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 hearings each year to receive input regarding the proposed five-year construction program. Meeting dates are established for the following year at the December organization meeting of the Board.

BOARD MEETING PROCEDURE

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

BOARD CONTACT

Transportation Board members encourage citizens to contact them regarding transportation-related issues. Board members may be contacted through the Arizona Department of Transportation, 206 South 17th Avenue, Phoenix, Arizona 85007, Telephone (602) 712-4259.

NOTICE OF BOARD MEETING OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a board meeting open to the public on Friday, May 16, 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, May 16, 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.

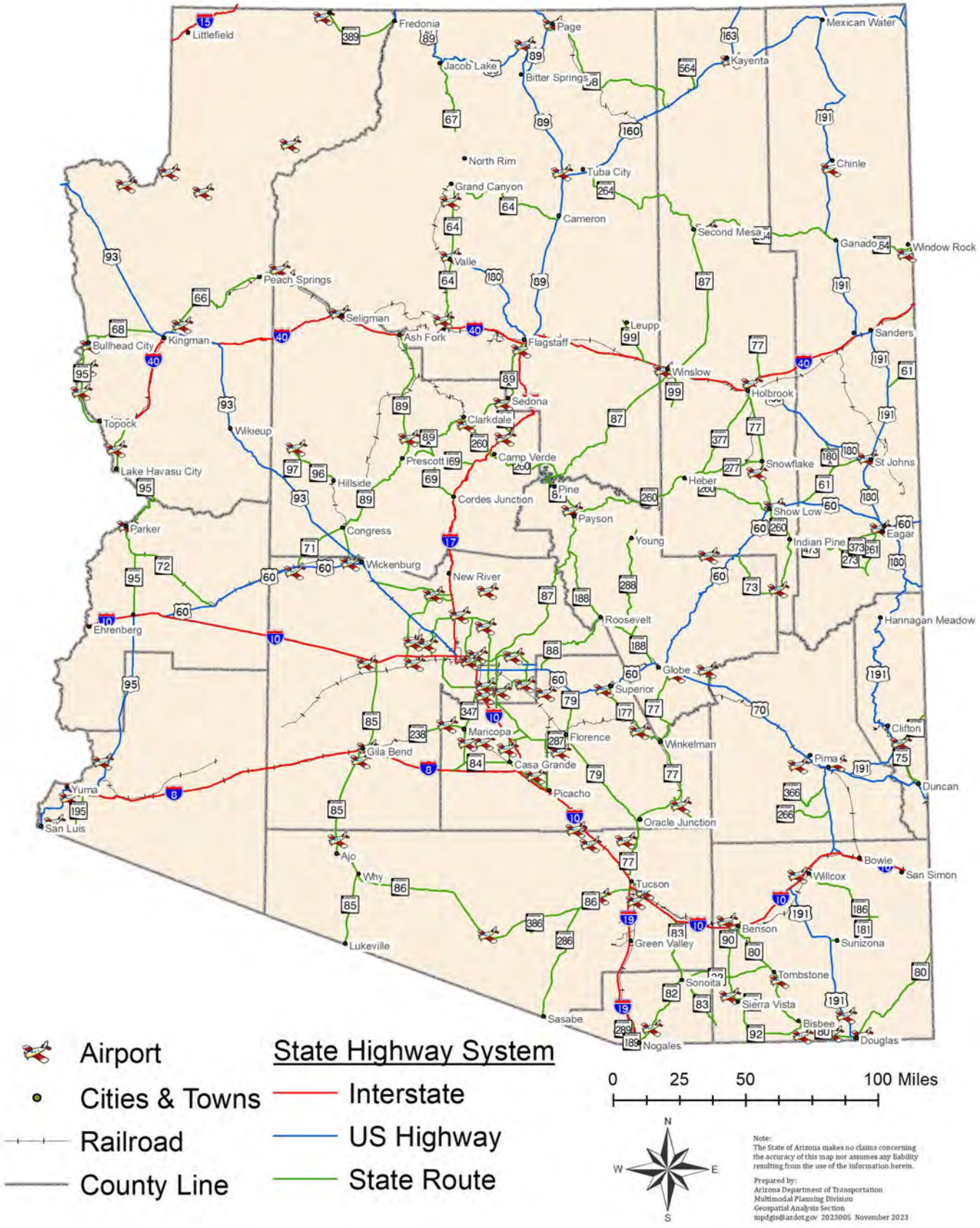
ORDER DEFERRAL AND ACCELERATIONS OF AGENDA ITEMS, VOTE WITHOUT DISCUSSION

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 11th day of April, 2025

State Highway System with Railroads & Airports



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
Bullhead City
1255 Marina Blvd
Bullhead City, Arizona 86442
9:00 a.m., Friday, May 16, 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, May 16, 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 1255 Marina Blvd, Bullhead City, AZ 86442 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, May 16, 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.

A three minute time limit will be imposed.

PUBLIC HEARING (PRESENTATION)

Presentation of FY 2026-2030 ADOT Tentative Five-Year Transportation Facilities Construction Program Recommendations https://azdot.gov/sites/default/files/2025-02/2026-2030-ADOT-Tentative-Five-Year-Program.pdf

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

ITEM A: **Overview of the Tentative FY 2026—2030 Five-Year Transportation Facilities Construction Program**
Staff will present an overview of the tentative FY 2026–2030 Five-Year Transportation Facilities Construction Program.
(For information and discussion only — Iqbal Hossain, Deputy Division Director, Multimodal Planning Division)

ITEM B: **FY 26-30 Five Year Transportation Facilities Construction Program**
Staff will present an overview of the FY 2026-2030 Statewide Highway Construction Program. (Excluding MAG and PAG)
(For information and discussion only — Iqbal Hossain, Deputy Division Director, Multimodal Planning Division)

ITEM C: **FY 26-30 MAG Freeway Life Cycle Program (FLCP)**
