork that may impact the private property on the west side and ASLD land on the east side.

Potential parcels and owners within Show Low Pines - Unit 8 (Segment 5) are listed below if additional land acquisition is found necessary:

PARCEL_NUM
OWNER

201-06-347
CYPRESS LAND LLC

201-06-401
SHACTER STUART B AND JENNIFER TRUSTEES STUART B AND JENNIFER K SHACTER TRUST

201-06-400
SHACTER STUART B AND JENNIFER TRUSTEES STUART B AND JENNIFER K SHACTER TRUST

201-06-399
LLOYD LEHI

201-06-398
THE LAND DUO LLC

201-06-397
CARTER JOHN H JR & MARGOT L JT

201-06-396
FOLLMER ANNETTA M

201-06-433
AFFORDABLE MOBILE HOMES LLC

201-06-432
BURDETTE JOANNE

201-06-431
BLUE SKIES LAND LLC

201-06-435
LAMIS RICHARD A & ELIZABETH A TRUSTEES RICHARD A & ELIZABETH A LAMIS REV LIV TR

201-06-434
FRAIZER CONNIE D

201-06-446
SCOTT JENETTE EILEEN

201-06-445
BOURQUE ALLAN J & RUBY L JT

201-06-444
KOEPKO LINDA D JOHNSON THOMAS M RICHARD A AND CHARLES D

201-06-348B
KOZAKIEWICZ MICHAEL A

201-06-348A
KOZAKIEWICZ MICHAEL A

201-06-346
DUBA SUSAN

201-06-345
DUBA STEVEN

201-06-342
PEACOCK JOEL L

201-06-341
CYPRESS LAND LLC

Segment 2 would involve ASLD and private parcels and owners:

PARCEL_NUM
OWNER

107-48-073J
DOBBINS EUGENE B & SUZETTE V (CPWROS)

107-48-073I
MARTINEZ VINCE M & JAIME (JT)

107-48-073G
RIOS GILBERT

107-48-072C
KRUSHINSKY WALTER F & KATHLEEN A COTRUST WF & KA KRUSHINSKY LIVING TRUST

107-48-065A

FEDORICK LINDA C & TURNER EDGAR W & JUDITH D

107-48-065B
THE JN OGLE FAMILY TRUST

107-48-080
GNIOT JESUS ESTHELA & CHRIS LEIGH 2/3 IN GANDARA CARMEN B 1/3 UNDIV INT

107-48-073K
FIERROS SONIA


107-48-072E
COLLING FAMILY TRUST

107-48-072D
COLLING FAMILY TRUST

Upload the Project Budget. Limited to a single file of up to 10 MB. *

NOTE: This is one of the most important elements of the application. For infrastructure projects, Project Budgets must be prepared using the [ADOT Cost Estimate Tool](#). Non-infrastructure cost estimates may use another format but should be broken out by component. Lump sum budgets will not be accepted. See the Application Instructions in the [RFGAA](#) for important information and guidance.

 4.p.Cost-Estimat...

 Add file

How were the cost estimates in Project Budget developed? *

Developed by the Applicant

Developed by an engineering consultant

Other: _____

Are the costs in Project Budget developed based on Federal Standards as defined in the [RFGAA](#)? For GDS requests only, select Not Applicable. *

NOTE: All DOES and Match expenditures must be procured under solicitation(s) which meet Federal Standards as defined in the [RFGAA](#) in order to be eligible for AZ SMART.

- Yes
- No
- Not applicable

Does the Project Budget reflect costs on a YOE basis? *

NOTE: See the Application Instructions in the [RFGAA](#) for further guidance about developing realistic timeframes and the impact on determining YOE, particularly for construction phases.

- Yes
- No

Does the Project Budget include initial ADOT Project Development (PDA) Fees? Applies to applications for DOES or Match on a federal grant application which will fund design. All others select "Not applicable." *

NOTE regarding PDA fees: Initial ADOT PDA fees of \$30,000 are eligible for AZ SMART funding only when included in an Application for Design and Other Engineering Services or Match on a federal grant application which will include design. The initial \$30,000 is an estimate only and may be more or less, depending on the Project. By submitting this application, the Applicant understands the Project may require, and 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.

- Yes
- No
- Not applicable

Long-term impacts of the Project *

NOTE: This question is worth 5 points in the Priority Criteria - see the [RFGAA](#) for further information. Responses are limited to 1000 characters, including punctuation and spaces.

- **Infrastructure Projects** - Describe the estimated costs to operate and maintain the Project and the sources of the funding for these activities. If costs have not been estimated, enter "NA."
- **Non-infrastructure Projects** - Describe the anticipated long-term impacts of the Project.

NA

AZ SMART Request

ARS §28-339.D requires DOES and Match expenditures to meet Federal Standards, which has been defined in the [RFGAA](#). Applicants should not request funding for expenditures that do not, or will not, meet Federal Standards. Applicants are required to provide contract(s) or solicitation(s) under which DOES or Match expenditures were procured.

NOTE: AZ SMART funding requests must align with, and be based on, costs identified in the Project Budget submitted with this Application.

Enter amount requested for Grant Development and Submission (GDS). The amount should be **no greater than 50% of the actual costs** to develop and submit the Federal Grant. Skip if not requesting GDS.

NOTE: This Eligible Use is limited to Projects located in counties with population under 100,000 and municipalities with under 10,000. Enter in whole dollars (for example, 250,000).

Are you requesting reimbursement for prior GDS expenditures for this Project or will the funds be used to develop a future Federal Grant application? Skip if not requesting GDS.

NOTE: Eligible Expenditures for GDS are those incurred after September 14, 2024. Failure to request any reimbursement for GDS awards within 6 months of the Date of Award will result in the obligation becoming inactive.

All GDS funds will be used to reimburse prior expenditures incurred after September 14, 2024.

All GDS funds will be used to develop and submit a future Federal Grant application.

Enter amount requested to REIMBURSE eligible Design and Other Engineering Services (DOES) expenditures:
1) incurred after September 14, 2024, **AND**
2) are for services procured under a solicitation which meets Federal Standards as defined in the [RFGAA](#).
Enter in whole dollars (for example, 250,000). Skip if not requesting DOES.

NOTE: The amount must align with, and be based on, costs identified in the Project Budget submitted with this Application. Such expenditures may include costs to develop scope, schedule or budget, or other preliminary engineering costs that were incurred under a solicitation which meets Federal Standards. Do not include any amounts for expenditures incurred prior to September 14, 2024 or which do not meet Federal Standards.

Upload the contract or solicitation under which the DOES expenditures to be reimbursed were incurred. Limited to a single PDF up to 10 MB.

NOTE: Required if requesting reimbursement. Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

 Add file

Enter amount requested for future estimated DOES expenditures. The amount must align with, and be based on, costs identified in the Project Budget submitted with this Application. Skip if not requesting DOES.

NOTE regarding PDA fees: Initial ADOT PDA fees of \$30,000 are eligible for AZ SMART funding only when included in an Application for Design and Other Engineering Services or Match on a federal grant application which will include design. The initial \$30,000 is an estimate only and may be more or less, depending on the Project. By submitting this application, the Applicant understands the Project may require, and 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.

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Enter amount requested for Match for expenditures that meet Federal Standards as defined in the [RFGAA](#).
Enter in whole dollars (for example, 250,000). Skip if not requesting Match.

NOTE: The amount requested must align with, and be based on, costs identified in the Project Budget submitted with this Application. If no match is required by the Federal Grant, AZ SMART will not provide the funding. Match funds to improve the competitive position of a project is the Applicant's responsibility.

What is the status of the Federal Grant application associated with this request for Match funding? Skip if not requesting Match.

- We have already been awarded the Federal Grant.
- We have applied for the Federal Grant but have not yet been awarded.
- We plan to apply for the Federal Grant within the next 6 months.
- We plan to apply for the Federal Grant more than 6 months from now.

Will the Project be able to proceed if awarded less AZ SMART Funds than requested? *

NOTE: The Board has authority to modify award amounts and may do so based on limited funding in any Funding Category. In such cases, the Applicant will be required to provide the remaining funding for the project. Applicants should be aware that projects receiving reduced DOES awards are still required to submit a federal grant application within 2 years of the Date of Award.

- Yes
- No

Other Project Funding Sources

This section is focused on project funding other than AZ SMART. Do not include any amounts requested from AZ SMART in responding to the following questions.

Enter amount of funding provided by the Applicant from its own funds for the Project. Enter in whole dollars (for example, 250,000). Enter 0 if none. *

NOTE: Do not include Legislative Appropriations, Congressionally Directed Spending, the Federal Grant, partner or private contributions or any other sources.

0

Enter amount of funding to be contributed by any Project partners. Enter in whole dollars (for example, 250,000). Enter 0 if none. *

NOTE: Do not include Legislative Appropriations, Congressionally Directed Spending, the Federal Grant, applicant funding or any other sources.

0

Has Congressionally Directed Spending (CDS) been requested for this project? *

NOTE: Do not include Legislative Appropriations, applicant funding, the Federal Grant, partner or private contributions or any other sources.

- Yes, and we have received an award
- Yes, but we have not yet received an award
- No

Enter the amount of CDS requested or received. Skip if no CDS is involved.

NOTE: Do not include Legislative Appropriations, applicant funding, the Federal Grant, partner or private contributions or any other sources.

Has an Arizona Legislative Appropriation been requested for this project? *

NOTE: Do not include applicant funding, Congressionally Directed Spending, the Federal Grant, partner or private contributions or any other sources.

- Yes, and we received an appropriation
- Yes, but we have not yet received an appropriation
- No

Enter the amount of the Legislative Appropriation requested or received. Skip if no Legislative Appropriations are involved.

NOTE: Do not include applicant funding, Congressionally Directed Spending, the Federal Grant, partner or private contributions or any other sources.

Has any other funding been committed or awarded for this project? If yes, select Other and identify the source of the funds. *

NOTE: Do not include applicant funding, Legislative Appropriations, Congressionally Directed Spending, the Federal Grant, or partner or private contributions.

No

Other:

Enter the amount of the Other funding committed or awarded. Skip if no Other funding is involved.

NOTE: Do not include applicant funding, Legislative Appropriations, Congressionally Directed Spending, the Federal Grant, or partner or private contributions.

Federal Grant

NOTE: Federal grants eligible for the AZ SMART Fund are federal discretionary grant programs administered by any federal agency for surface transportation purposes. Please note Congressionally Directed Spending is not a federal grant and will not fulfill the requirement for DOES applicants to apply for a federal grant within 2 years of the Date of Award of the DOES funding.

Identify the Federal Grant for which the Applicant intends to submit the Project - select one grant only. *

NOTE: If the desired grant is not listed, select Other and provide the name of the grant and the applicable federal agency. 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.

- 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)
- 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 - BUILD Transportation Discretionary Grants Program
- Transit - Buses and Bus Facilities Program
- Transit - Low-No Emission Vehicle Program
- Transit - Public Transportation Innovation Program
- Transit - State of Good Repair Grants Program

Other: _____

How does the Applicant intend to submit the federal grant application? *

Note: If requesting ADOT to submit, the following time frames apply. ADOT cannot guarantee submission if these deadlines are not met.

- 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
- Application has already been submitted

How does the Applicant intend to administer the Project if awarded a Federal Grant? *

NOTE: At a minimum, Direct Recipients and Applicants self-administering a Project are responsible for:

1. Procuring all consultants and contractors under solicitations which meet Federal Standards.
2. Making all payments directly to consultants, contractors or other service providers prior to requesting reimbursement from AZ SMART or the federal agency. Reimbursement may take 1-2 months or more.
3. All reporting and compliance requirements related to the Federal Grant.

- Be a direct recipient if allowed in the NOFO
- Request ADOT administration (PDA and/or construction administration fees will apply)
- Other: _____

Which phase(s) of the Project will be submitted in the Federal Grant application? Check the boxes for each applicable phase. *

NOTE: The Applicant is responsible for determining the eligibility of each phase under the selected Federal Grant.

- Design
- Right of Way Acquisition
- Utilities
- Construction
- Other:

Other Required and Supplementary Documents

Is any of the data, information or documents provided with or in this application considered confidential? *

NOTE: Confidential data, information or documents includes trade secrets or other proprietary information. All such information must be clearly marked as CONFIDENTIAL.


- Yes
- No


Identify the confidential data, information or documents below. Skip if not applicable.

NOTE: Clearly identify all confidential documents and information, including the page(s) on which it may be listed.

.....


Upload signed Offer and Acceptance form. Limited to a single PDF up to 1 MB. *


 offer and accept...

 Add file

If applicable, upload document authorizing the Authorized Representative to sign the Offer and bind the Applicant in the [REFGAA](#). Limited to a single PDF up to 1 MB.

NOTE: If such authorization is provided in the required governing body resolution uploaded earlier in this application, please skip this question. If not covered in the resolution, this information is required. Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.


 Authorized Repre...

 Add file

Upload Letter of Support #1. Limited to a single PDF up to 1 MB.


NOTE: A maximum of 5 support letters may be submitted with the Application.


 BOS Letter of Su...

 Add file

Upload Letter of Support #2. Limited to a single PDF up to 1 MB.


NOTE: A maximum of 5 support letters may be submitted with the Application.


 Letter of Support...

 Add file

Upload Letter of Support #3. Limited to a single PDF up to 1 MB.


NOTE: A maximum of 5 support letters may be submitted with the Application.

 Letter of supprot...

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Upload Letter of Support #4. Limited to a single PDF up to 1 MB.

NOTE: A maximum of 5 support letters may be submitted with the Application.

 Add file

Upload Letter of Support #5. Limited to a single PDF up to 1 MB.

NOTE: A maximum of 5 support letters may be submitted with the Application.

 Add file

Thank you for your application.

This form was created inside of State of Arizona.

Google Forms



Chris Fetzer
Executive Director

December 2, 2024

Dear Mr. Crosby:

I am writing to confirm Northern Arizona Council of Governments (NACOG) approval for Apache County's application submission for AZ SMART Design and Other Engineering Services funding for the Apache County Stanford Drive Phase II Improvements project. This is included in the NACOG FY2025 – 2030 Transportation Investment Plan (TIP) per new AZ SMART Fund requirements.

The Stanford Drive Phase II Improvements project provides a safety improvement to an existing 2-lane rural route CR 8235 named Stanford Drive. The project has significant safety and design deficiencies. As an essential route for regional access and a growing number of residents and the emergency response of public safety officials, this project serves a strong candidate for an AZ SMART Grant and subsequent SS4A Implementation Grant.

The project prioritizes eight (8) miles of gravel-surfaced roadway. The route includes a total of ten (10) miles of partially improved north-south travel north of State Route 61 (SR 61) including design of the intersection to include a safety enhancement. The Stanford Drive Project Assessment Report recommends improvements along eight (8) miles to be phased, with a series of three (3) spot and corridor and six (6) segment reconstruction projects.

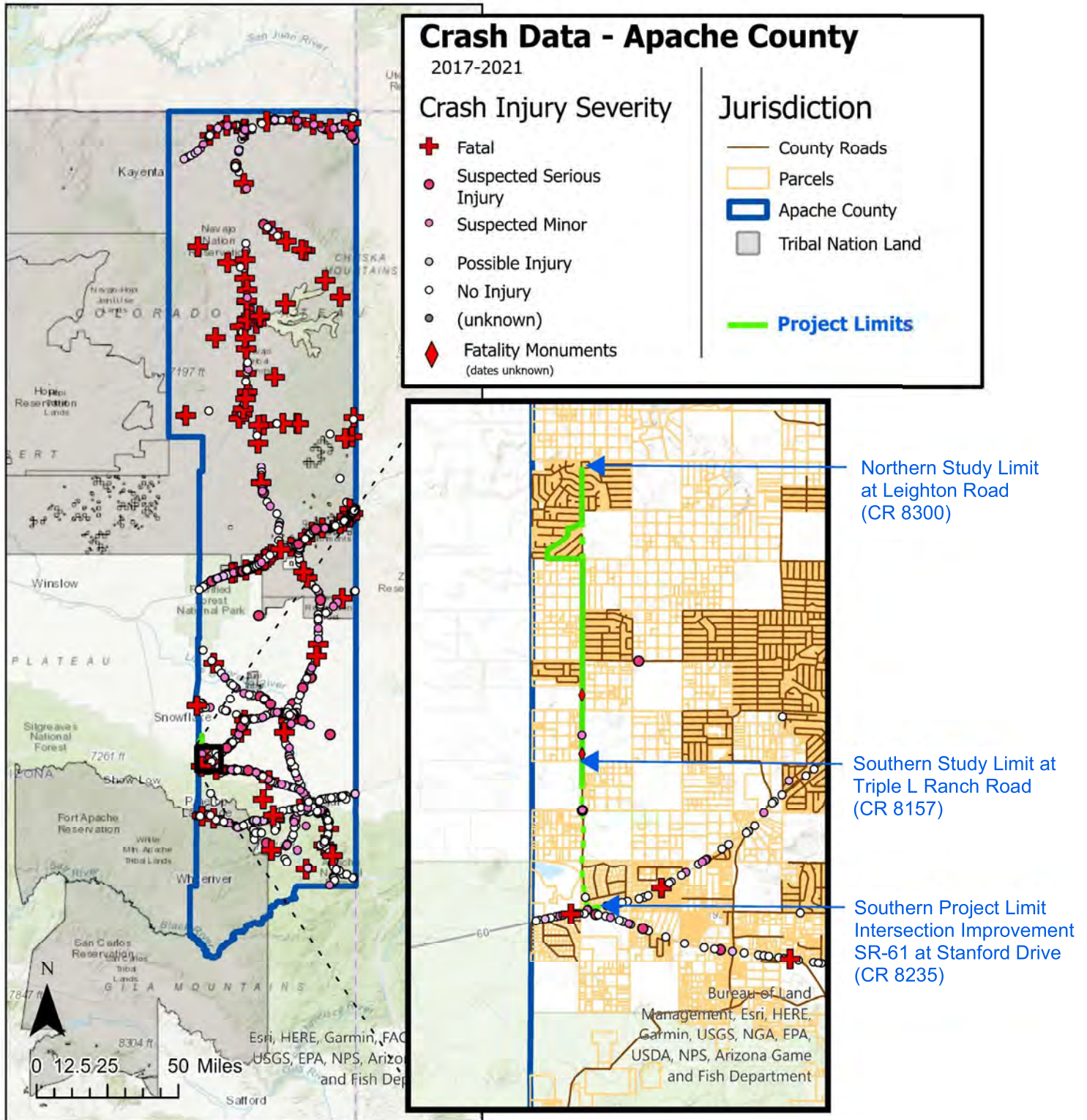
Stanford Drive is detailed in a Design Concept Report (DCR) documenting justification for a favorable benefit-cost ratio that can be developed for Safe Streets and Roads for All (SS4A) implementation funding (or similar eligible grant benefitting safety). With multiple fatalities, this project is a great candidate for an SS4A Grant which supports the U.S. Department of Transportation's goal of zero roadway deaths using a safe system approach.