Staff will present an overview of the FY 2026-2030 MAG Transportation Improvement Program.
(For information and discussion only — Iqbal Hossain, Deputy Division Director, Multimodal Planning Division)

ITEM D: **FY 26-30 PAG Transportation Improvement Program**
Staff will present an overview of the FY 2026-2030 PAG Regional Freeway Highway Program.
(For information and discussion only — Iqbal Hossain, Deputy Division Director, Multimodal Planning Division)

ITEM E: **FY 26-30 Airport Development Capital Improvement Program**
Staff will present an overview of the FY 2026-2030 Airport Development Program.
(For information and discussion only — Iqbal Hossain, Deputy Division Director, Multimodal Planning Division)

***Adjournment**

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) I-11 Update
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— Anthony Brozich, Northwest District Administrator

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 — Anthony Brozich, Northwest District Administrator)

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***ITEM 3: Consent Agenda**

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

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) Last Minute items

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

***ITEM 6: AZ State Match Advantage for Rural Transportation (AZ SMART) Fund Program** **Page 363**

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) Gila County: Young Road (FSH 512A), Mp 316.45 to MP 329.91 (new application)
B) Casa Grande: Burris Rd, Clayton Rd to Korsten Rd (rescission)
C) Apache County: Stanford Dr (CR 8235), SR 61 to Leighton Rd (rescission)

(For information and possible action — Lisa Danka, Program Manager, Multimodal Planning Division)

***ITEM 7: Priority Planning Advisory Committee (PPAC)** **Page 408**

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 — Matt Moul, Division Director, Multimodal Planning Division)

ITEM 8: 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 — Maysa Hanna, Deputy State Engineer)

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***ITEM 9: Construction Contracts**

Staff will present recommended construction project awards that are not on the Consent Agenda.
(For discussion and possible action — Maysa Hanna, Deputy State Engineer)

ITEM 10: Suggestions

Board Members will have the opportunity to suggest items they would like to have placed on future Board Meeting agendas and any topics for the next board meeting. Staff will remind everyone of the location for the next board meeting.

***Adjournment**

*ITEMS that may require Board Action

Items on the Consent Agenda generally consist of the following:

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

RIGHT OF WAY RESOLUTIONS (action as noted)

*ITEM 3a: RES. NO.	2025-05-A-022
PROJECT:	BP-028-I-710
HIGHWAY:	SUPERSTITION FREEWAY
SECTION:	Higley Rd. - Power Rd. (Higley Road South)
ROUTE NO.:	U. S. Route 60
DISTRICT:	Central
COUNTY:	Maricopa
DISPOSAL:	D – C –117-F
RECOMMENDATION:	Abandon to the City of Mesa right of way that is no longer needed for the State Transportation System and can be better managed by the Local Public Agency.

*ITEM 3b: RES. NO.	2025–05–A–023
PROJECT:	191 CH 062 F0383 / 191-A(205)T
HIGHWAY:	DOUGLAS - WILLCOX
SECTION:	Cochise Railroad Overpass
ROUTE NO.:	U. S. 191
DISTRICT:	Southeast
COUNTY:	Cochise
RECOMMENDATION:	Establish new right of way as a state highway for bridge replacement, roadway and drainage improvements necessary to enhance convenience and safety for the traveling public.

*ITEM 3c: RES. NO.	2025–05–A–024
PROJECT:	I-8-I(37)12
HIGHWAY:	YUMA – CASA GRANDE
SECTION:	Fortuna Wash – Telegraph Pass
ROUTE NO.:	Interstate Route 8
DISTRICT:	Southwest
COUNTY:	Yuma
DISPOSAL:	D-SW-005
PARCEL:	14-005-A
RECOMMENDATION:	Vacate and extinguish a drainage easement that is no longer needed for State Transportation System.

*ITEM 3d: RES. NO.	2025–05–A–025
PROJECT:	I-8-I(37)12
HIGHWAY:	YUMA – CASA GRANDE
SECTION:	Fortuna Wash – Telegraph Pass
ROUTE NO.:	Interstate Route 8
DISTRICT:	Southwest
COUNTY:	Yuma
RECOMMENDATION:	Establish new right of way as a state route and state highway for drainage improvements necessary to enhance convenience and safety for the traveling public.

*ITEM 3e: RES. NO.	2025–05–A–026
PROJECT:	010 PM 262 F0548 / 010-E(232)S
HIGHWAY:	TUCSON – BENSON
SECTION:	Country Club and Kino Traffic Interchanges
ROUTE NO.:	Interstate Route 10
DISTRICT:	Southwest
COUNTY:	Yuma
RECOMMENDATION:	Establish new right of way as a state route and state highway to accommodate design changes for improvements at the Country Club and Kino Traffic Interchanges, necessary for increased capacity and enhanced convenience and safety for the traveling public.

*ITEM 3f: RES. NO.	2025–05–A–027
PROJECT:	303L MA 100 H6870 / 303-A(ASO)S
HIGHWAY:	BOB STUMP MEMORIAL PARKWAY
SECTION:	MC85 - Van Buren Street
ROUTE NO.:	State Route 303 Loop
DISTRICT:	Central
COUNTY:	Maricopa
RECOMMENDATION:	Establish new right of way as a state route and state highway to accommodate design and facilitate the construction of the above referenced project, necessary to enhance convenience and safety for the traveling public.