Sincerely,

A handwritten signature in black ink, appearing to read 'Chris Fetzer'.

Chris Fetzer
Executive Director

Stanford Drive Project Limits and Crash Data



Location of Stanford Drive begins north of the junction of U.S. Highway 60 and State Route 61 and extends northward to Apache County Road 8300, a total of 10 miles. Of the ten (10) miles of the corridor, eight (8) miles are associated with the project assessment segments and are the priority of the project. Stanford Drive is a long corridor relative to Apache County road improvement projects. The project limits are approximately 1 mile from the eastern limits of Navajo County.

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				
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				
ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL
STAGE 1 – SCOPING (15% Preliminary Design)				
SCOPING COSTS				
SITE TOPOGRAPHIC SURVEY (2%-5% of constr. cost) <i>(Enter \$0 in Unit Price column if none required)</i>	LS	1	\$0.00	\$0.00
SCOPING DOCUMENT (Scoping Letter, Project Assessment or DCR)	LS	1	\$0.00	\$0.00
ENVIRONMENTAL DETERMINATION (Including technical supporting documents)	LS	1	\$30,000.00	\$30,000.00
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
SUBTOTAL – PROJECT SCOPING COSTS				\$ 31,500
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 IV (95%) 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	\$1,114,451.84	\$1,114,451.84
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	\$0.00	\$0.00
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	\$60,000.00	\$60,000.00
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	\$30,000.00	\$30,000.00
SUBTOTAL – PROJECT DESIGN COSTS				\$ 1,204,452
Federal Funds for design are calculated at 94.3% of the total design cost. If requesting less than 94.3% Federal Funds for design, <i>enter new total or 0 in the Federal column.</i>				

STAGE V – CONSTRUCTION				
SITE ACQUISITION & HARDSCAPE CONSTRUCTION				
RIGHT-OF-WAY ACQUISITION (if necessary)	LS	1	\$604,850.00	\$604,850.00
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	\$40,348.00	\$40,348.00
SITE PREPARATION (Clearing and grubbing, plant salvage)	LS	1	\$101,500.00	\$101,500.00
DEMOLITION				
Sawcut	LF	0		\$0.00
Remove Structures and Obstructions	LS	1		\$0.00
Remove Fencing	LF	0		\$0.00
Remove Structural Concrete		0		\$0.00
Remove Asphaltic Concrete Pavement	CY	0		\$0.00
Remove Concrete Sidewalks, Slabs		0		\$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
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	\$483,760.00	\$483,760.00
RETAINING WALL (Concrete; SF of face above the footing)	SFF	0		\$0.00
EARTHWORK				
General Excavation		118,340	\$10.00	\$1,183,400.00
Drainage Excavation				\$0.00
Structural Excavation	CY			\$0.00
Structural Backfill				\$0.00
Borrow (In Place)				\$0.00
CURB & GUTTER	LF			\$0.00
Paving	SY	89,723	\$19.00	\$1,704,737.00
PATHWAY OR SIDEWALK MATERIALS				
Concrete				\$0.00
Colored Concrete	SF			\$0.00
Stamped Color Concrete				\$0.00
Precast Concrete Pavers				\$0.00
Asphaltic Concrete	Ton			\$0.00
Polymer or Resin Stabilized Surface	SF			\$0.00
CROSSWALK ENHANCEMENT				
Concrete Pavers				\$0.00
Stamped Asphalt				\$0.00
Stamped Concrete	SF			\$0.00
Concrete				\$0.00
Integral Color Concrete				\$0.00
PEDESTRIAN ADA RAMP	SF			\$0.00
CULVERT EXTENSIONS	LF			\$0.00
PEDESTRIAN LIGHTING (Includes conduit and trenching) Street lighting is not eligible for federal reimbursement.	Each			\$0.00

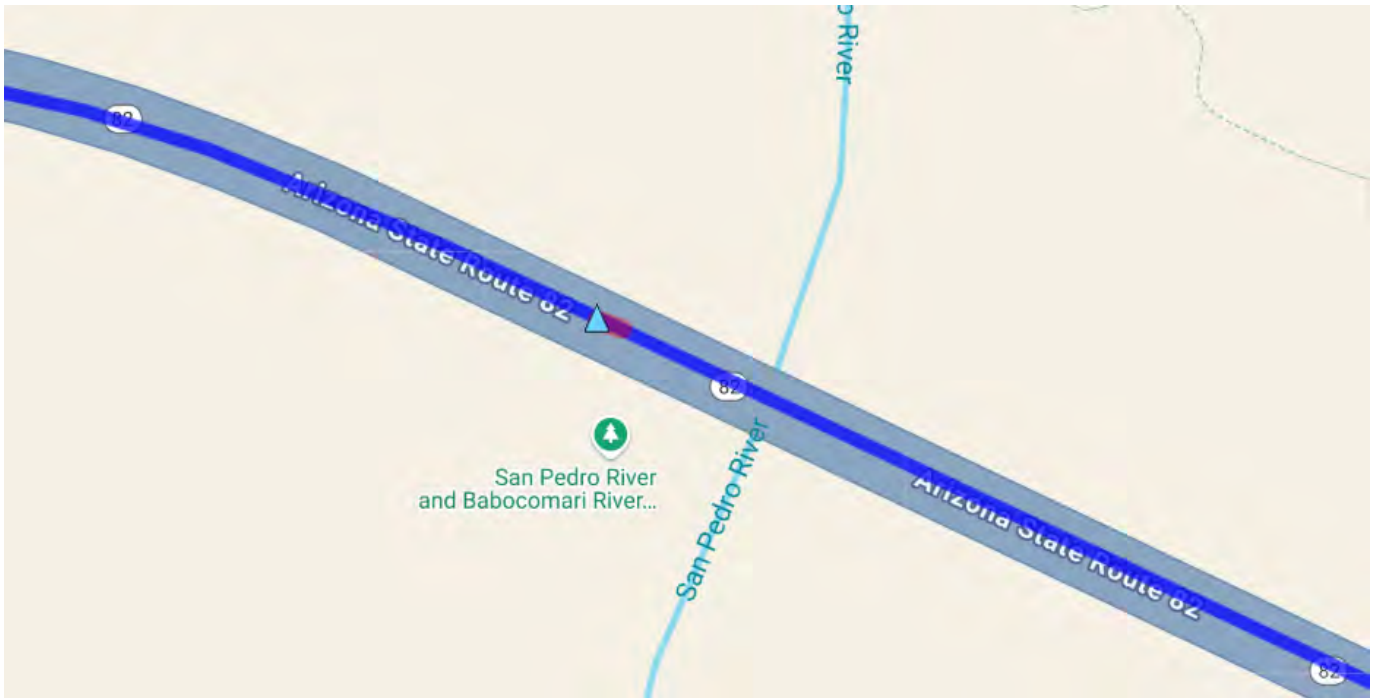
HANDRAIL					
Standard					\$0.00
Decorative	LF				\$0.00
SUBTOTAL - SITE ACQUISITION & HARDSCAPE CONSTRUCTION					\$ 4,118,595
LANDSCAPING & IRRIGATION ITEMS					
TREES (Above 15 gallon in size as required per local code or special design requirements)	Each				\$0.00
TREES (15 GALLON SIZE)	Each				\$0.00
TREES (5 GALLON SIZE)	Each				\$0.00
SHRUBS (5 GALLON SIZE)	Each				\$0.00
SHRUBS (1 GALLON SIZE)	Each				\$0.00
CACTUS (5 GALLON SIZE)	Each				\$0.00
MULCH					
Decomposed Granite	CY				\$0.00
Organic					\$0.00
TOPSOIL	CY				\$0.00
SEEDING	Acre				\$0.00
TURF SOD	SY				\$0.00
BOULDERS	Each				\$0.00
IRRIGATION SYSTEM					
Drip					\$0.00
Turf	SF				\$0.00
SLEEVEING FOR IRRIGATION SYSTEM					
Directional Bore					\$0.00
Cut and Patch	LF				\$0.00
LANDSCAPE HEADER CURB	LF				\$0.00
LANDSCAPE ESTABLISHMENT (Typically 4.5% of the cost of landscaping)	LS				\$0.00
SUBTOTAL – LANDSCAPING & IRRIGATION ITEMS					\$ -
SITE FURNISHINGS					
BENCHES	Each				\$0.00
SEATWALLS	LF				\$0.00
BIKE RACKS	Each				\$0.00
TRASH RECEPTACLES	Each				\$0.00
DRINKING FOUNTAINS	Each				\$0.00
SIGNAGE (Standard Traffic Control)	Each				\$0.00
TREE GRATES	Each				\$0.00
SUBTOTAL – SITE FURNISHINGS					\$ -
OTHER CONSTRUCTION ITEMS (List line items)					
Culverts and End Sections	LS	1	\$942,172.00		\$942,172.00
ADOT Construction Cost Index (CCI)					\$0.00
Adjustment from 2019 cost estimate	LS	1	\$5,600,000.00		\$5,600,000.00
					\$0.00
					\$0.00
					\$0.00
					\$0.00
					\$0.00

SUBTOTAL - OTHER CONSTRUCTION LINE ITEMS				\$ 6,542,172
MOBILIZATION AND ADMINISTRATION COSTS				
CONTRACTOR MOBILIZATION (Typically 8% of construction cost)	LS	1	\$282,436.00	\$282,436.00
TRAFFIC CONTROL (0-8% of construction cost)	LS	1	\$50,000.00	\$50,000.00
CONSTRUCTION SURVEY & LAYOUT (Typically 1% of construction cost)	LS	1	\$50,000.00	\$50,000.00
CONSTRUCTION CONTINGENCIES (Typically 5% of construction cost)	LS	1	\$653,639.00	\$653,639.00
CONSTRUCTION ADMINISTRATION (Averaging 18% of construction cost)	LS	1	\$1,179,550.00	\$1,179,550.00
SUBTOTAL – MOBILIZATION & ADMINISTRATION COSTS				\$ 2,215,625
TOTAL STAGE V COSTS (CONSTRUCTION) (Enter this amount in Box A below.)				\$ 12,876,392
ADOT REVIEW FEES (Certification Acceptance Agencies, change to \$10,000)	LS	1	\$30,000.00	\$30,000.00
TOTAL PROJECT COST (All <u>subtotals</u> + ADOT PDA Fees)				\$ 14,142,344
SUMMARY OF FEDERAL AND LOCAL FUNDS				
TOTAL STAGE V COSTS (CONSTRUCTION) FROM THE ESTIMATE ABOVE, AND DESIGN COSTS IF REQUESTING FEDERAL FUNDS FOR DESIGN. Include design costs (Stages II thru IV) if federal funds are requested for design as shown under Design Costs in the federal column above.				
TOTAL FEDERAL FUNDS CAPPED @ 94.3% (.943 x amount shown in Box A above).				
TOTAL SPONSOR MATCHING FUNDS (.057 x cost shown in Box A above).				
TOTAL SPONSOR ADDITIONAL FUNDS (OVERMATCH).				
TOTAL SPONSOR FUNDS (Sum of Box C and Box D).				

***. PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION**

*ITEM 7a

Route & MP: 82 @ MP 61.2
Project Name: SAN PEDRO RIVER BRIDGE STR NO. 0403
Type of Work: BRIDGE REHABILITATION
County: Cochise
District: Southcentral
Schedule: FY 2025
Project: F052201C TIP#: 100210
Project Manager: Angela Galietti
Program Amount: \$11,800,000
New Program Amount: \$11,800,000
Requested Action: Defer Advertisement to FY26



3. Form Date / 5. Form By:
1/22/2025
Angela Galietti

4. Project Manager / Presenter:
Angela Galietti @ (602) 712-7551
205 S 17th Ave, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:
SAN PEDRO RIVER BRIDGE STR NO. 0403

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 #:
TM1O Southcentral 82 Cochise 61.2 F052201C ? 1.0 STBG082-A(210)T

16. Program Budget: \$11,800 17. Program Item #: 100210

18. Current Approved Program Budget: \$11,800 18a. (+/-) Program Budget Request: \$0 18b Total Program Budget After Request: \$11,800

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 100210, \$11,800, .

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 76226, \$11,800, . Row 2: 72325, (\$11,800), .

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 25
22. CURRENT BID READY:
23. CURRENT ADV DATE: 6/27/2025

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 26
22A. REQUEST BID READY:
23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO [checked] PROJECT FUNDING VERIFIED BY PM

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

25. DESCRIPTION OF REQUEST

Defer Advertisement to FY26

26. JUSTIFICATION OF REQUEST

This is a project to replace the existing SR82 bridge over the San Pedro River. Due to delays associated with early Geotechnical Clearance and Cultural Clearance, the project cannot be delivered in FY25.

This changes will be included in the FY26 - FY30 Five Year Program

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN FY

APPROVED / RECOMMENDED ACTIONS:

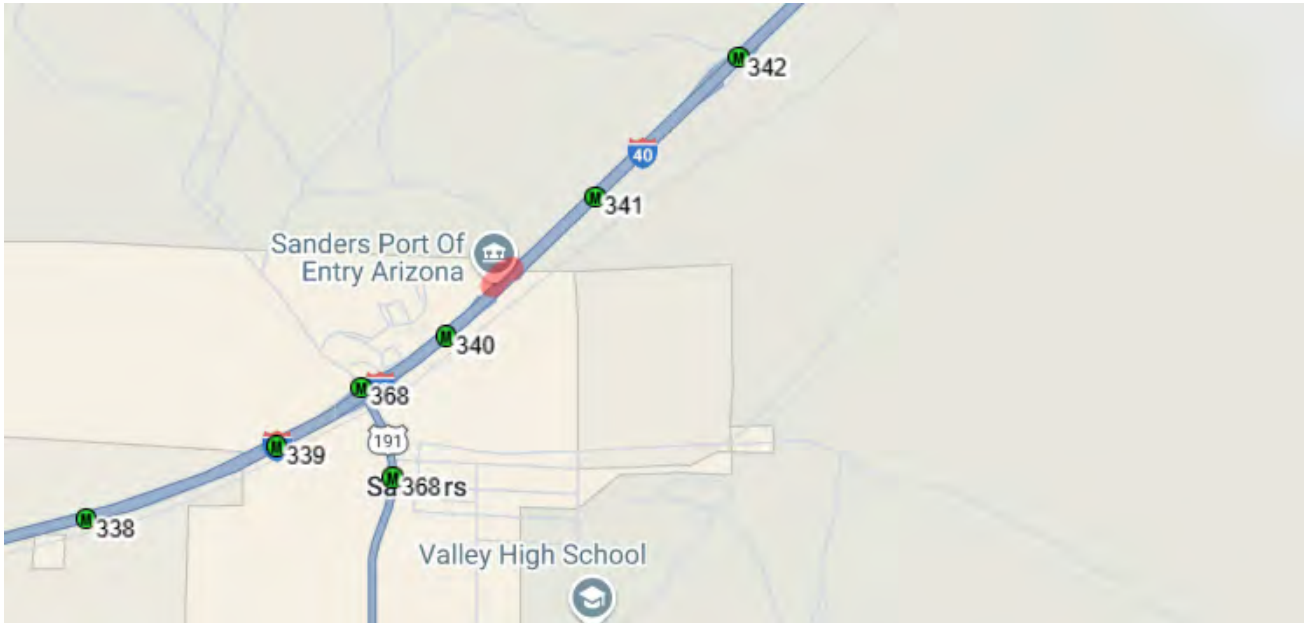
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 2/5/2025

PRB APPROVED

. PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7b

Route & MP:	40 @ MP 331.0
Project Name:	SANDERS & TOPOCK POE
Type of Work:	TIRE ANOMALY SENSORS
County:	Apache
District:	Northeast
Schedule:	FY 2025
Project:	F059401C TIP#: 103584
Project Manager:	Chris Moore
Program Amount:	\$260,000
New Program Amount:	\$411,000
Requested Action:	Increase budget.



3. Form Date / 5. Form By:

1/30/2025

Chris Moore

4. Project Manager / Presenter:

Chris Moore @ (757) 469-6679

205 S 17th Ave, , - 4983 PROJECT MANAGEMENT

6. Project Name:

SANDERS & TOPOCK POE

7. Type of Work:

TIRE ANOMALY SENSORS

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
DG1Q	Northeast	40	Apache	331.0	F059401C ?	1.0	040-E(229)T

16. Program Budget: \$260

17. Program Item #: 103584

18. Current Approved Program Budget:

\$260

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

\$151

18b Total Program Budget After Request:

\$411

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
103584	\$260		

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
74325	\$151		

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 25

22. CURRENT BID READY:

23. CURRENT ADV DATE: 2/27/2025

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

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

PROJECT FUNDING VERIFIED BY PM

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

24e. ENVIRONMENTAL CLEARANCE: YES

24g. U&RR CLEARANCE: YES

24i. R/W CLEARANCE: YES

24k. SCOPING DOCUMENT: NO

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24h. C&S CLEARANCE: YES

24j. CUSTOMIZED SCHEDULE: YES

25. DESCRIPTION OF REQUEST

Increase budget.

26. JUSTIFICATION OF REQUEST

This project will install tire anomaly sensors at the Sanders and Topock Ports of Entry on I-40. Request increase in budget to cover change in costs for sensors.

ICAP is included in this request.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 2/5/2025

PRB APPROVED

. PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7c

Route & MP:	17 @ MP 296.0
Project Name:	MCGUIREVILLE REST AREA
Type of Work:	REPLACE TRUCK SCREENING SENSORS
County:	Yavapai
District:	Northcentral
Schedule:	FY 2025
Project:	F072201C TIP#: 104214
Project Manager:	Chris Moore
Program Amount:	\$794,000
New Program Amount:	\$1,092,000
Requested Action:	Increase budget, change project limits.



3. Form Date / 5. Form By:

1/30/2025

Chris Moore

4. Project Manager / Presenter:

Chris Moore @ (757) 469-6679

205 S 17th Ave, , - 4983 PROJECT MANAGEMENT

6. Project Name:

MCGUIREVILLE REST AREA

7. Type of Work:

REPLACE TRUCK SCREENING SENSORS

8. CPSID: MR1Q 9. District: Northcentral 10. Route: 17 11. County: Yavapai 12. Beg MP: 296.0 13. TRACS #: F072201C ? 14. Len (Mi.): 2.0 15. Fed Id #: 017-B(240)T

16. Program Budget: \$794

17. Program Item #: 104214

18. Current Approved Program Budget: \$794

18a. (+/-) Program Budget Request: \$298

18b Total Program Budget After Request: \$1,092

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 104214, \$794, ., \$793,719

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 74325, \$298, ., .

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 25

22. CURRENT BID READY:

23. CURRENT ADV DATE: 2/27/2025

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

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

PROJECT FUNDING VERIFIED BY PM

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

24e. ENVIRONMENTAL CLEARANCE: YES

24g. U&RR CLEARANCE: YES

24i. R/W CLEARANCE: YES

24k. SCOPING DOCUMENT: NO

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24h. C&S CLEARANCE: YES

24j. CUSTOMIZED SCHEDULE: YES

25. DESCRIPTION OF REQUEST

Increase budget, change project limits.

26. JUSTIFICATION OF REQUEST

This project will replace outdated and damaged in-road truck screening sensors on NB and SB I-17 at the McGuireville Rest Area. Request increase in budget to cover change in costs for sensors and construction engineering.

Change milepost limits to: 295.84 to 298.01 and increase Project length to 2.17 miles.

ICAP is included in this request.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET
CHANGE PROJECT LIMITS

APPROVED / RECOMMENDED ACTIONS:

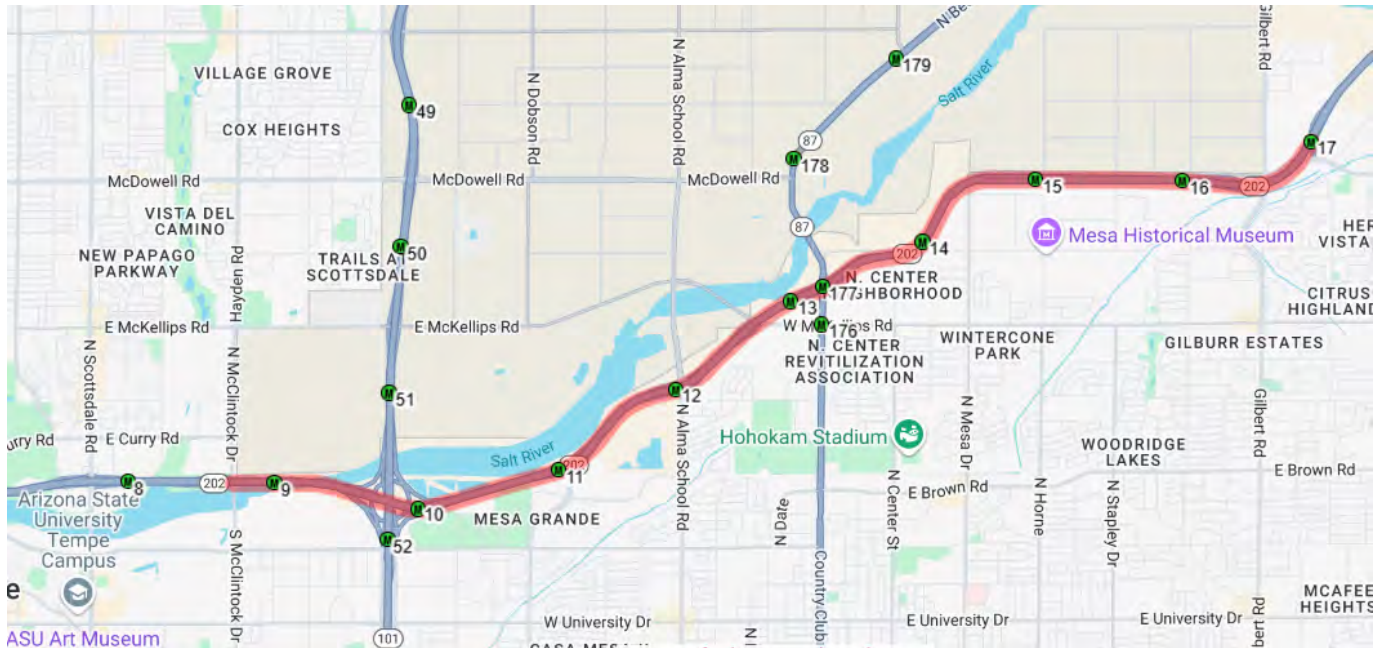
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 2/5/2025

PRB APPROVED

. PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7d

Route & MP:	202L @ MP 9.0
Project Name:	MCCLINTOCK DR - THOMAS RD
Type of Work:	CONVERT HPS TO LED LIGHTING
County:	Maricopa
District:	Central
Schedule:	FY 2025
Project:	F074701C TIP#: 104500
Project Manager:	Connie Corvalan
Program Amount:	\$800,000
New Program Amount:	\$1,400,000
Requested Action:	Increase Budget



3. Form Date / 5. Form By:
1/30/2025
Connie Corvalan

4. Project Manager / Presenter:
Connie Corvalan @ (602) 712-2278
205 S 17th Ave, - 4983 PROJECT MANAGEMENT

6. Project Name:
MCCLINTOCK DR - THOMAS RD

7. Type of Work:
CONVERT HPS TO LED LIGHTING

8. CPSID: PD1Q 9. District: Central 10. Route: 202L 11. County: Maricopa 12. Beg MP: 9.0 13. TRACS #: F074701C ? 14. Len (Mi.): 8.0 15. Fed Id #: 202-A(210)T

16. Program Budget: \$800 17. Program Item #: 104500

18. Current Approved Program Budget: \$800 18a. (+/-) Program Budget Request: \$600 18b Total Program Budget After Request: \$1,400

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Rows include 104500 \$754 CRP Flex (\$754,400) and 104500 \$46 State match (\$45,600).

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row includes 70925 \$600 Carbon Reduction Program.

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 25
22. CURRENT BID READY:
23. CURRENT ADV DATE: 3/28/2025

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:
22A. REQUEST BID READY:
23A. REQUEST ADV DATE:

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

PROJECT FUNDING VERIFIED BY PM

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

24e. ENVIRONMENTAL CLEARANCE: YES 24f. MATERIALS MEMO COMP: NOT APPLICABLE
24g. U&RR CLEARANCE: YES 24h. C&S CLEARANCE: YES
24i. R/W CLEARANCE: YES 24j. CUSTOMIZED SCHEDULE: YES
24k. SCOPING DOCUMENT: YES

25. DESCRIPTION OF REQUEST

Increase Budget

26. JUSTIFICATION OF REQUEST

This project is to convert HPS lighting to LED. The original programmed amount was based on initial estimates that did not take into account the type of lighting fixtures required and their varied unit costs.

ICAP is included in this request.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

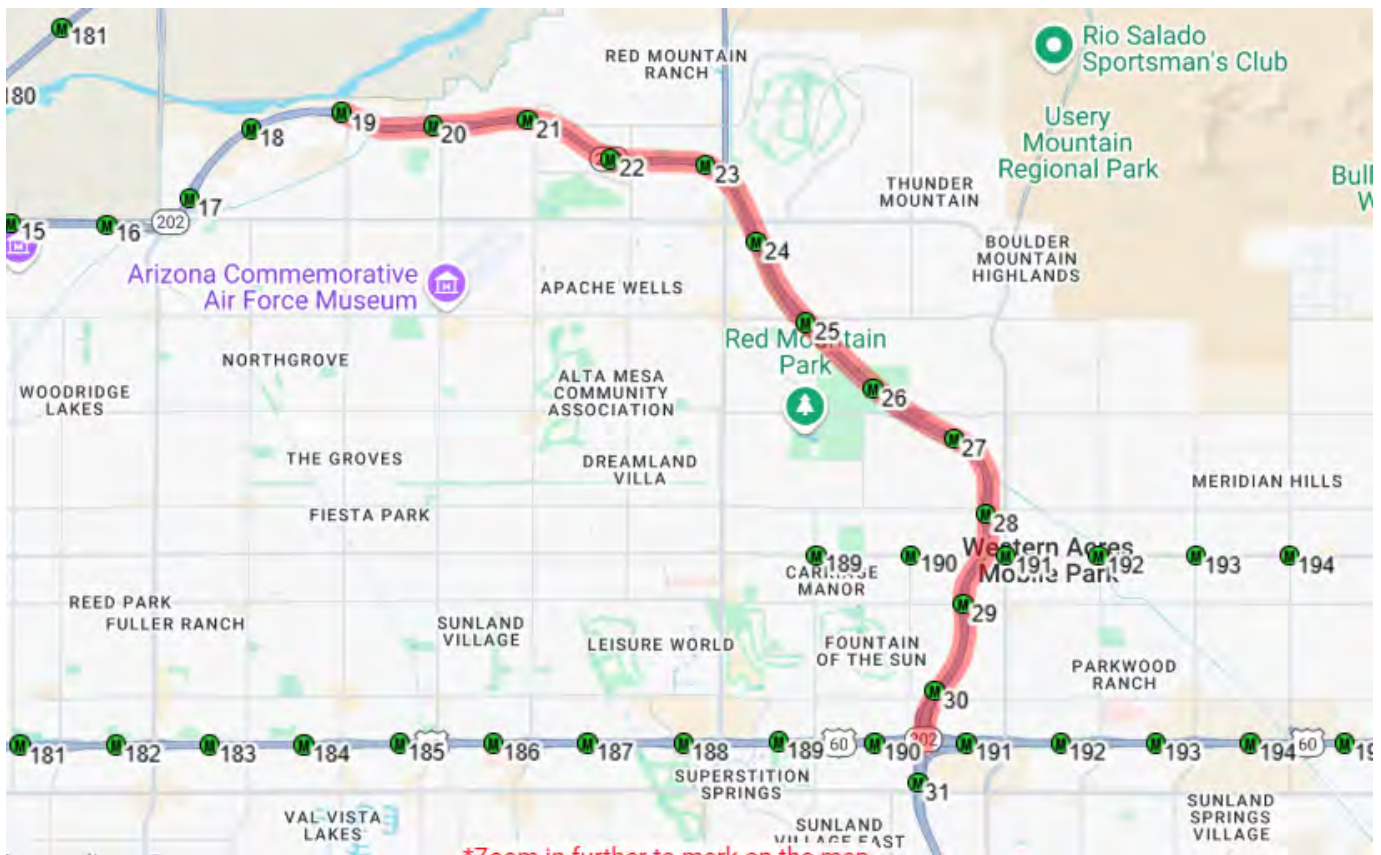
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 2/5/2025

PRB APPROVED

. PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7e

Route & MP:	202L @ MP 19.0
Project Name:	VAL VISTA - SOUTHERN
Type of Work:	CONVERT HPS TO LED LIGHTING
County:	Maricopa
District:	Central
Schedule:	FY 2025
Project:	F074801C TIP#: 104501
Project Manager:	Connie Corvalan
Program Amount:	\$800,000
New Program Amount:	\$1,400,000
Requested Action:	Increase Budget & Change project limits



3. Form Date / 5. Form By:
1/31/2025
Connie Corvalan

4. Project Manager / Presenter:
Connie Corvalan @ (602) 712-2278
205 S 17th Ave, - 4983 PROJECT MANAGEMENT

6. Project Name:
VAL VISTA - SOUTHERN

7. Type of Work:
CONVERT HPS TO LED LIGHTING

8. CPSID: PE1Q 9. District: Central 10. Route: 202L 11. County: Maricopa 12. Beg MP: 19.0 13. TRACS #: F074801C ? 14. Len (Mi.): 11.0 15. Fed Id #: 202-B(207)T

16. Program Budget: \$800 17. Program Item #: 104501

18. Current Approved Program Budget: \$800 18a. (+/-) Program Budget Request: \$600 18b Total Program Budget After Request: \$1,400

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Rows include 104501 \$754 CRP Flex (\$754,400) and 104501 \$46 State Match (\$45,600).

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row includes 70925 \$600 Carbon Reduction Program.

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 [checked] PROJECT FUNDING VERIFIED BY PM

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

24e. ENVIRONMENTAL CLEARANCE: YES 24f. MATERIALS MEMO COMP: NOT APPLICABLE
24g. U&RR CLEARANCE: YES 24h. C&S CLEARANCE: YES
24i. R/W CLEARANCE: YES 24j. CUSTOMIZED SCHEDULE: YES
24k. SCOPING DOCUMENT: YES

25. DESCRIPTION OF REQUEST

Increase Budget
Change project limits

26. JUSTIFICATION OF REQUEST

This project is to convert HPS lighting to LED. The original programmed amount was based on initial estimates that did not take into account the type of lighting fixtures required and their varied unit costs.

This request is to also change the beginning MP from 19.0 to 18.0, and increase the project length to 12 miles. This segment was missed in the original scoping and if not included would leave a gap of HPS lighting.

ICAP is included in this request.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET
CHANGE PROJECT LIMITS

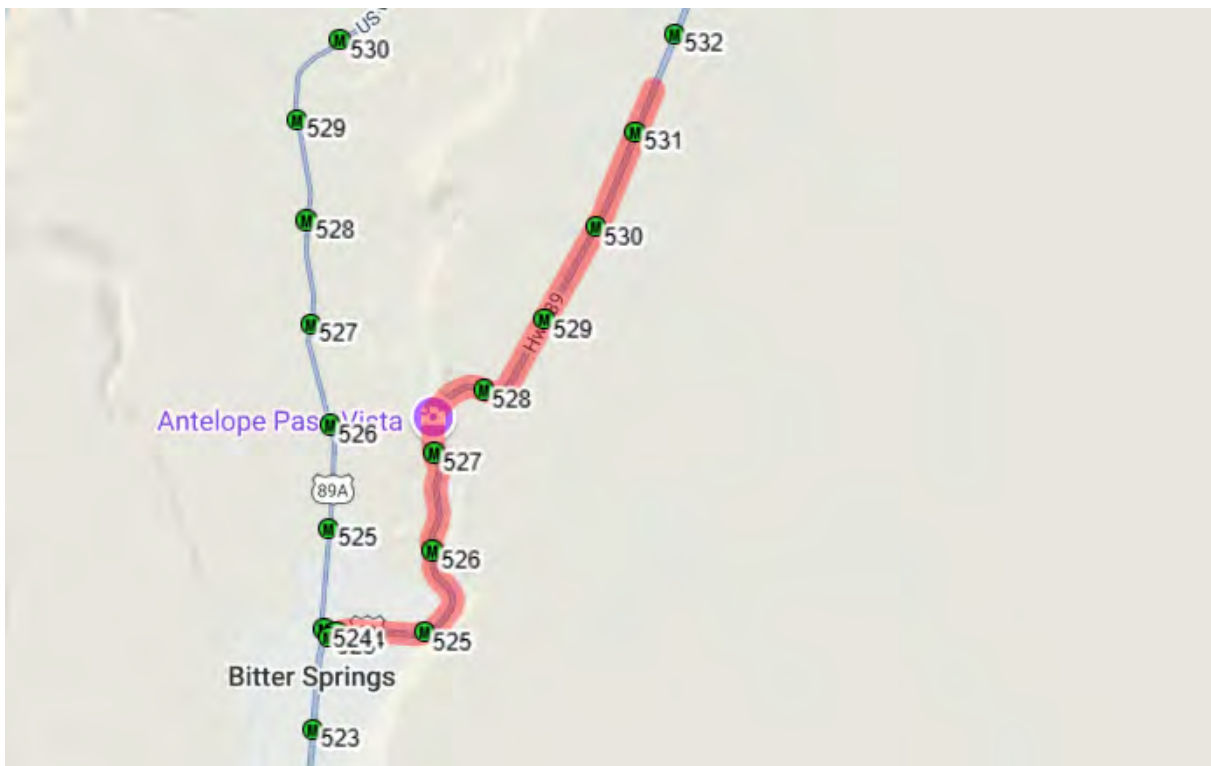
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 2/5/2025

PRB APPROVED

. PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7f **Route & MP:** 89 @ MP 524.0
Project Name: BITTER SPRINGS JCT - ROSSMAN HILL
Type of Work: PAVEMENT PRESERVATION
County: Coconino
District: Northcentral
Schedule: FY 2025
Project: F072901C TIP#: 104453
Project Manager: Jeffrey Davidson
Program Amount: \$5,210,000
New Program Amount: \$5,800,000
Requested Action: Increase Budget



3. Form Date / 5. Form By:

1/30/2025

Jeffrey Davidson

4. Project Manager / Presenter:

Jeffrey Davidson @ (602) 712-8534

205 S 17TH AVE, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:

BITTER SPRINGS JCT - ROSSMAN HILL

7. Type of Work:

PAVEMENT PRESERVATION

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:
OM1Q Northcentral 89 Coconino 524.0 F072901C ? 7.4 089-D(211)T

16. Program Budget: \$5,210

17. Program Item #: 104453

18. Current Approved Program Budget:

\$5,210

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

\$590

18b Total Program Budget After Request:

\$5,800

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 104453, \$5,210, .

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 74825, \$23, \$22,500. Row 2: 72325, \$567, .

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 25

22. CURRENT BID READY:

23. CURRENT ADV DATE: 2/28/2025

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

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

PROJECT FUNDING VERIFIED BY PM

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

24e. ENVIRONMENTAL CLEARANCE: YES

24f. MATERIALS MEMO COMP: NO

24g. U&RR CLEARANCE: YES

24h. C&S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Increase Budget

26. JUSTIFICATION OF REQUEST

This request is to increase the construction budget due to the original Construction Engineering cost being under estimated. At post stage IV ,the design team worked with the District to develop a detailed estimate which identified the need for more construction inspection. Additionally, the District will need to use consultants to assist administering the project instead of all Staff.