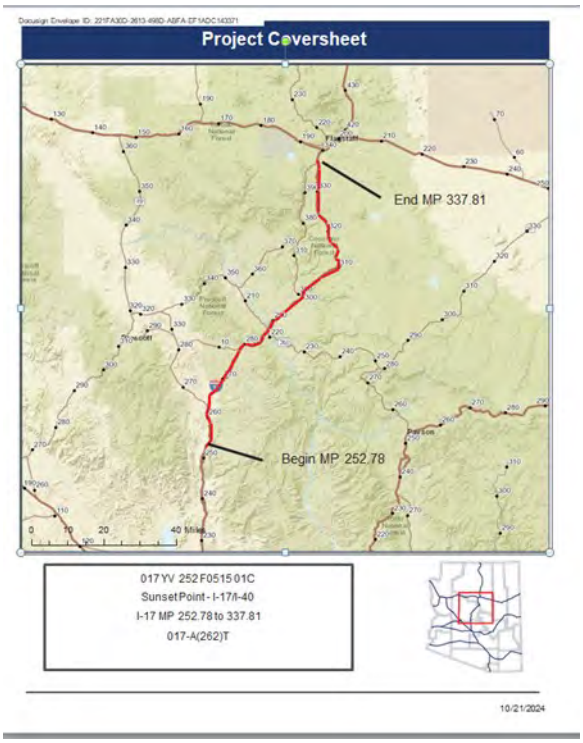
*ITEM 3g: RES. NO.	2025–05–A–028
PROJECTS:	010 MA 161 F0252 / 010–C(222)S; 010 PN 173 F0270 / 010–C(224)S; 010 PN 176 F0336 / 010–C(227)T; and 010 PN 181 F0337 / 010–C(228)T
HIGHWAY:	PHOENIX – CASA GRANDE
SECTIONS:	S.R. 202L – Maricopa County Line; Gila River Bridge; Maricopa County Line – Dirk Lay Road; and Dirk Lay Road – South of S.R. 387
ROUTE NO.:	Interstate Route 10
DISTRICT:	Central and Southcentral
COUNTIES:	Maricopa and Pinal
RECOMMENDATION:	Establish new right of way as a state route and state highway accommodate design changes and facilitate the construction necessary to enhance convenience and safety for the traveling public.

*ITEM 3h: RES. NO.	2025–05–A–029
PROJECTS:	F-065-1-709; B-065-1-710; F-065-1-806; 095 MO 239 H3167 01R / STP-065-1(13); 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-C
RECOMMENDATION:	Extinguish and relinquish to the U. S. Bureau of Land Management in accordance with Intergovernmental Agreement No. 23-0009324, dated September 28, 2023, and according to law, all rights of way acquired for State Route 95 within the Bullhead City Limits that is no longer needed for State Transportation System and be better managed by the Local Public Agency upon its reassignment.

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.

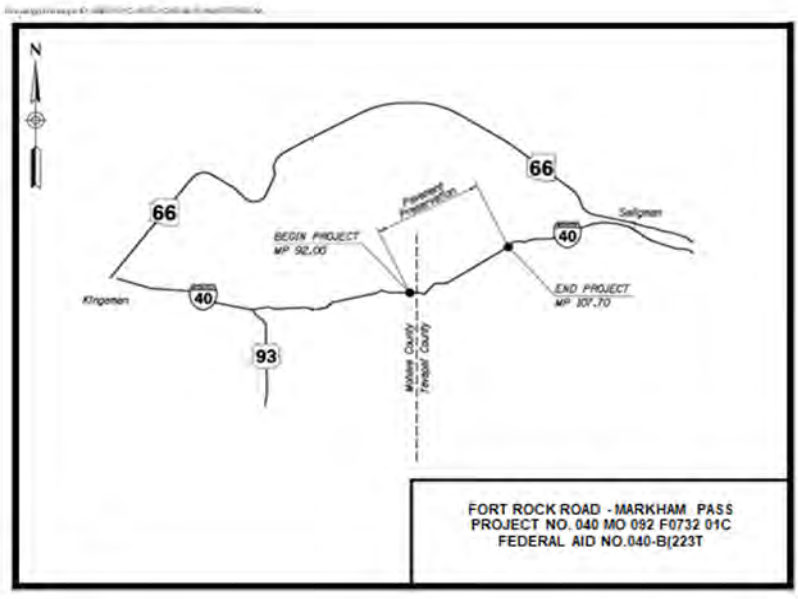
*ITEM 3i:

BOARD DISTRICT NO.:	5
BIDS OPENED:	APRIL 04, 2025
HIGHWAY:	CORDES JUNCTION – FLAGSTAFF HIGHWAY (I-17)
SECTION:	I-17 ; SUNSET POINT TO I-17 / I-40 TI
COUNTY:	COCONINO
ROUTE NO.:	I-17
PROJECT : TRACS:	017-A(262)T: 017 CN 252 F051501C
FUNDING:	94.34% FED 5.66% STATE
LOW BIDDER:	WILLIAMS CHARLES CONSTRUCTION COMPANY, LLC.
LOW BID AMOUNT:	$ 6,054,382.44
STATE ESTIMATE:	$ 5,811,765.11
$ OVER ESTIMATE:	$ 242,617.33
% OVER ESTIMATE:	4.2%
PROJECT DBE GOAL:	0.00%
BIDDER DBE PLEDGE:	N/A
NO. BIDDERS:	3
RECOMMENDATION:	AWARD