ICAP is included in the request.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

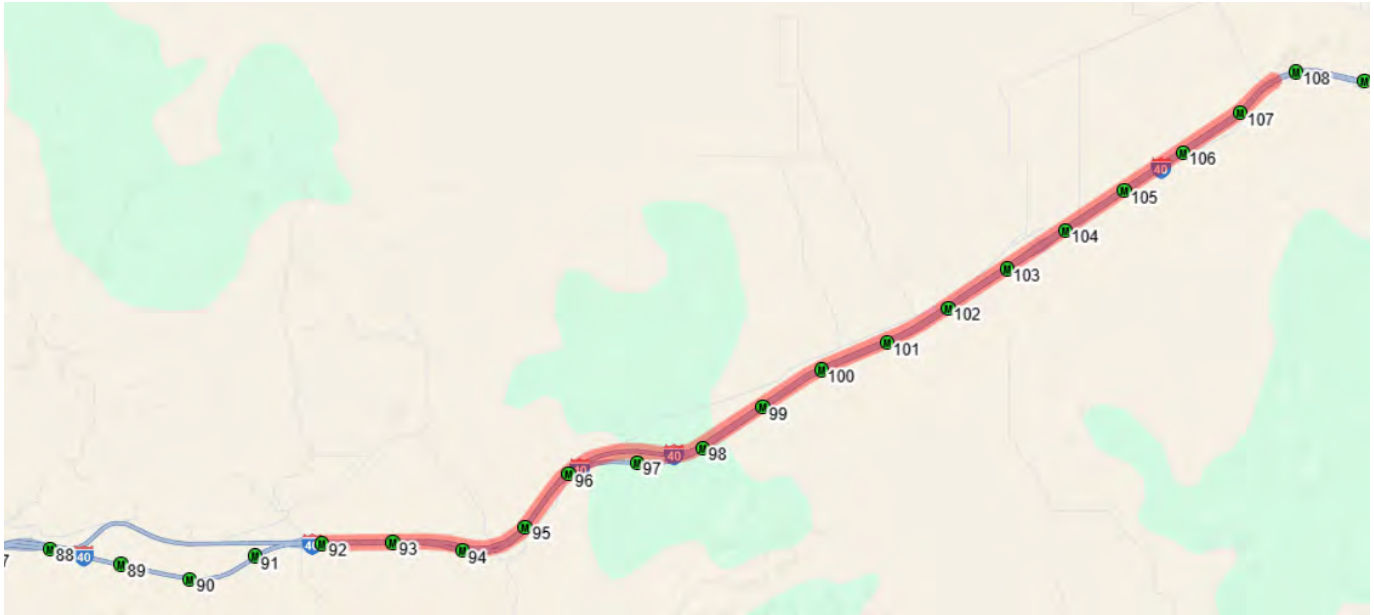
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 2/5/2025

PRB APPROVED

. PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7g

Route & MP:	40 @ MP 92.0
Project Name:	FORT ROCK RD - MARKHAM PASS (WB)
Type of Work:	PAVEMENT PRESERVATION
County:	Mohave
District:	Northwest
Schedule:	FY 2025
Project:	F073201C TIP#: 104372
Project Manager:	Jeffrey Davidson
Program Amount:	\$10,568,000
New Program Amount:	\$15,000,000
Requested Action:	Increase Budget



3. Form Date / 5. Form By:
1/30/2025
Jeffrey Davidson

4. Project Manager / Presenter:
Jeffrey Davidson @ (602) 712-8534
205 S 17TH AVE, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:
FORT ROCK RD - MARKHAM PASS (WB)

7. Type of Work:
PAVEMENT PRESERVATION

8. CPSID: OL1Q 9. District: Northwest 10. Route: 40 11. County: Mohave 12. Beg MP: 92.0 13. TRACS #: F073201C ? 14. Len (Mi.): 15.7 15. Fed Id #:

16. Program Budget: \$10,568 17. Program Item #: 104372

18. Current Approved Program Budget: \$10,568 18a. (+/-) Program Budget Request: \$4,432 18b Total Program Budget After Request: \$15,000

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 10432, \$10,568, ., \$10,567,500

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 72325, \$4,432, ., \$4,431,500

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 25
22. CURRENT BID READY:
23. CURRENT ADV DATE: 2/21/2025

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:
22A. REQUEST BID READY:
23A. REQUEST ADV DATE:

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

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

24e. ENVIRONMENTAL CLEARANCE: NO 24f. MATERIALS MEMO COMP: NO
24g. U&RR CLEARANCE: YES 24h. C&S CLEARANCE: NO
24i. R/W CLEARANCE: YES 24j. CUSTOMIZED SCHEDULE: NO
24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Increase Budget

26. JUSTIFICATION OF REQUEST

The project will remove the friction course, followed by spot repairs and microsurfacing. Based on thorough field investigations, the design team has identified approximately 50pct more areas for spot repairs than initially estimated.

ICAP is included in the request.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

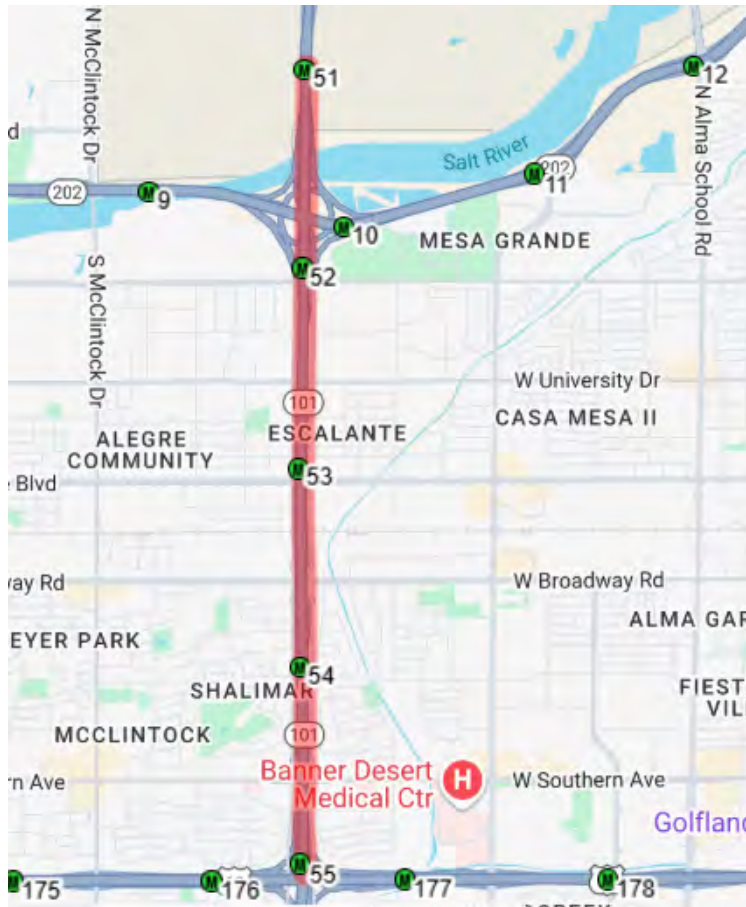
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 2/5/2025

PRB APPROVED

. PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7h

Route & MP:	101L @ MP 51.0
Project Name:	SR202L (RED MOUNTAIN) - US60
Type of Work:	CONVERT HPS TO LED LIGHTING
County:	Maricopa
District:	Central
Schedule:	FY 2025
Project:	F074401C TIP#: 104498
Project Manager:	Jeffrey Davidson
Program Amount:	\$640,000
New Program Amount:	\$1,500,000
Requested Action:	Increase Budget.



1. PRB Meeting Date: 1/28/2025

2. Teleconference: No

3. Form Date / 5. Form By:

1/30/2025

Jeffrey Davidson

4. Project Manager / Presenter:

Jeffrey Davidson @ (602) 712-8534

205 S 17TH AVE, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:

SR202L (RED MOUNTAIN) - US60

7. Type of Work:

CONVERT HPS TO LED LIGHTING

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
PR1Q	Central	101L	Maricopa	51.0	F074401C ?	4.0	

16. Program Budget: \$640

17. Program Item #: 104498

18. Current Approved Program Budget:

\$640

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

\$860

18b Total Program Budget After Request:

\$1,500

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
104498	\$640		

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 25
22. CURRENT BID READY:
23. CURRENT ADV DATE: 3/27/2025

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
70925	\$860		

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:
22A. REQUEST BID READY:
23A. REQUEST ADV DATE:

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

PROJECT FUNDING VERIFIED BY PM

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

24e. ENVIRONMENTAL CLEARANCE:	NO	24f. MATERIALS MEMO COMP:	NO
24g. U&RR CLEARANCE:	NO	24h. C&S CLEARANCE:	NO
24i. R/W CLEARANCE:	NO	24j. CUSTOMIZED SCHEDULE:	NO
24k. SCOPING DOCUMENT:	NO		

25. DESCRIPTION OF REQUEST

Increase Budget.

26. JUSTIFICATION OF REQUEST

The original cost estimate did not take into account the high mast mounting lighting fixtures which were identified during detail design. Construction engineering was initially underestimated and is part of the cost increase. ICAP is included in this request.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
 SUBJECT TO PPAC APPROVAL - 2/5/2025

PRB APPROVED

. PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7i

Route & MP: 30 @ MP 109.2

Project Name: 97TH AVE - 67th AVE

Type of Work: DESIGN NEW FREEWAY

County: Maricopa

District: Central

Schedule: FY 2025

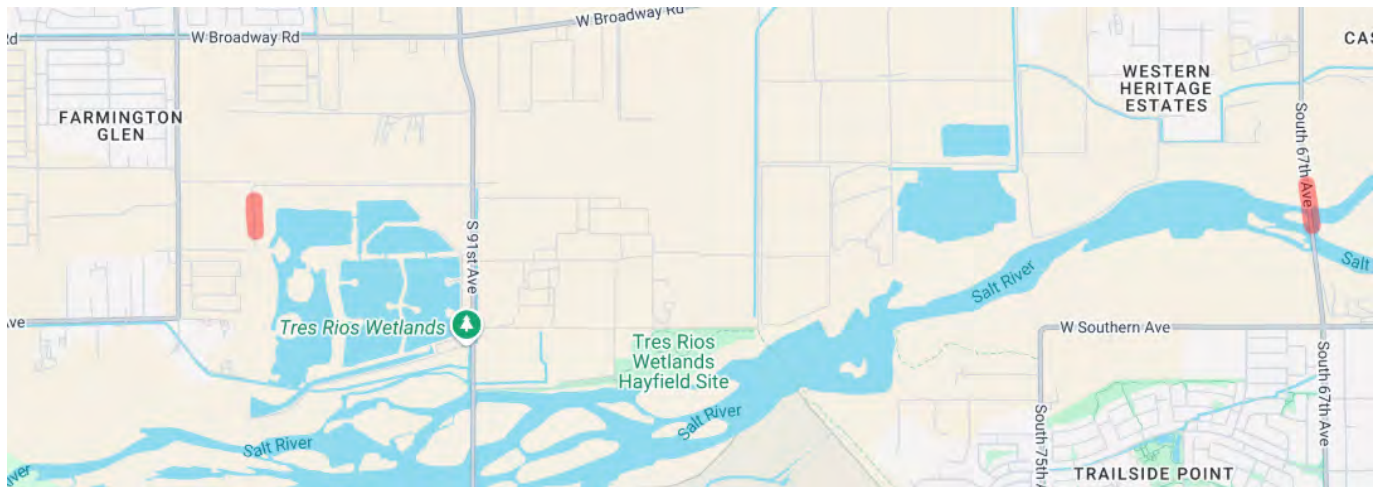
Project: F050401D TIP#: 103174

Project Manager: Rashidul Haque

Program Amount: \$9,548,000

New Program Amount: \$14,048,000

Requested Action: Increase Budget Add Scope



3. Form Date / 5. Form By:
1/30/2025
Rashidul Haque

4. Project Manager / Presenter:
Rashidul Haque @ (602) 712-7352
205 S 17th Ave, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:
97TH AVE - 67th AVE

7. Type of Work:
DESIGN NEW FREEWAY

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:
XF1P Central 30 Maricopa 109.2 F050401D 3.0

16. Program Budget: \$9,548 17. Program Item #: 103174

18. Current Approved Program Budget: \$9,548 18a. (+/-) Program Budget Request: \$4,500 18b Total Program Budget After Request: \$14,048

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Rows include items 49922, 49923, and 49924.

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row includes item 49925.

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 [checked] PROJECT FUNDING VERIFIED BY PM

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

24e. ENVIRONMENTAL CLEARANCE: NO 24f. MATERIALS MEMO COMP: NO
24g. U&RR CLEARANCE: NO 24h. C&S CLEARANCE: NO
24i. R/W CLEARANCE: NO 24j. CUSTOMIZED SCHEDULE: NO
24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Increase Budget Add Scope

26. JUSTIFICATION OF REQUEST

This request is to add to the project scope a shared use path within the project limits in accordance with the MAG SR 30 Active Transportation Conceptual Plan completed in March 2023. The design services cost for this additional scope is estimated at \$2 Million. Additionally, the project was \$2.5 million under funded per the consultant negotiations for the original project scope. This request also includes additional \$2.5 Million to cover for the underfunded work.

Approved by MAG Regional Council on 12/04/2024. MAG TIP DOT24-213 and Approved by MAG Regional Council on 01/22/2025. MAG TIP DOT25-213

Consultant: \$ 4,000K
Staff: \$170K
ICAP: \$330K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN SCOPE
CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 2/5/2025

PRB APPROVED

. PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7j

Route & MP:	30 @ MP 113.2
Project Name:	67TH AVE - SR 202L
Type of Work:	DESIGN NEW FREEWAY INTERCHANGE
County:	Maricopa
District:	Central
Schedule:	FY 2025
Project:	F050101D TIP#: 103175
Project Manager:	Rashidul Haque
Program Amount:	\$25,463,000
New Program Amount:	\$26,463,000
Requested Action:	Increase Budget and Add Scope.



3. Form Date / 5. Form By:

1/30/2025

Rashidul Haque

4. Project Manager / Presenter:

Rashidul Haque @ (602) 712-7352

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

6. Project Name:

67TH AVE - SR 202L

7. Type of Work:

DESIGN NEW FREEWAY INTERCHANGE

8. CPSID: XE1P 9. District: Central 10. Route: 30 11. County: Maricopa 12. Beg MP: 113.2 13. TRACS #: F050101D 14. Len (Mi.): 1.54 15. Fed Id #:

16. Program Budget: \$25,463 17. Program Item #: 103175

18. Current Approved Program Budget: \$25,463 18a. (+/-) Program Budget Request: \$1,000 18b Total Program Budget After Request: \$26,463

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Rows include items 49922, 49923, and 49924.

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row includes item 49925.

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 [checked] PROJECT FUNDING VERIFIED BY PM

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

24e. ENVIRONMENTAL CLEARANCE: NO 24f. MATERIALS MEMO COMP: NO
24g. U&RR CLEARANCE: NO 24h. C&S CLEARANCE: NO
24i. R/W CLEARANCE: NO 24j. CUSTOMIZED SCHEDULE: NO
24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Increase Budget and Add Scope.

26. JUSTIFICATION OF REQUEST

This request is to add to the project scope a shared use path within the project limits in accordance with the MAG SR 30 Active Transportation Conceptual Plan completed in March 2023.

Approved by MAG Regional Council on 01/22/2025.
MAG TIP DOT25-214

Consultant: \$850K
Staff: \$76K
ICAP:\$74K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET

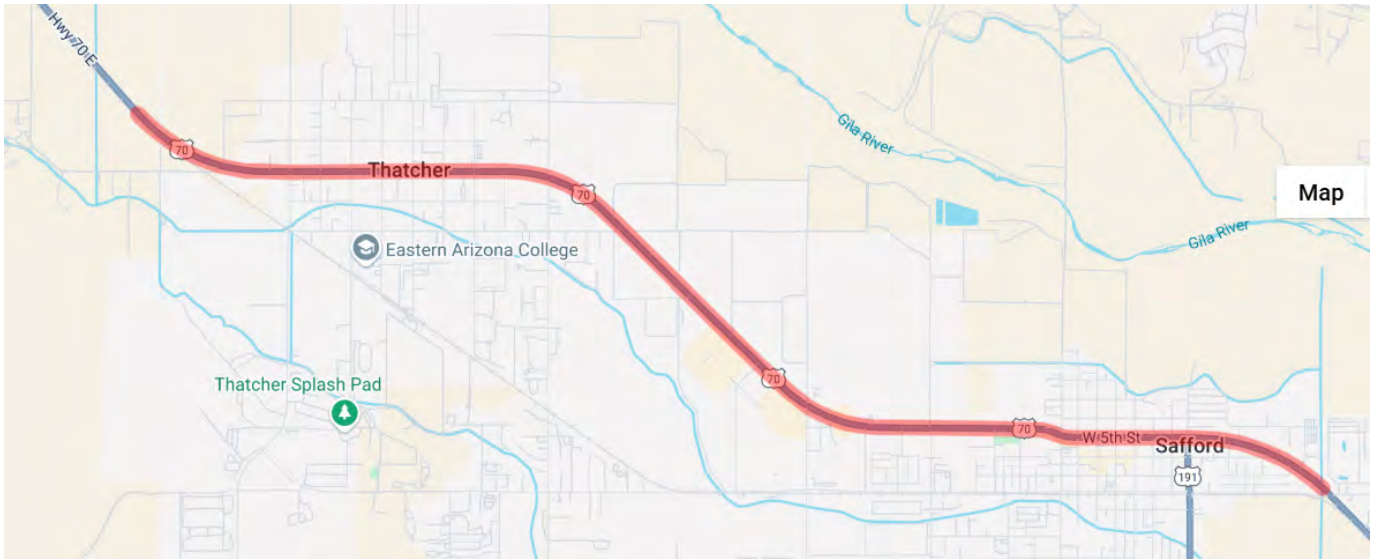
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 2/5/2025

PRB APPROVED

. PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7k **Route & MP:** 70 @ MP 335.0
Project Name: REAY LN - 8TH ST
Type of Work: PAVEMENT REHABILITATION
County: Graham
District: Southeast
Schedule: FY 2026
Project: F064701C TIP#: 103723
Project Manager: Rehnuma Rahman
Program Amount: \$17,300,000
New Program Amount: \$17,300,000
Requested Action: Advance project to FY 25



3. Form Date / 5. Form By:

1/30/2025

Rehnuma Rahman

4. Project Manager / Presenter:

Rehnuma Rahman @ (602) 712-7342

205 S 17th Ave, Next, O68R - 4983 PROJECT MANAGEMENT

6. Project Name:

REAY LN - 8TH ST

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 #:
GI1Q	Southeast	70	Graham	335.0	F064701C ?	5.0	070-A(225)T

16. Program Budget: \$17,300

17. Program Item #: 103723

18. Current Approved Program Budget:

\$17,300

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

\$0

18b Total Program Budget After Request:

\$17,300

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
103723	\$1,000		5.7 pct State Match (\$985,416)
103723	\$16,300		94.3 pct STBGP (\$16,302,571)

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
72526	(\$16,300)		94.3 pct STBGP (\$16,302,571)
72526	(\$1,000)		5.7 pct State Match (\$985,416)
72525	\$16,300		94.7 pct STBGP (\$16,302,571)
72525	\$1,000		5.7 pct State Match (\$985,416)

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 26

22. CURRENT BID READY:

23. CURRENT ADV DATE: 8/15/2025

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 25

22A. REQUEST BID READY:

23A. REQUEST ADV DATE: 5/31/2025

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

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

24e. ENVIRONMENTAL CLEARANCE:	YES	24f. MATERIALS MEMO COMP:	YES
24g. U&RR CLEARANCE:	YES	24h. C&S CLEARANCE:	YES
24i. R/W CLEARANCE:	YES	24j. CUSTOMIZED SCHEDULE:	YES
24k. SCOPING DOCUMENT:	YES		

25. DESCRIPTION OF REQUEST

Advance project to FY 25

26. JUSTIFICATION OF REQUEST

Capacity Exists to advance the project. This is a pavement rehabilitation project originally scheduled to deliver in Fiscal Year 26.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN SCHEDULE
CHANGE IN FY

APPROVED / RECOMMENDED ACTIONS:

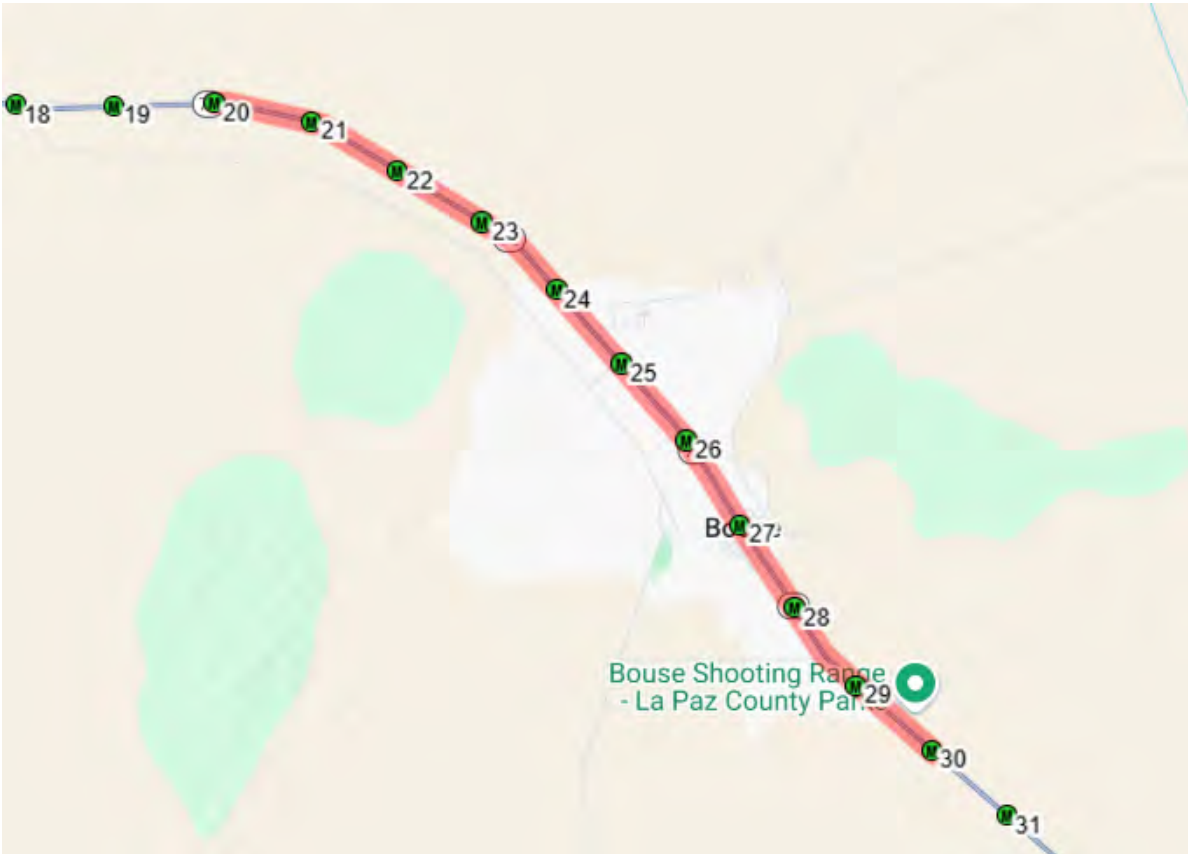
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 2/5/2025

PRB APPROVED

. PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 71

Route & MP:	72 @ MP 20.4
Project Name:	NW OF BOUSE - SE OF BOUSE
Type of Work:	PAVEMENT REHABILITATION
County:	La Paz
District:	Southwest
Schedule:	FY 2027
Project:	F063901C TIP#: 103685
Project Manager:	Tricia Brown
Program Amount:	\$8,503,000
New Program Amount:	\$12,103,000
Requested Action:	Increase budget; change project schedule



1. PRB Meeting Date: 1/28/2025 2. Teleconference: (602) 712-7046

3. Form Date / 5. Form By:

1/30/2025

Tricia Brown

4. Project Manager / Presenter:

Tricia Brown @ (602) 712-7046

205 S 17TH AVE, , 614E - 4983 PROJECT MANAGEMENT

6. Project Name:

NW OF BOUSE - SE OF BOUSE

7. Type of Work:

PAVEMENT REHABILITATION

8. CPSID: GF1Q 9. District: Southwest 10. Route: 72 11. County: La Paz 12. Beg MP: 20.4 13. TRACS #: F063901C ? 14. Len (Mi.): 10.0 15. Fed Id #:

16. Program Budget: \$8,503 17. Program Item #: 103685

18. Current Approved Program Budget: \$8,503 18a. (+/-) Program Budget Request: \$3,600 18b Total Program Budget After Request: \$12,103

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
103685	\$8,503		

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
72527	(\$8,503)		
72525	\$12,103		

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 27

22. CURRENT BID READY:

23. CURRENT ADV DATE: 3/21/2025

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 25

22A. REQUEST BID READY:

23A. REQUEST ADV DATE: 4/30/2025

20. JPA #'s: SIGNED: NO ADV: NO **PROJECT FUNDING VERIFIED BY PM**

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

24e. ENVIRONMENTAL CLEARANCE:	NO	24f. MATERIALS MEMO COMP:	YES
24g. U&RR CLEARANCE:	YES	24h. C&S CLEARANCE:	YES
24i. R/W CLEARANCE:	YES	24j. CUSTOMIZED SCHEDULE:	YES
24k. SCOPING DOCUMENT:	YES		

25. DESCRIPTION OF REQUEST

Increase budget; change project schedule

26. JUSTIFICATION OF REQUEST

This pavement rehabilitation project will mill and replace 3 inches of asphaltic concrete and chip seal on approximately 9.5 miles of State Route 72 in the Bouse area. The pavement rehabilitation includes both the travel lanes and shoulders.

The request includes the difference in the estimated construction cost presented in the 09/05/2022 Project Level Scoping document of \$11.4M and the programmed amount. The project was inadvertently programmed at \$8.5M. Additional funds are needed due to the increase in unit costs for concrete ford walls, mobilization, and cattleguards. The request is also to advance the project from FY 27 to 4Q FY 25.

ICAP is included in this request.

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 - 2/5/2025

PRB APPROVED

. PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7m **Route & MP:** Statewide
 Project Name: WILLCOX, BENSON & COOLIDGE
 Type of Work: UPGRADE TRAFFIC SIGNAL
 County: DETECTION Statewide
 District: Southcentral
 Schedule: FY 2025
 Project: F080701X TIP#: 105029
 Project Manager: James Gomes
 Program Amount: \$0
New Program Amount: \$186,000
 Requested Action: Establish New Project

3. Form Date / 5. Form By: 1/16/2025 Jay Gomes
4. Project Manager / Presenter: James Gomes @ (520) 388-4231
1221 S 2nd Ave, T100 - 6500 OPERATIONAL TRAFFIC & SAFETY ADMINISTRAT

6. Project Name: WILLCOX, BENSON & COOLIDGE
7. Type of Work: UPGRADE TRAFFIC SIGNAL DETECTION
8. CPSID: UV1Q
9. District: Southcentral
10. Route: 999
11. County: Statewide
12. Beg MP:
13. TRACS #: F080701X ?
14. Len (Mi.): 4
15. Fed Id #:

16. Program Budget: \$0
17. Program Item #: 105029
18. Current Approved Program Budget: \$0
18a. (+/-) Program Budget Request: \$186
18b Total Program Budget After Request: \$186

CURRENTLY APPROVED:

CHANGE / REQUEST:

19. BUDGET ITEMS:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 78825, \$186, ., .

CURRENT SCHEDULE:

CHANGE REQUEST/NEW SCHEDULE:

21. CURRENT FISCAL YEAR:
22. CURRENT BID READY:
23. CURRENT ADV DATE:

21A. REQUEST FISCAL YEAR: 25
22A. REQUEST BID READY:
23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO [checked] PROJECT FUNDING VERIFIED BY PM

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

25. DESCRIPTION OF REQUEST

Establish New Project

26. JUSTIFICATION OF REQUEST

This project will upgrade 6 traffic signal intersections with new video detection along B-10, SR186 & SR 287. This project aims to replace the outdated detection cameras and traffic detection loops that are currently in place. The existing system relies on the reduction of inductance within the traffic loop caused by the metal body of passing cars, resulting in a change in resonant frequency. This change is then detected by a signal conditioning system to control the status of the traffic lights. However, the current loops have a failure rate of 20pct per year, leading to driver frustration. To overcome these challenges, we propose the implementation of the advanced GridSmart video and Wavetronix radar detection system, which will replace the outdated and maintenance intensive loop systems. The budget will support the purchase of the detection equipment. ADOT crews will perform the installation and ICAP is included in the costs.

Video Detection 1 camera System - GridSmart \$96K
Video Detection 2 camera System - GridSmart \$29K
Wavetronix System \$47K

ICAP \$14K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 2/5/2025



. PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7n **Route & MP:** Statewide
 Project Name: CASA GRANDE - WILLCOX UPGRADE
 Type of Work: TRAFFIC SIGNAL CABINETS
 County: Statewide
 District: Southcentral
 Schedule: FY 2025
 Project: F080901X TIP#: 105030
 Project Manager: James Gomes
 Program Amount: \$0
New Program Amount: \$318,000
 Requested Action: Establish New Project

3. Form Date / 5. Form By:
1/16/2025
Jay Gomes

4. Project Manager / Presenter:
James Gomes @ (520) 388-4231
1221 S 2nd Ave, T100 - 6500 OPERATIONAL TRAFFIC & SAFETY ADMINISTRAT

6. Project Name:
CASA GRANDE - WILLCOX

7. Type of Work:
UPGRADE TRAFFIC SIGNAL CABINETS

8. CPSID: UW1Q 9. District: Southcentral 10. Route: 999 11. County: Statewide 12. Beg MP: 13. TRACS #: F080901X ? 14. Len (Mi.): 15. Fed Id #:

16. Program Budget: \$0 17. Program Item #: 105030

18. Current Approved Program Budget: \$0 18a. (+/-) Program Budget Request: \$318 18b Total Program Budget After Request: \$318

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 78825, \$318, ., .

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:
22. CURRENT BID READY:
23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 25
22A. REQUEST BID READY:
23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO [checked] PROJECT FUNDING VERIFIED BY PM

Table with 4 columns: CHANGE IN: 24a: PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE. Rows 24e-24k and 24f-24j.

25. DESCRIPTION OF REQUEST

Establish New Project

26. JUSTIFICATION OF REQUEST

The South Central Traffic Operations unit is seeking funding from the TSMO Subprogram to upgrade 14 TS-1 signal cabinets with TS-2 Type V signal cabinets. The current cabinets are outdated and range from 10 to 15+ years old, requiring replacement for optimal functionality with new communication equipment.

TS2 Cabinet Type 5 - \$238K
Cobalt Controllers - \$56K
ICAP \$24K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

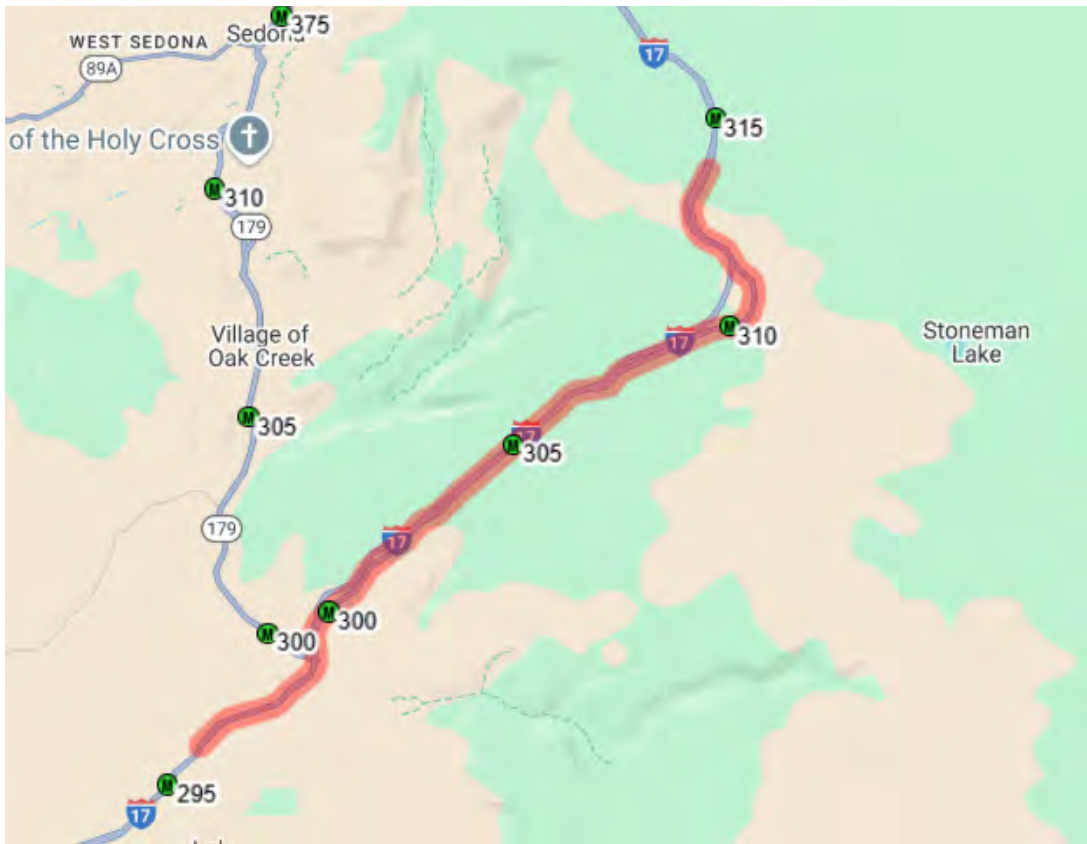
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 2/5/2025

PRB APPROVED

. PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7o

Route & MP:	17 @ MP 296
Project Name:	SR 179 - ROCKY PARK TI (SB)
Type of Work:	UPGRADE SIGNS
County:	Yavapai
District:	Northcentral
Schedule:	FY 2025
Project:	F080501X TIP#: 105041 Kyle
Project Manager:	Seisinger
Program Amount:	\$0
New Program Amount:	\$101,000
Requested Action:	Establish a new project.



3. Form Date / 5. Form By:

1/16/2025

Jennifer Vanvenroy

4. Project Manager / Presenter:

Kyle Seisinger @ (928) 713-1255

- 6109 - NorthCentral Sign & Striping

6. Project Name:

SR 179 - ROCKY PARK TI (SB)

7. Type of Work:

UPGRADE SIGNS

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
UU1Q	Northcentral	17	Yavapai	296	F080501X ?	18	

16. Program Budget: \$0

17. Program Item #: 105041

18. Current Approved Program Budget:

\$0

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

\$101

18b Total Program Budget After Request:

\$101

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
78825	\$101	.	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 2025

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

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

PROJECT FUNDING VERIFIED BY PM

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

24e. ENVIRONMENTAL CLEARANCE:	NO	24f. MATERIALS MEMO COMP:	NO
24g. U&RR CLEARANCE:	NO	24h. C&S CLEARANCE:	NO
24i. R/W CLEARANCE:	NO	24j. CUSTOMIZED SCHEDULE:	NO
24k. SCOPING DOCUMENT:	NO		

25. DESCRIPTION OF REQUEST

Establish a new project.

26. JUSTIFICATION OF REQUEST

I-17 Southbound MP 296.8-314.2- Down Hill Grade Corridor Sign upgrades and replacements.

Labor and Materials to fabricate and install signs.

Materials - \$29K

Staff - \$65K

ICAP - \$7K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 2/5/2025

PRB APPROVED

. PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7p **Route & MP:** Statewide
 Project Name: AZ511 DMS Images
 Type of Work: Software upgrade
 County: Statewide
 District: Statewide
 Schedule: FY 2025
 Project: M727301X TIP#: 105032
 Project Manager: Steven Cheshko
 Program Amount: \$0
New Program Amount: \$73,000
 Requested Action: Establish Project

3. Form Date / 5. Form By:

1/16/2025

Steven Cheshko

4. Project Manager / Presenter:

Steven Cheshko @ (602) 712-2239

2302 W Durango St, , PM02 - 6003 SYSTEMS TECHNOLOGY

6. Project Name:

AZ511 DMS Images

7. Type of Work:

Software upgrade

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:
- Phoenix Statewide M727301X ?