*ITEM 3j:

BOARD DISTRICT NO.: 6
BIDS OPENED: APRIL 18, 2025
HIGHWAY: KINGMAN – ASHFORK HIGHWAY (I-40 WB)
SECTION: FORT ROCK ROAD TO MARHAM PASS
COUNTY: MOHAVE
ROUTE NO.: I-40
PROJECT : TRACS: 040-B(236)T: 040 MO 092 F073201C
FUNDING: 94.34% FED 5.66% STATE
LOW BIDDER: SUNLAND ASPHALT & CONSTRUCTION, LLC.
LOW BID AMOUNT: $ 8,044,142.00
STATE ESTIMATE: $ 9,461,248.00
$ UNDER ESTIMATE: $ 1,417,106.00
% UNDER ESTIMATE: 15.0%
PROJECT DBE GOAL: 2.29%
BIDDER DBE PLEDGE: 2.33%
NO. BIDDERS: 7
RECOMMENDATION: AWARD



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 Superstition Freeway 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 that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated February 26, 2025, 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 Plans of the SUPERSTITION FREEWAY, Val Vista Dr. – Higley Rd., Project BP–028–1–710," 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 that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated February 26, 2025, 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.

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

RESOLUTION OF ABANDONMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on May 16, 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 that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated February 26, 2025, 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 FREEWAY, Val Vista Dr. – Higley Rd., Project BP–028–1–710"," 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 Mesa 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 February 26, 2025, 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

RESOLVED that the right of way depicted in Appendix “A” is hereby removed from the State Highway System and abandoned to the City of Mesa, in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated February 26, 2025, 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.