16. Program Budget: \$0

17. Program Item #: 105032

18. Current Approved Program Budget:

\$0

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

\$73

18b Total Program Budget After Request:

\$73

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
78825	\$73		TSMO - Statewide ITS Operations FY25

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

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

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

24e. ENVIRONMENTAL CLEARANCE: NOT APPLICABLE

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&RR CLEARANCE: NOT APPLICABLE

24h. C&S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: NOT APPLICABLE

24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish Project

26. JUSTIFICATION OF REQUEST

This project will upgrade the rendering capability of AZ511 for displaying our Dynamic Message Signs (DMS) so that improved operations of color and graphics are accurately reflected. This work will be done through the existing vendors for AZ511 and the DMS central control software.

Vendors = \$67K

ICAP (7.9pct) = \$6K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

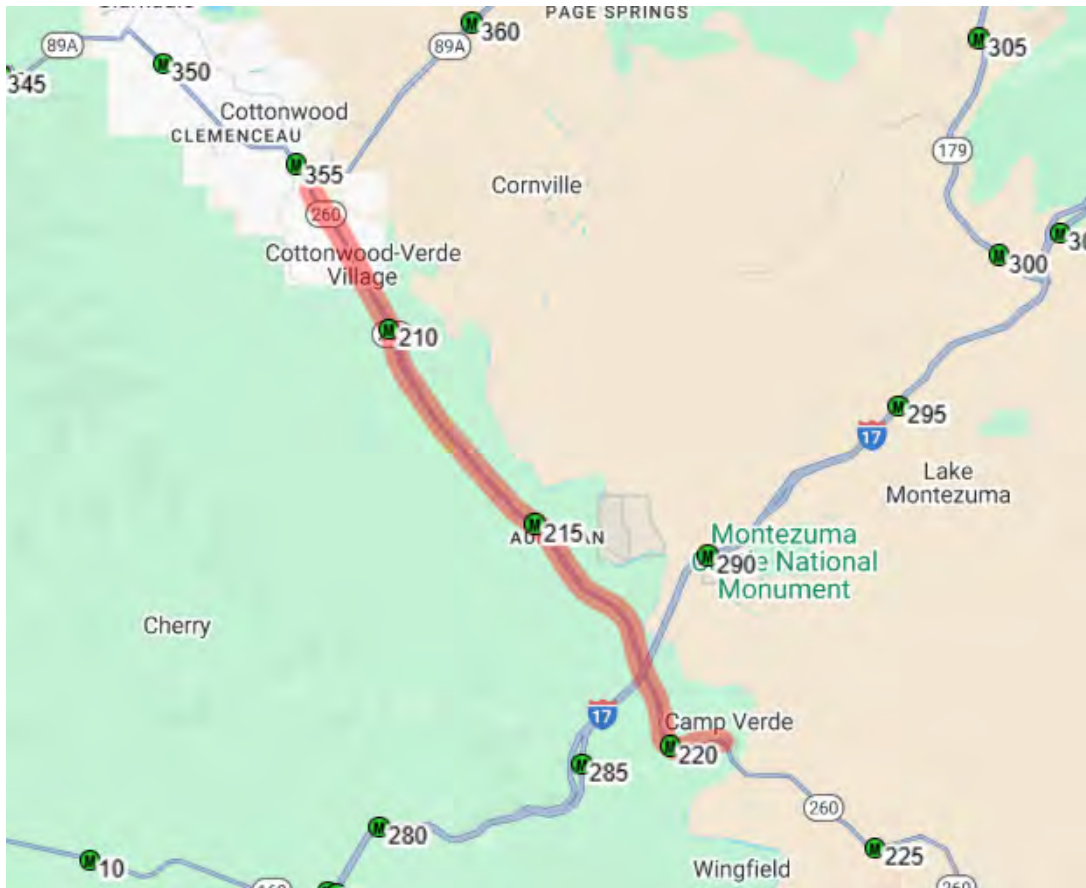
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 2/5/2025

PRB APPROVED

. PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7q

Route & MP:	260 @ MP 206.7
Project Name:	COTTONWOOD & CAMP VERDE
Type of Work:	UPGRADE TRAFFIC SIGNAL
County:	DETECTION Yavapai
District:	Northcentral
Schedule:	FY 2025
Project:	F080601X TIP#: 105040
Project Manager:	Trevor Eltringham
Program Amount:	\$0
New Program Amount:	\$164,000
Requested Action:	Establish a new project.



1. PRB Meeting Date: 1/14/2025 2. Teleconference: 928-308-3361

3. Form Date / 5. Form By: 1/16/2025 Jennifer Vanvenroy
4. Project Manager / Presenter: Trevor Eltringham @ 928-308-3361
6989 E 2nd St - 6523 NORTHWEST TRAFFIC OPERATIONS

6. Project Name: COTTONWOOD & CAMP VERDE
7. Type of Work: UPGRADE TRAFFIC SIGNAL DETECTION

8. CPSID: UX1Q 9. District: Northcentral 10. Route: 260 11. County: Yavapai 12. Beg MP: 206.7 13. TRACS #: F080601X ? 14. Len (Mi.): 14.5 15. Fed Id #:

16. Program Budget: \$0 17. Program Item #: 105040
18. Current Approved Program Budget: \$0 18a. (+/-) Program Budget Request: \$164 18b Total Program Budget After Request: \$164

CURRENTLY APPROVED:
19. BUDGET ITEMS:

CHANGE / REQUEST:
19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
78825	\$164	.	

CURRENT SCHEDULE:
21. CURRENT FISCAL YEAR:
22. CURRENT BID READY:
23. CURRENT ADV DATE:

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

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

25. DESCRIPTION OF REQUEST

Establish a new project.

26. JUSTIFICATION OF REQUEST

TSMO's Northwest Traffic Operations Unit will upgrade 6 traffic signal detection systems. These 6 intersections currently have the old "inductive loops" embedded in the pavement. The pavement is old at these locations and is starting to fail causing false calls and other issues. It is our intention to replace the loops with a more modern single camera vehicle detection system that will be connected to the remote communication systems already installed along SR 89A & SR 260. Materials will be purchased through an existing Procurement contract and installed by Staff. ICAP is included in this request.

Total (tax included) \$152K
ICAP 7.9pct \$12K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

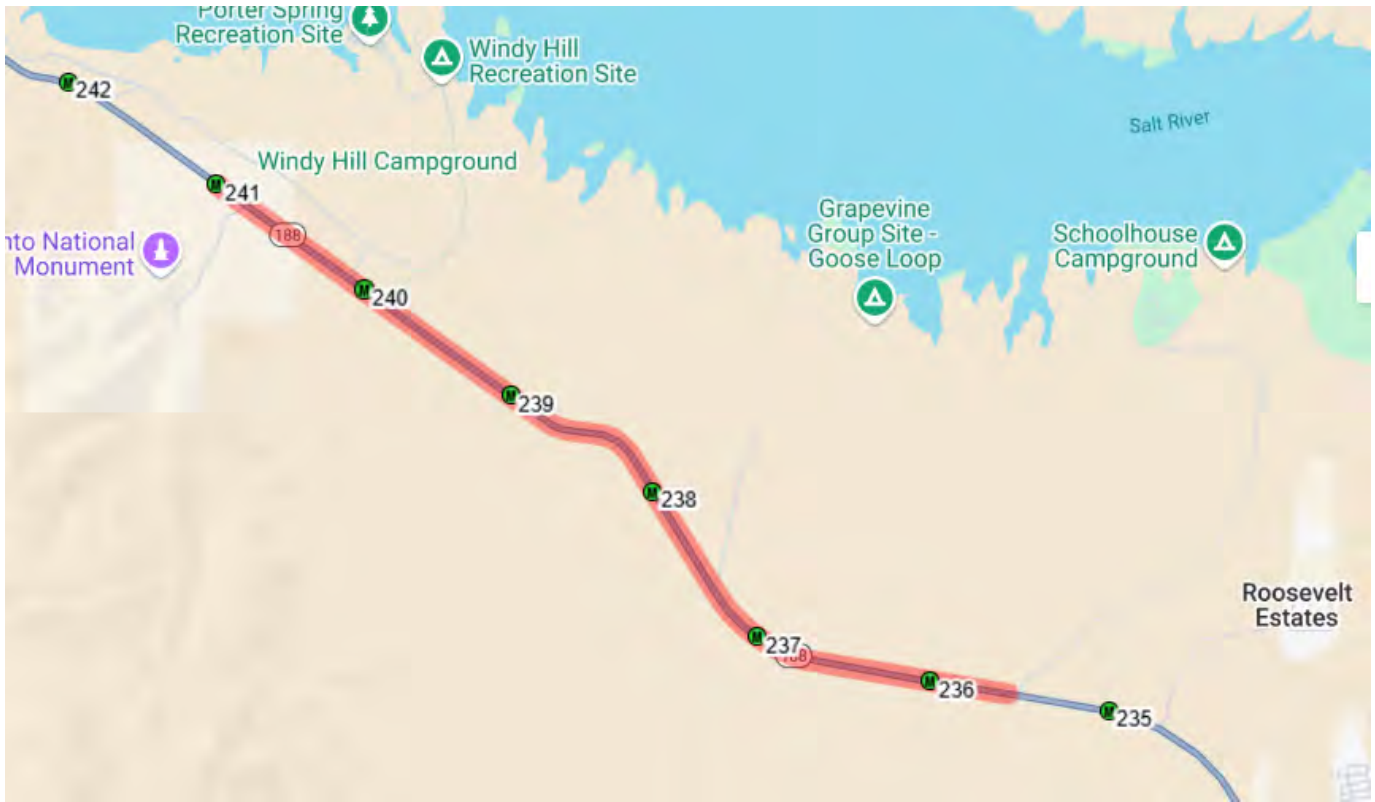
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 2/5/2025

PRB APPROVED

*. PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7r

Route & MP:	87 @ MP 235.7
Project Name:	SR 188 - RYE
Type of Work:	REPLACE FENCE
County:	Gila
District:	Northcentral
Schedule:	FY 2025
Project:	F078801D TIP#: 105048
Project Manager:	Chinwe Iwuchukwu
Program Amount:	\$0
New Program Amount:	\$159,000
Requested Action:	Establish a new project



3. Form Date / 5. Form By:
1/30/2025
Chinwe Iwuchukwu

4. Project Manager / Presenter:
Chinwe Iwuchukwu @ (626) 222-7982
205 S 17TH AVE, - 4983 PROJECT MANAGEMENT

6. Project Name:
SR 188 - RYE

7. Type of Work:
REPLACE FENCE

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
UA1Q	Northcentral	87	Gila	235.7	F078801D ?	5.3	

16. Program Budget: \$0

17. Program Item #: 105048

18. Current Approved Program Budget:
\$0

18a. (+/-) Program Budget Request:
\$159

18b Total Program Budget After Request:
\$159

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
72725	\$159		100PCT State

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:
22. CURRENT BID READY:
23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:
22A. REQUEST BID READY:
23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO **PROJECT FUNDING VERIFIED BY PM**

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

24e. ENVIRONMENTAL CLEARANCE:	NO	24f. MATERIALS MEMO COMP:	NO
24g. U&RR CLEARANCE:	NO	24h. C&S CLEARANCE:	NO
24i. R/W CLEARANCE:	NO	24j. CUSTOMIZED SCHEDULE:	NO
24k. SCOPING DOCUMENT:	NO		

25. DESCRIPTION OF REQUEST

Establish a new project

26. JUSTIFICATION OF REQUEST

5.3 miles of fence replacement in both directions.

Staff \$92K
Consultant \$55K
ICAP \$12K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 2/5/2025

PRB APPROVED

. PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7s **Route & MP:** Statewide
Project Name: VARIOUS LOCATIONS - STATEWIDE
Type of Work: RWIS UPGRADE RWIS
County: Statewide
District: Northeast
Schedule: FY 2025
Project: F067901C TIP#: 103761
Project Manager: Chris Rodriguez
Program Amount: \$0
New Program Amount: \$2,500,000
Requested Action: Establish New Construction Project

3. Form Date / 5. Form By:

1/30/2025

Chris Rodriguez

4. Project Manager / Presenter:

Chris Rodriguez @ (602) 712-4642

205 S 17th Ave, , - 4983 PROJECT MANAGEMENT

6. Project Name:

VARIOUS LOCATIONS - STATEWIDE RWIS

7. Type of Work:

UPGRADE RWIS

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
HU1Q	Northeast	999	Statewide	0.0	F067901C ?	0.0	999-A(570)T

16. Program Budget: \$0

17. Program Item #: 103761

18. Current Approved Program Budget:

\$0

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

\$2,500

18b Total Program Budget After Request:

\$2,500

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
72325	\$2,500	.	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 25

22A. REQUEST BID READY:

23A. REQUEST ADV DATE: 3/21/2025

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

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

24e. ENVIRONMENTAL CLEARANCE:	YES	24f. MATERIALS MEMO COMP:	NOT APPLICABLE
24g. U&RR CLEARANCE:	YES	24h. C&S CLEARANCE:	YES
24i. R/W CLEARANCE:	YES	24j. CUSTOMIZED SCHEDULE:	YES
24k. SCOPING DOCUMENT:	YES		

25. DESCRIPTION OF REQUEST

Establish New Construction Project

26. JUSTIFICATION OF REQUEST

This project will upgrade Road Weather Information Systems (RWIS) at various locations.

ICAP is included in the estimate.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

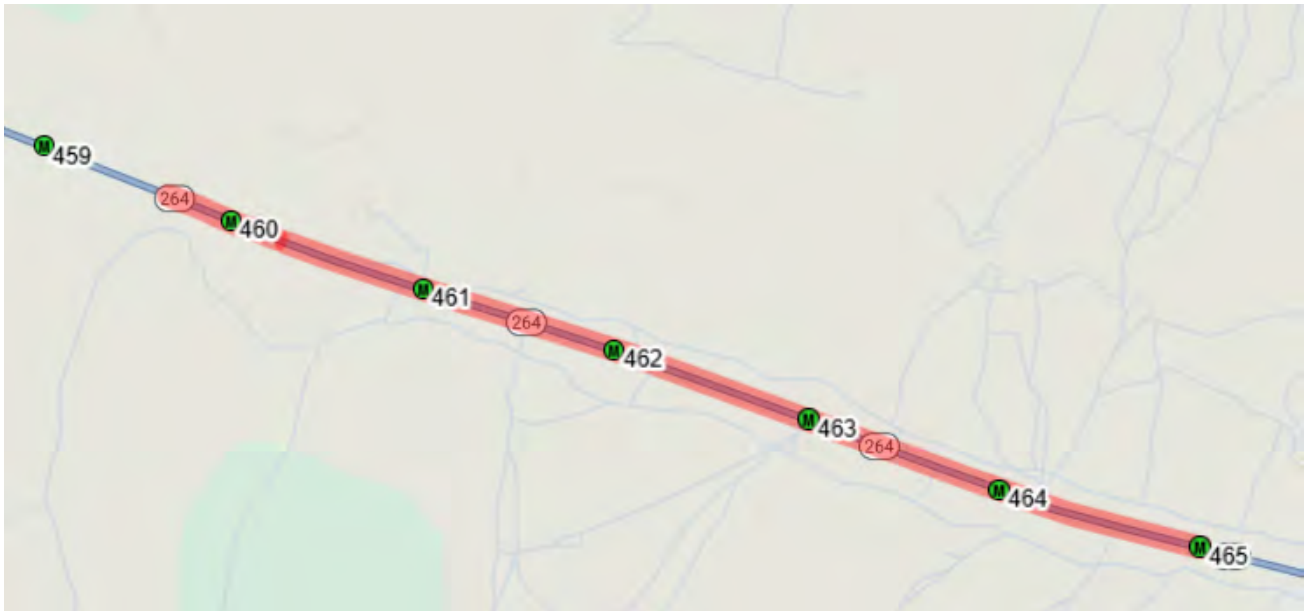
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 2/5/2025

PRB APPROVED

. PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7t

Route & MP:	264 @ MP 459
Project Name:	CROSS CANYON - SUMMIT
Type of Work:	PAVEMENT PRESERVATION
County:	Apache
District:	Northeast
Schedule:	FY 2025
Project:	F069301C TIP#: 104076
Project Manager:	Jeffrey Davidson
Program Amount:	\$0
New Program Amount:	\$4,200,000
Requested Action:	Establish new construction project



3. Form Date / 5. Form By:
1/30/2025
Jeffrey Davidson

4. Project Manager / Presenter:
Jeffrey Davidson @ (602) 712-8534
205 S 17th Ave, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:
CROSS CANYON - SUMMIT

7. Type of Work:
PAVEMENT PRESERVATION

8. CPSID: KA1Q 9. District: Northeast 10. Route: 264 11. County: Apache 12. Beg MP: 459 13. TRACS #: F069301C ? 14. Len (Mi.): 6 15. Fed Id #: 264-A(224)T

16. Program Budget: \$0 17. Program Item #: 104076

18. Current Approved Program Budget: \$0 18a. (+/-) Program Budget Request: \$4,200 18b Total Program Budget After Request: \$4,200

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 72325, \$4,200, .

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:
22. CURRENT BID READY:
23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 25
22A. REQUEST BID READY:
23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO [checked] PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE IV
24e. ENVIRONMENTAL CLEARANCE: YES 24f. MATERIALS MEMO COMP: YES
24g. U&RR CLEARANCE: YES 24h. C&S CLEARANCE: YES
24i. R/W CLEARANCE: YES 24j. CUSTOMIZED SCHEDULE: YES
24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Establish new construction project

26. JUSTIFICATION OF REQUEST

This project will improve the pavement surface conditions with a Mill and Replace with a Cape Seal & spot improvements. The type of bituminous material for the hot-applied chip seal coat will be PMAR (Polymer Modified Asphalt Rubber) Type 2 (PG 58-28) instead of PG 64-28 TR+.