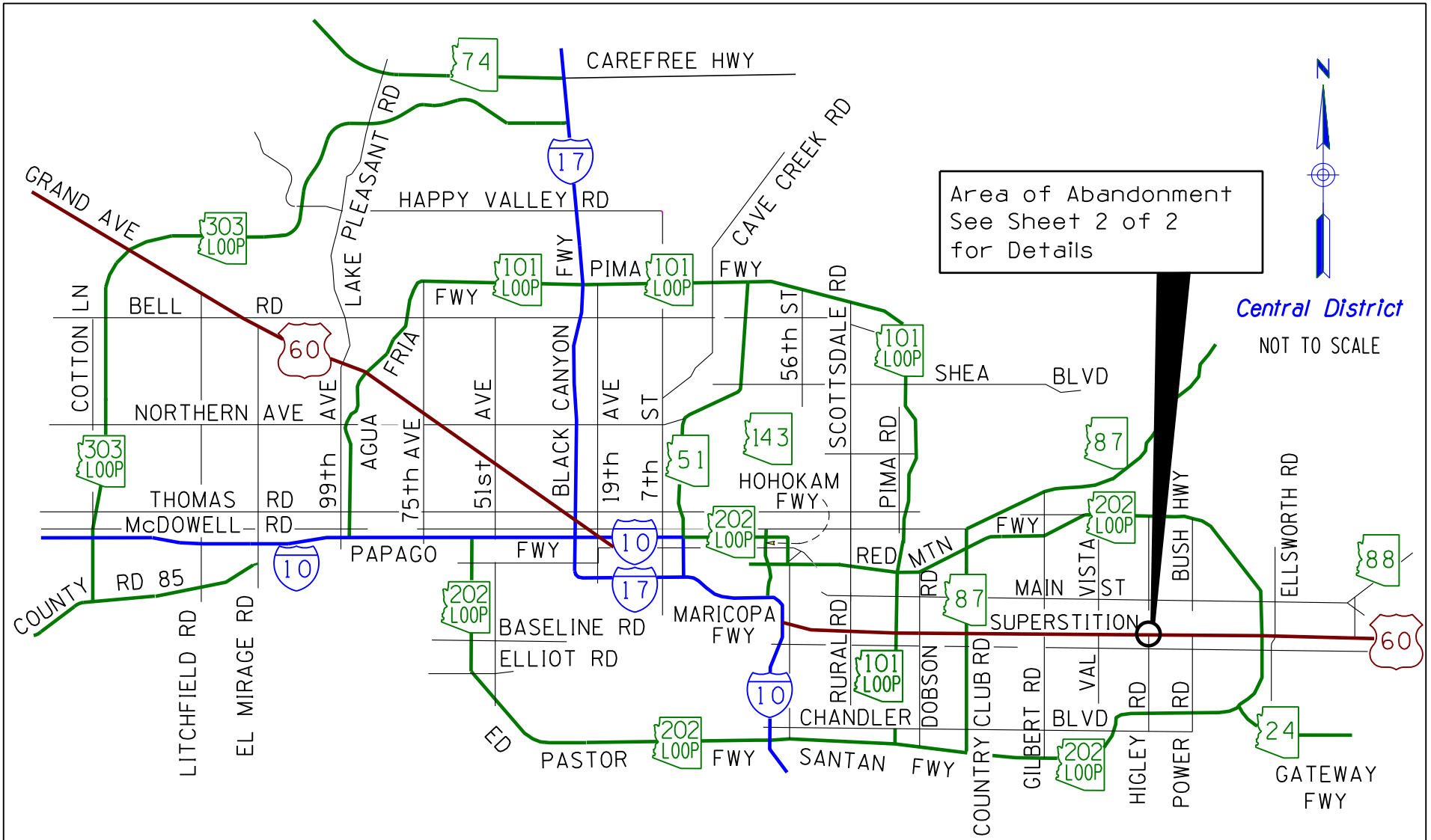
CERTIFICATION

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 May 16, 2025.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on May 16, 2025.

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

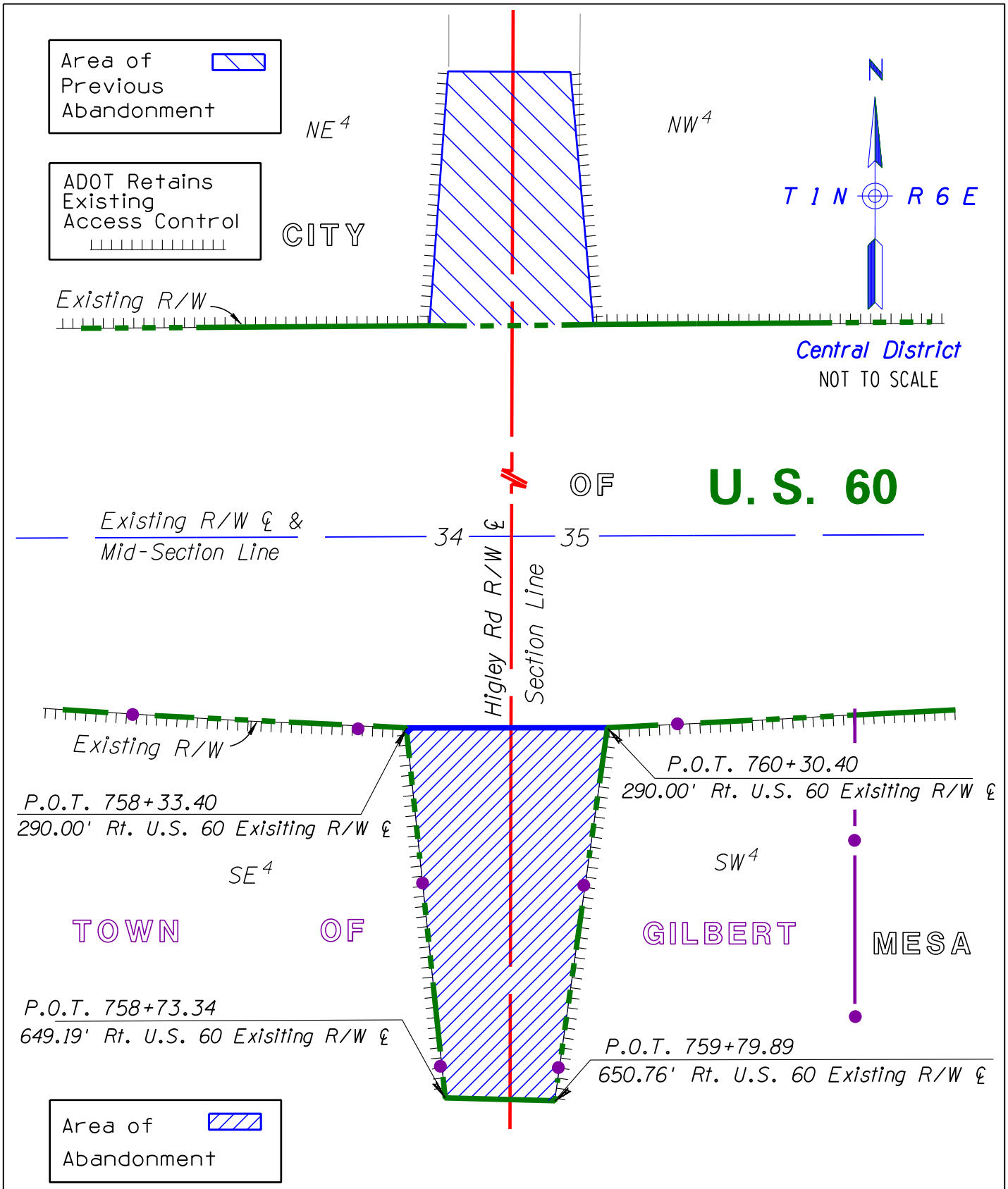
Seal



2025-05-A-022
May 16, 2025
Sheet 1 of 2

APPENDIX "A"

U.S. 60 BP-028-1-710
SUPERSTITION FREEWAY
Higley Road - Power Road (Higley Road South)
Maricopa County



2025-05-A-022
May 16, 2025
Sheet 2 of 2

APPENDIX "A"

U.S. 60 BP-028-1-710
SUPERSTITION FREEWAY
Higley Road - Power Road (Higley Road South)
Maricopa County

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 highway for the improvement of the Douglas - Willcox Highway, U. S. Route 191, 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 bridge replacement, roadway and drainage improvements, necessary to enhance convenience and safety for the traveling public.

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

The new right of way to be established as a state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix “A” and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: “Right of Way Plans of the DOUGLAS - WILLCOX HIGHWAY, Cochise Railroad Overpass, Project 191 CH 062 F0383 / 191-A(205)T”.

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

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

I further recommend the immediate establishment of existing county, town and city roadways into the state highway system as a controlled access 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

RESOLUTION OF ESTABLISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on May 16, 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 highway for the improvement of the Douglas - Willcox Highway, U. S. Route 191, as set forth in the above referenced project.

New right of way is now needed to be utilized for bridge replacement, roadway and drainage improvements, necessary to enhance convenience and safety for the traveling public.

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

The new right of way to be established as a 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 DOUGLAS - WILLCOX HIGHWAY, Cochise Railroad Overpass, Project 191 CH 062 F0383 / 191-A(205)T”.

WHEREAS establishment as a state highway, and acquisition of the new right of way as an estate in fee, or such other interest as required, is necessary for this improvement, with authorization pursuant to Arizona Revised Statutes §§ 28-7092 and 28-7094 to include advance, future and early acquisition, access rights, exchanges or donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans; and

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

WHEREAS the existing county, town or city roadways, as delineated on said maps and plans, are hereby established as a state highway by this resolution action; and this resolution is considered the conveying document for such existing county, town and city roadways; and no further conveyance is legally required; therefore, be it

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

RESOLVED that the right of way depicted in Appendix “A” is hereby designated a state highway, to include any existing county, town or city roadways, and that ingress and egress to and from the highway and to and from abutting, adjacent, or other lands be denied, controlled or regulated as delineated on said maps and plans. Where no access is shown, none will be allowed to exist; be it further