This Request includes ICAP

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

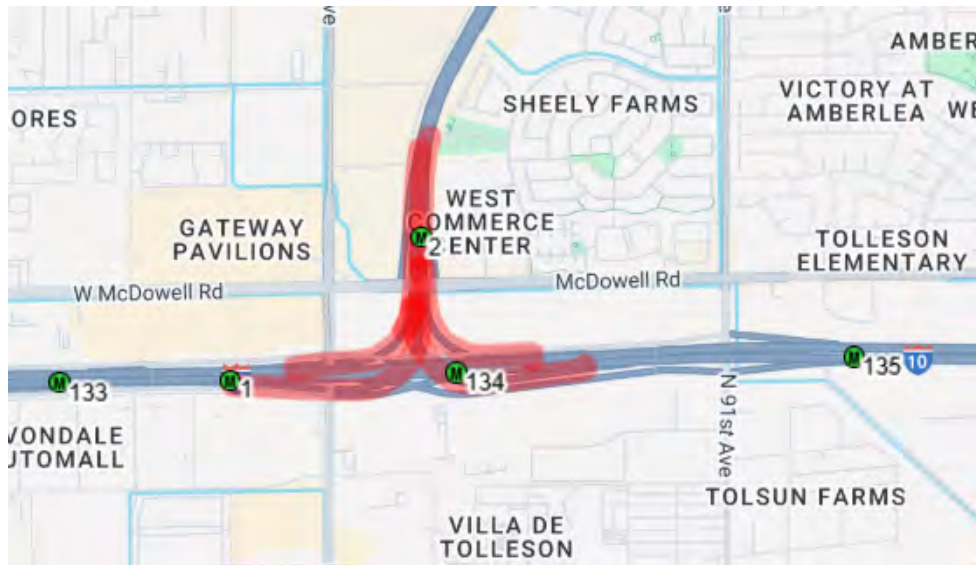
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 2/5/2025

PRB APPROVED

. PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7u

Route & MP: 101L @ MP 0.0
Project Name: SR 101L & I-10 System Interchange
Type of Work: System TI Improvements
County: Maricopa
District: Central
Schedule: FY 2025
Project: F047501U TIP#: 100228
Project Manager: Rashidul Haque
Program Amount: \$0
New Program Amount: \$6,000,000
Requested Action: Establish Utility Subphase



1. PRB Meeting Date: 1/28/2025

2. Teleconference: No

3. Form Date / 5. Form By:

1/30/2025

Rashidul Haque

4. Project Manager / Presenter:

Rashidul Haque @ (602) 712-7352

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

6. Project Name:

SR 101L & I-10 System Interchange

7. Type of Work:

System TI Improvements

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
MJ10	Central	101L	Maricopa	0.0	F047501U ?	4.0	101-A(218)T

16. Program Budget: \$0

17. Program Item #: 100228

18. Current Approved Program Budget:

\$0

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

\$6,000

18b Total Program Budget After Request:

\$6,000

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
49925	\$6,000		DOT 25-034

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

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

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

24e. ENVIRONMENTAL CLEARANCE: YES

24g. U&RR CLEARANCE: NO

24i. R/W CLEARANCE: NO

24k. SCOPING DOCUMENT: YES

24f. MATERIALS MEMO COMP: NO

24h. C&S CLEARANCE: YES

24j. CUSTOMIZED SCHEDULE: YES

25. DESCRIPTION OF REQUEST

Establish Utility Subphase

26. JUSTIFICATION OF REQUEST

This request is to establish utility subphase for prior rights relocations of SRP Power and Irrigation lines.

Approved on Jan 22,2025 at MAG Regional Council Meeting.

MAG TIP ID: DOT25-034

Utility Agreements \$5,560K

ICAP:\$440K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 2/5/2025

PRB APPROVED

. PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7v

Route & MP: 17 @ MP 222.3

Project Name: SONORAN DESERT DR NB OFF-RAMP

Type of Work: WIDEN OFF-RAMP

County: Maricopa

District: Central

Schedule: FY 2025

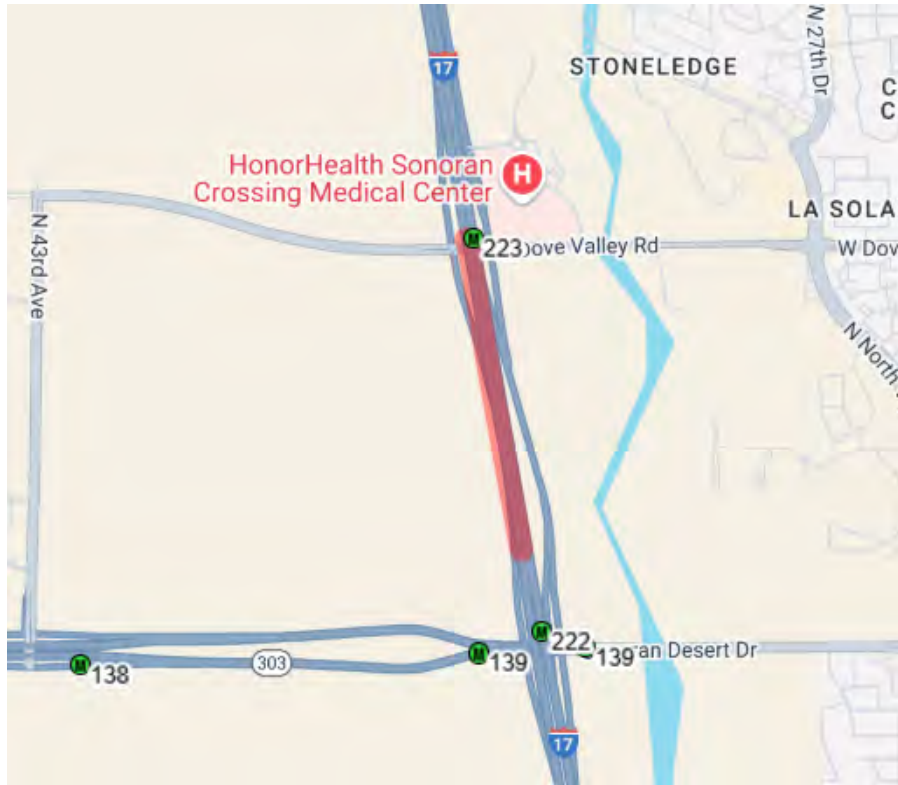
Project: F078001C TIP#: 105053

Project Manager: Sandy Thoms

Program Amount: \$0

New Program Amount: \$2,100,000

Requested Action: Establish construction project.



3. Form Date / 5. Form By:

1/30/2025

Sandy Thoms

4. Project Manager / Presenter:

Sandy Thoms @

,, - 4983 PROJECT MANAGEMENT

6. Project Name:

SONORAN DESERT DR NB OFF-RAMP

7. Type of Work:

WIDEN OFF-RAMP

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
UQ1Q	Central	17	Maricopa	222.3	F078001C ?	0.7	

16. Program Budget: \$0

17. Program Item #: 105053

18. Current Approved Program Budget:

\$0

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

\$2,100

18b Total Program Budget After Request:

\$2,100

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
49925	\$2,100		MAG RARF

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 25

22A. REQUEST BID READY:

23A. REQUEST ADV DATE: 4/14/2025

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

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

24e. ENVIRONMENTAL CLEARANCE:	YES	24f. MATERIALS MEMO COMP:	YES
24g. U&RR CLEARANCE:	NO	24h. C&S CLEARANCE:	YES
24i. R/W CLEARANCE:	YES	24j. CUSTOMIZED SCHEDULE:	YES
24k. SCOPING DOCUMENT:	NO		

25. DESCRIPTION OF REQUEST

Establish construction project.

26. JUSTIFICATION OF REQUEST

This request is to establish a construction project for widening the northbound exit ramp from I-17 to Sonoran Desert Drive (SR 303L) to be a dual-lane exit.

Contingent upon approval by the MAG Regional Council on February 26, 2025.

ICAP is included in this request.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

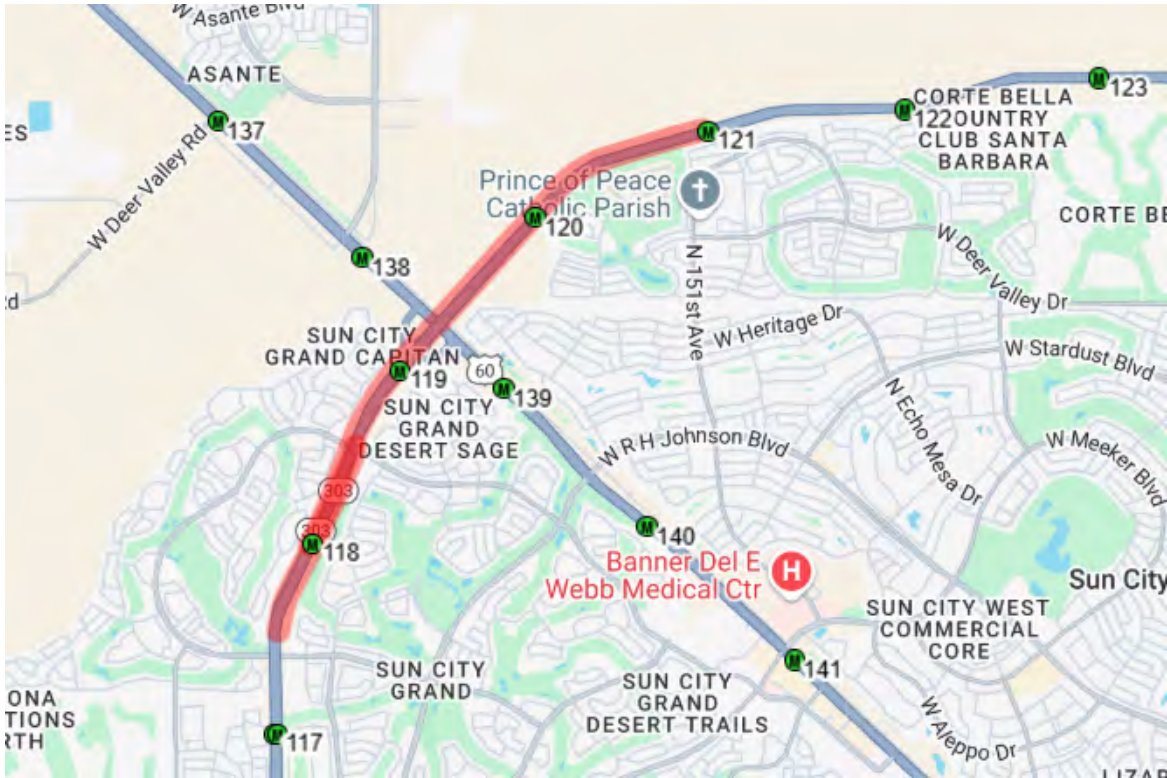
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 2/5/2025

PRB APPROVED

. PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7w **Route & MP:** 303L @ MP 118
Project Name: Grand Avenue TI Next Phase Interim Improvements
Type of Work: NEAR TERM IMPROVEMENTS
County: Maricopa
District: Central
Schedule: FY 2025
Project: F077601X TIP#: 105051
Project Manager: Tricia Brown
Program Amount: \$0
New Program Amount: \$30,000
Requested Action: Establish procurement project.



1. PRB Meeting Date: 1/28/2025 [checked] 2. Teleconference: (602) 712-7046

3. Form Date / 5. Form By: 1/30/2025 Tricia Brown
4. Project Manager / Presenter: Tricia Brown @ (602) 712-7046
205 S 17TH AVE, , 614E - 4983 PROJECT MANAGEMENT

6. Project Name: SR303L & US 60 TI ROUND 2.0
7. Type of Work: NEAR TERM IMPROVEMENTS

8. CPSID: VA1Q 9. District: Central 10. Route: 303L 11. County: Maricopa 12. Beg MP: 118 13. TRACS #: F077601C ? 14. Len (Mi.): 3 15. Fed Id #:

16. Program Budget: \$0 17. Program Item #: 105051
18. Current Approved Program Budget: \$0 18a. (+/-) Program Budget Request: \$4,170 18b Total Program Budget After Request: \$4,170

CURRENTLY APPROVED:
19. BUDGET ITEMS:

CHANGE / REQUEST:
19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 49925, \$4,170, RARF, RARF

CURRENT SCHEDULE:
21. CURRENT FISCAL YEAR:
22. CURRENT BID READY:
23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:
21A. REQUEST FISCAL YEAR: 25
22A. REQUEST BID READY:
23A. REQUEST ADV DATE: 5/9/2025

20. JPA #'s: SIGNED: NO ADV: NO [checked] PROJECT FUNDING VERIFIED BY PM

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

25. DESCRIPTION OF REQUEST

Establish new project.

26. JUSTIFICATION OF REQUEST

This project will construct the second round of near-term improvements at the US 60 (Grand Avenue) and SR 303L traffic interchange and at US 60 (Grand Avenue) at 163rd Avenue. The second round of near-term improvements were identified in the US 60 at 163rd Avenue and SR 303L Traffic Interchange Additional Near-Term Improvement Options Memorandum dated July 12, 2024. The design was completed under the Management Design Contract (M698701X).

This request was approved by MAG Regional Council on January 22, 2025.

TIP ID DOT25-204C

ICAP is included in this request.

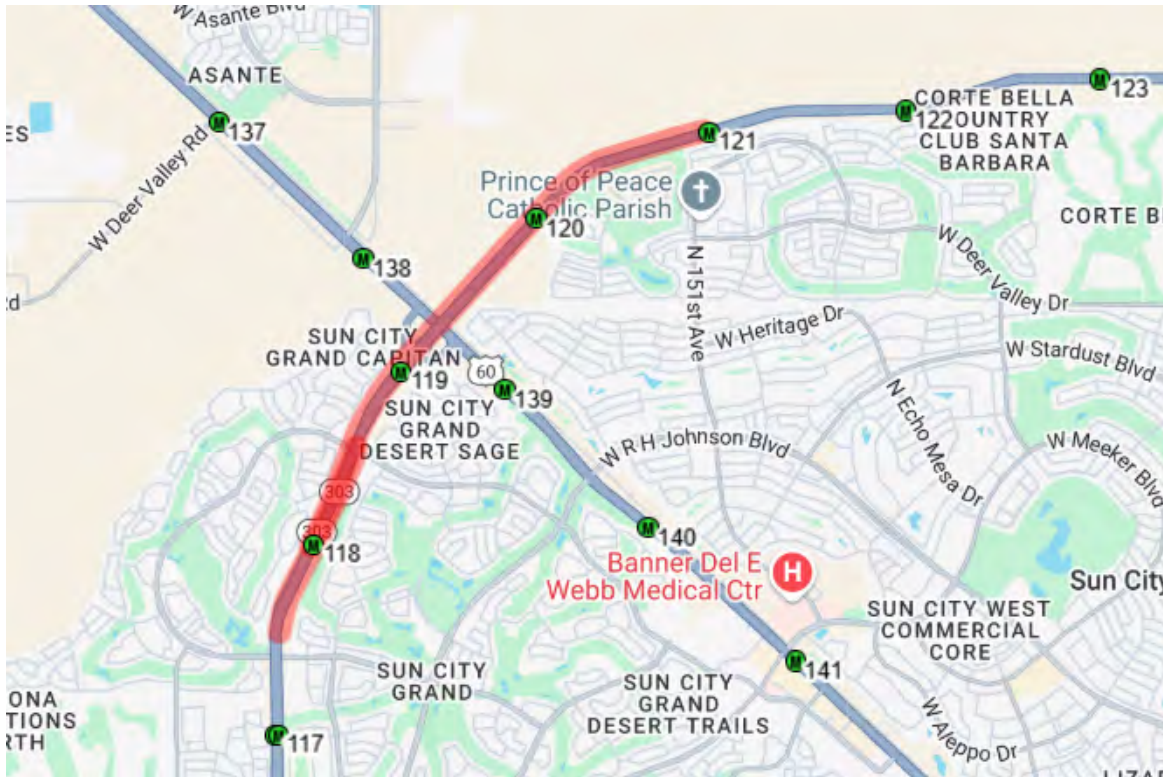
27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS: ESTABLISH A NEW PROJECT
APPROVED / RECOMMENDED ACTIONS: REQUEST APPROVED SUBJECT TO PPAC APPROVAL - 2/5/2025
PRB APPROVED

. PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7x **Route & MP:** 303L @ MP 118
Project Name: Grand Avenue TI Next Phase Interim Improvements
Type of Work: NEAR TERM IMPROVEMENTS
County: Maricopa
District: Central
Schedule: FY 2025
Project: F077601X TIP#: 105051
Project Manager: Tricia Brown
Program Amount: \$0
New Program Amount: \$30,000
Requested Action: Establish procurement project.



1. PRB Meeting Date: 1/28/2025 [checked] 2. Teleconference: (602) 712-7046

3. Form Date / 5. Form By: 1/30/2025 Tricia Brown
4. Project Manager / Presenter: Tricia Brown @ (602) 712-7046
205 S 17TH AVE, , 614E - 4983 PROJECT MANAGEMENT

6. Project Name: SR303L & US 60 TI ROUND 2
7. Type of Work: NEAR TERM IMPROVEMENTS

8. CPSID: VA1Q 9. District: Central 10. Route: 303L 11. County: Maricopa 12. Beg MP: 118 13. TRACS #: F077601X ? 14. Len (Mi.): 3 15. Fed Id #:

16. Program Budget: \$0 17. Program Item #: 105051
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:
Table with columns: Item #, Amount, Description, Comments. Row: 49925, \$30, RARF

CURRENT SCHEDULE:
21. CURRENT FISCAL YEAR:
22. CURRENT BID READY:
23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:
21A. REQUEST FISCAL YEAR: 25
22A. REQUEST BID READY:
23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO [checked] PROJECT FUNDING VERIFIED BY PM

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

25. DESCRIPTION OF REQUEST

Establish procurement project.

26. JUSTIFICATION OF REQUEST

The project includes materials that are experiencing long lead times to obtain, i.e. poles, mast arms, cabinets, pull boxes, traffic signal equipment, video detection systems, pre-emption units, etc. This request will allow the Department to acquire these items through existing procurement contracts and furnish them to the contractor. This will help ensure that the project can be constructed in one construction season.

This request was approved by MAG Regional Council on January 22, 2025.

TIP ID DOT25-204C

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 - 2/5/2025

PRB APPROVED

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 10a: BOARD DISTRICT NO.: 6
BIDS OPENED: JANUARY 31, 2025
HIGHWAY: WICKENBURG – KINGMAN HIGHWAY (US-93)
SECTION: EAST OLDEUP HILLSIDE TO NORTH OF NOTHING
COUNTY: MOHAVE
ROUTE NO.: US-93
PROJECT : TRACS: 093-B(225)T; 093 MO 131 F064901C
FUNDING: 94.3% FED 5.7% STATE
LOW BIDDER: FNF CONSTRUCTION, INC.
LOW BID AMOUNT: \$ 22,414,689.35
STATE ESTIMATE: \$ 37,341,098.00
\$ UNDER ESTIMATE: \$ 14,926,408.65
% UNDER ESTIMATE: 40.0%
PROJECT DBE GOAL: 4.07%
BIDDER DBE PLEDGE: 8.40%
NO. BIDDERS: 3
RECOMMENDATION: AWARD



CONTRACTS

*ITEM 10b: BOARD DISTRICT NO.: 5

BIDS OPENED: JANUARY 10, 2025

HIGHWAY: HEBER – HOLBROOK HIGHWAY (SR 377)

SECTION: PHOENIX PARK WASH TO JCT SR 77

COUNTY: NAVAJO

ROUTE NO.: SR 377

PROJECT : TRACS: 377-A(204)T; 377 NA 013 F069401C

FUNDING: 94.3% FED 5.7% STATE

LOW BIDDER: SUNLAND ASPHALT & CONSTRUCTION, LLC.

LOW BID AMOUNT: \$ 7,294,000.00

STATE ESTIMATE: \$ 9,003,256.45

\$ UNDER ESTIMATE: \$ 1,709,256.45

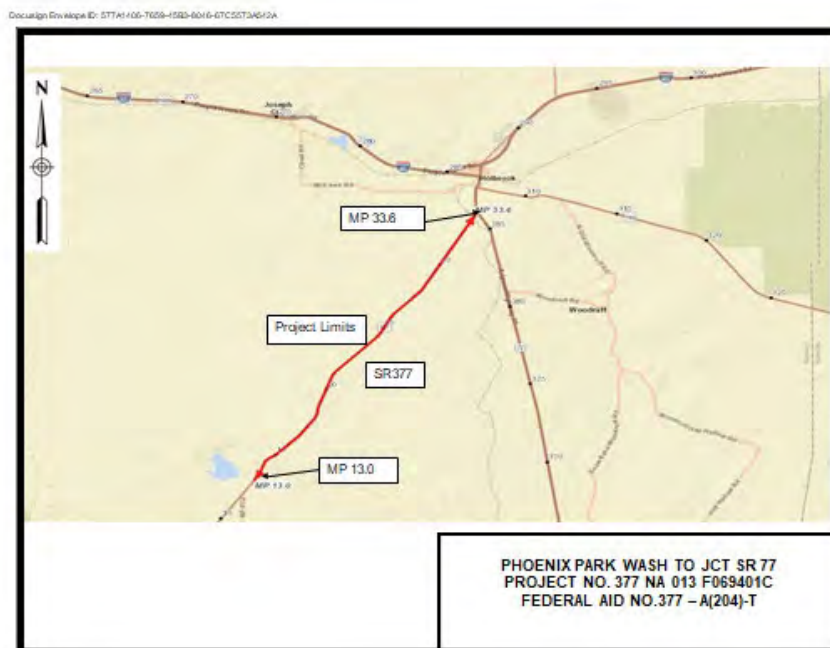
% UNDER ESTIMATE: 19.0%

PROJECT DBE GOAL: 3.86%

BIDDER DBE PLEDGE: 4.02%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



CONTRACTS

*ITEM 10c: BOARD DISTRICT NO.: 6

BIDS OPENED: JANUARY 17, 2025

HIGHWAY: CITY OF YUMA

SECTION: 4 CITYWIDE LOCATIONS

COUNTY: YUMA

ROUTE NO.: LOCAL

PROJECT : TRACS: YUM-0(226)T; 0000 YU YUM T041901C

FUNDING: 100% FED

LOW BIDDER: HAWK CONTRACTING, LLC.

LOW BID AMOUNT: \$ 647,647.00

STATE ESTIMATE: \$ 455,813.85

\$ OVER ESTIMATE: \$ 191,833.15

% OVER ESTIMATE: 42.1%

PROJECT DBE GOAL: 0.00%

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 1

RECOMMENDATION: REJECT



8/21/2024

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

420 Calendar Days

The proposed bridge rehabilitation project is located in Pima County on I-10 approximately 10 miles east of Vail and 13 miles west of Benson between milepost 291.98 and milepost 292.65. The work consists of bridge rehabilitation on various bridges; structure # 485 EB, # 786 WB, # 787 EB and # 788 WB at Amole Interchange. The work also includes replacing existing pavement, fog coat application, construct a new cast-in-place deck, approach slabs, concrete barrier and expansion joints, apply polyester polymer concrete overlay, and replace existing guardrail, slope paving repair, restriping and other related works.

Bid Opening Date : 1/17/2025, Prequalification Required, Engineer Specialist : Vian Rashid

Project No.	Highway Termini	Location	Item
010 PM 291 F042601C 010-E-(231)T	TUCSON-BENSON HWY (I-10)	Amole RR OP EB/WB, Amole TIOP SouthCent District	100182

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$5,901,831.60	DEPARTMENT	
1	\$6,288,521.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714-
2	\$6,516,289.40	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
3	\$7,862,315.00	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040-
4	\$9,637,059.66	PULICE CONSTRUCTION, INC.	8660 E. HARTFORD DRIVE, SUITE 305 SCOTTSDALE, AZ 85255-
5	\$10,161,710.00	MYERS & SONS CONSTRUCTION, LLC	45 MORRISON AVENUE SACRAMENTO, CA 95838-

Apparent Low Bidder is 6.6% Over Department Estimate (Difference = \$386,689.40)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JANUARY 17, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO 010 PM 291 F0426 01C
PROJECT NO 010-E(231)T
TERMINI TUCSON-BENSON HWY (I-10)
LOCATION AMOLE RR OP EB/WB, AMOLE TIOP

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-10	291.98 to 292.65	SOUTHCENTRAL	100182

The amount programmed for this contract is \$7,770,000. The location and description of the proposed work are as follows:

The proposed bridge rehabilitation project is located in Pima County on I-10 approximately 10 miles east of Vail and 13 miles west of Benson between milepost 291.98 and milepost 292.65. The work consists of bridge rehabilitation on various bridges; structure # 485 EB, # 786 WB, # 787 EB and # 788 WB at Amole Interchange. The work also includes replacing existing pavement, fog coat application, construct a new cast-in-place deck, approach slabs, concrete barrier and expansion joints, apply polyester polymer concrete overlay, and replace existing guardrail, slope paving repair, restriping and other related works.

The time allowed for the completion of the work included in this contract will be 420 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 6.91.

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 one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

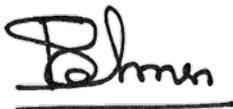
Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.



For Kirstin Huston, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 09/05/2024

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

140 Working Days

The proposed work consists of replacing the deteriorated Allentown TI bridge located on the Allentown road crossing over Interstate 40 at MP 351.35. The project is located in Apache County in the ADOT Northeast District, it is located within the Navajo Nation in Allentown, which is a small community between Sanders, AZ to the west and Lupton, AZ to the east. The proposed project limits begin at milepost 351.00 and end at milepost 352.00 Other work includes miscellaneous earthwork, traffic control and other related items.

Bid Opening Date : 1/31/2025, Prequalification Required, Engineer Specialist : Rene Teran

Project No.	Highway Termini	Location	Item
040 AP 351 F031901C 040-E-(225)T	HOLBROOK - LUPTON HIGHWAY (I - 40)	Allentown TI UP NorthEast District	100193

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$7,800,223.55	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
2	\$8,538,228.58	SEMA CONSTRUCTION, INC.	7353 S EAGLE STREET CENTENNIAL, CO 80112-
	\$9,127,087.00	DEPARTMENT	
3	\$9,157,858.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714-
4	\$9,183,091.50	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040-
5	\$9,387,231.55	TECHNOLOGY CONSTRUCTION, INC.	5430 SIDE ROAD PRESCOTT, AZ 86301-

Apparent Low Bidder is 14.5% Under Department Estimate (Difference = (\$1,326,863.45))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 15, 2024, AT 11:00 A.M. (M.S.T.)

TRACS NO 040 AP 351 F0319 01C
PROJECT NO 040-E(225)T
TERMINI HOLBROOK – LUPTON HIGHWAY (I-40)
LOCATION ALLENTOWN TI UP (STRUCTURE #956)

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I - 40	351 to 352	NORTHEAST	100193

The amount programmed for this contract is \$ 13,000,000. The location and description of the proposed work are as follows:

The proposed work consists of replacing the deteriorated Allentown TI bridge located on the Allentown road crossing over Interstate 40 at MP 351.35. The project is located in Apache County in the ADOT Northeast District, it is located within the Navajo Nation in Allentown, which is a small community between Sanders, AZ to the west and Lupton, AZ to the east. The proposed project limits begin at milepost 351.00 and end at milepost 352.00 Other work includes miscellaneous earthwork, traffic control and other related items.

This project is located on a Native American Reservation, in the Navajo Nation area, which may subject the contractor to the laws and regulations of the Navajo Nation and its TERO office. Contractors are advised to make themselves aware of any taxes, fees or any conditions that may be imposed by the Navajo Nation on work performed on the Reservation.

The time allowed for the completion of the work included in this contract will be **140** working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d 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 3.46 .

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 shall be submitted through the Questions and Answers (Q&A) link located within the corresponding letting date and project proposal number links. 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.

The Engineering Specialist assigned to this project is: Rene Teran, rteran@azdot.gov, any correspondence with the Engineering Specialist is subject to posting onto Bidx through the project's Q&A link. Answers to questions will not be given verbally, but will be posted exclusively to the Bidx website.

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.

Kirstin Huston, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: September 20, 2024

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

80 Working Days

The proposed project is located Yavapai County on SS 89A (Fain Road) between mileposts 324.48 and 331.49 between SR89a and SR69. The proposed work consists of milling and applying two-pass micro-surfacing. The project also includes spot repair work by milling and replacing with asphaltic concrete. Additional work includes replacing pavement markings and other miscellaneous work.

Bid Opening Date : 1/17/2025, Prequalification Required, Engineer Specialist : Mike Wechselberger

Project No.	Highway Termini	Location	Item
089S YV 324 F069501C S89-A-NFA	SPUR TO SR 69	Robert Rd - Lynx Creek Bridge NorthWest District	104078

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$5,498,106.67	CACTUS TRANSPORT II, LLC.	8211 WEST SHERMAN STREET TOLLESON, AZ 85353-
2	\$5,763,780.00	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-
3	\$5,931,625.13	PAVECO, INC.	P.O. BOX 1067 SUN CITY, AZ 85372-
	\$5,937,406.55	DEPARTMENT	
4	\$6,229,733.00	EARTH RESOURCES CORPORATION	300 S. LATILLA LANE DEWEY, AZ 86327-
5	\$6,341,946.36	ASPHALT PAVING & SUPPLY, INC.	2425 NORTH GLASSFORD HILL RD PRESCOTT VALLEY, AZ 86314-

Rank	Bid Amount	Contractor Name	Address of Contractor
6	\$7,071,691.95	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-

Apparent Low Bidder is 7.4% Under Department Estimate (Difference = (\$439,299.88))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, AUGUST 02, 2024, AT 11:00 A.M. (M.S.T.)

TRACS NO S89A YV 324 F069501C
PROJECT NO S89-A-NFA
TERMINI SPUR TO SR 69
LOCATION ROBERT RD – LYNX CREEK BRIDGE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SS 89A	324.48 to 331.49	NORTHWEST	104078

It is the intent of the Department to recommend this project for award consideration at the Transportation Board meeting on Friday, August 16, 2024.

The amount programmed for this contract is \$9,210,000. The location and description of the proposed work are as follows:

The proposed project is located Yavapai County on SS 89A (Fain Road) between mileposts 324.48 and 331.49 between SR89a and SR69. The proposed work consists of milling and applying two-pass micro-surfacing. The project also includes spot repair work by milling and replacing with asphaltic concrete. Additional work includes replacing pavement markings and other miscellaneous work.

The time allowed for the completion of the work included in this contract will be 80 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.

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 proposal will be accepted from any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

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.

Kirstin Huston, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 06/24/24

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

210 Working Days

The proposed project is located in Mohave County on US 93 near the town of Nothing, between MP 131 and MP 144. The proposed work consists of pavement rehabilitation. The work includes mill and fill of existing asphaltic concrete of roadway mainline, shoulders, and milled asphalt concrete treatment at designated paved and unpaved crossovers. The work also include replacing bridge joints and seals, guardrails, embankment curb, drainage improvements, seeding, applying pavement marking, installing ground-in rumble strips, and other related work.

Bid Opening Date : 1/31/2025, Prequalification Required, Engineer Specialist : Yusuf Kadem

Project No.	Highway Termini	Location	Item
093 MO 131 F064901C 093-B-(225)T	WICKENBURG - KINGMAN HWY (US-93)	E OLDEUP HILLSIDE - N OF NOTHI NorthWest District	103677

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$22,414,689.35	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
2	\$25,497,979.70	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-
3	\$26,867,530.90	FISHER SAND & GRAVEL CO.	1302 W. DRIVERS WAY TEMPE, AZ 85284-
	\$37,341,098.00	DEPARTMENT	

Apparent Low Bidder is 40.0% Under Department Estimate (Difference = (\$14,926,408.65))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: JANUARY 31, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO 093 MO 131 F0649 01C
PROJECT NO 093-B(225)T
TERMINI WICKENBURG – KINGMAN HIGHWAY (US-93)
LOCATION EAST OLDEUP HILLSIDE TO NORTH OF NOTHING

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US-93	131 to 144	NORTHWEST	103677

The amount programmed for this contract is \$48,913,000. The location and description of the proposed work are as follows:

The proposed project is located in Mohave County on US 93 near the town of Nothing, between MP 131 and MP 144. The proposed work consists of pavement rehabilitation. The work includes mill and fill of existing asphaltic concrete of roadway mainline, shoulders, and milled asphalt concrete treatment at designated paved and unpaved crossovers. The work also include replacing bridge joints and seals, guardrails, embankment curb, drainage improvements, seeding, applying pavement marking, installing ground-in rumble strips, and other related work.

The time allowed for the completion of the work included in this contract will be 175 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 4.07.

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.

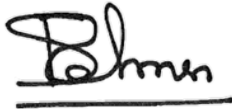
Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

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 shall be submitted through the Questions and Answers (Q&A) link located within the corresponding letting date and project proposal number links. 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.

The Engineering Specialist assigned to this project is: Yusuf Kadem, Ykadem@azdot.gov, any correspondence with the Engineering Specialist is subject to posting onto Bidx through the project's Q&A link. Answers to questions will not be given verbally, but will be posted exclusively to the Bidx website.

A handwritten signature in black ink, appearing to read "K. Huston", with a horizontal line underneath.

For Kirstin Huston, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 12/20/2024

**ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION**

BID RESULTS

Completion Date:

80 Working Days

The proposed project is located in Navajo County on SR 377 between mileposts 13.00 and 33.65 between Heber and Holbrook. The proposed work consists of placing a hot applied chip seal coat, followed by applying micro-surfacing. The project also includes spot repair work by milling and replacing with asphaltic concrete. Additional work includes replacing pavement markings and other miscellaneous work.

Bid Opening Date : 1/10/2025, Prequalification Required, Engineer Specialist : Brandon Campbell

Project No.	Highway Termini	Location	Item
377 NA 013 F069401C 377-A-(204)T	HEBER - HOLBROOK HWY (SR 377)	Phoenix Park Wash - Jct SR 77 NorthEast District	104077

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$7,294,000.00	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-
2	\$7,634,319.73	CACTUS TRANSPORT II, LLC.	8211 WEST SHERMAN STREET TOLLESON, AZ 85353-
	\$9,003,256.45	DEPARTMENT	
3	\$9,145,000.00	W. W. CLYDE & CO.	869 N. 1500 W. Orem, UT 84057-

Apparent Low Bidder is 19.0% Under Department Estimate (Difference = (\$1,709,256.45))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JANUARY 10, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO 377 NA 013 F0694 01C
PROJECT NO 377-A(204)T
TERMINI HEBER – HOLBROOK HIGHWAY (SR 377)
LOCATION PHOENIX PARK WASH TO JCT SR 77

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR-377	13.00 to 33.65	NORTHEAST	104077

The amount programmed for this contract is \$12,000,000. The location and description of the proposed work are as follows:

The proposed project is located in Navajo County on SR 377 between mileposts 13.00 and 33.65 between Heber and Holbrook. The proposed work consists of placing a hot applied chip seal coat, followed by applying micro-surfacing. The project also includes spot repair work by milling and replacing with asphaltic concrete. Additional work includes replacing pavement markings and other miscellaneous work.

The time allowed for the completion of the work included in this contract will be 80 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 3.86.

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.

Kirstin Huston, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 6/27/2024

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

60 Working Days

The proposed Project is located in Yuma County on several Citywide locations. The work consists of upgrading pavement markings and other related work on 32nd Street from Avenue D to Avenue C and from Avenue B to 4th Avenue, on 16th Street from Avenue D to Pacific Avenue, and on 3rd Street/Giss Parkway from Avenue B to Main Street.

Bid Opening Date : 1/17/2025, Prequalification Required, Engineer Specialist : Jalal Kamal

Project No.	Highway Termini	Location	Item
0000 YU YUM T041901C YUM-0-(226)T	CITY OF YUMA	4 CITYWIDE LOCATIONS SouthWest District	101670

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$455,813.85	DEPARTMENT	
1	\$647,647.00	HAWK CONTRACTING LLC	1022 E. LOYOLA DRIVE TEMPE, AZ 85282-

Apparent Low Bidder is 42.1% Over Department Estimate (Difference = \$191,833.15)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JANUARY 17, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 YU YUM T0419 01C
PROJECT NO YUM-0(226)T
TERMINI CITY OF YUMA
LOCATION 4 CITYWIDE LOCATIONS

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
0000	N/A	SOUTHWEST	101670

The amount programmed for this contract is \$568,000. The location and description of the proposed work are as follows:

The proposed Project is located in Yuma County on several Citywide locations. The work consists of upgrading pavement markings and other related work on 32nd Street from Avenue D to Avenue C and from Avenue B to 4th Avenue, on 16th Street from Avenue D to Pacific Avenue, and on 3rd Street/Giss Parkway from Avenue B to Main Street.

The time allowed for the completion of the work included in this contract will be **50** 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.

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.

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The Engineering Specialist assigned to this project is: Jalal Kamal, Jkamal@azdot.gov, any correspondence with the Engineering Specialist is subject to posting onto Bidx through the project's Q&A link. Answers to questions will not be given verbally, but will be posted exclusively to the Bidx website.

Kirstin Huston, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: NOVEMBER 07, 2024