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

RESOLVED that written notice 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 highway herein; and that this resolution is the conveying document for such existing county, town and city roadways; and no further conveyance is legally required; be it further

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

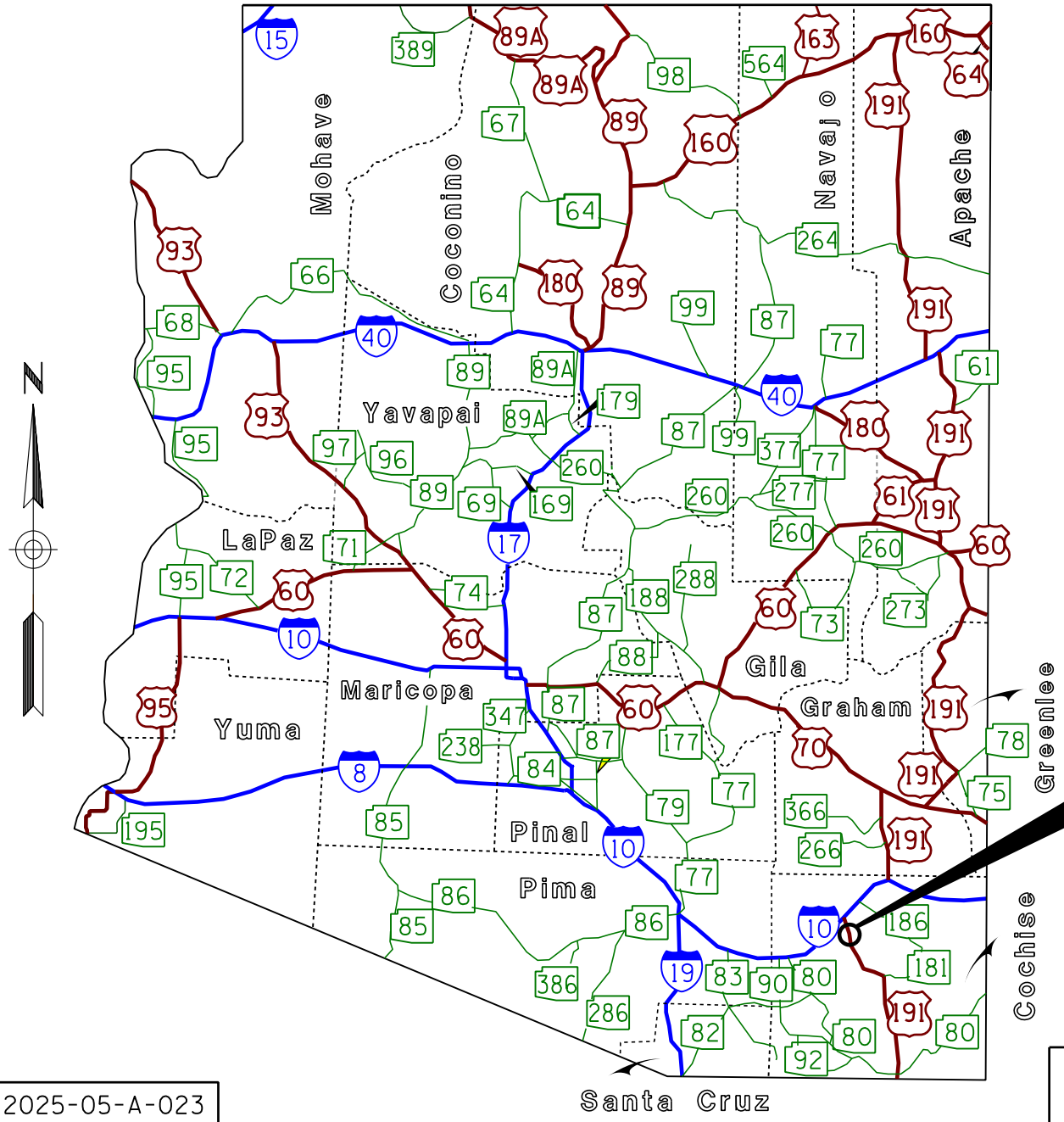
CERTIFICATION

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 May 16, 2025.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on May 16, 2025.

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

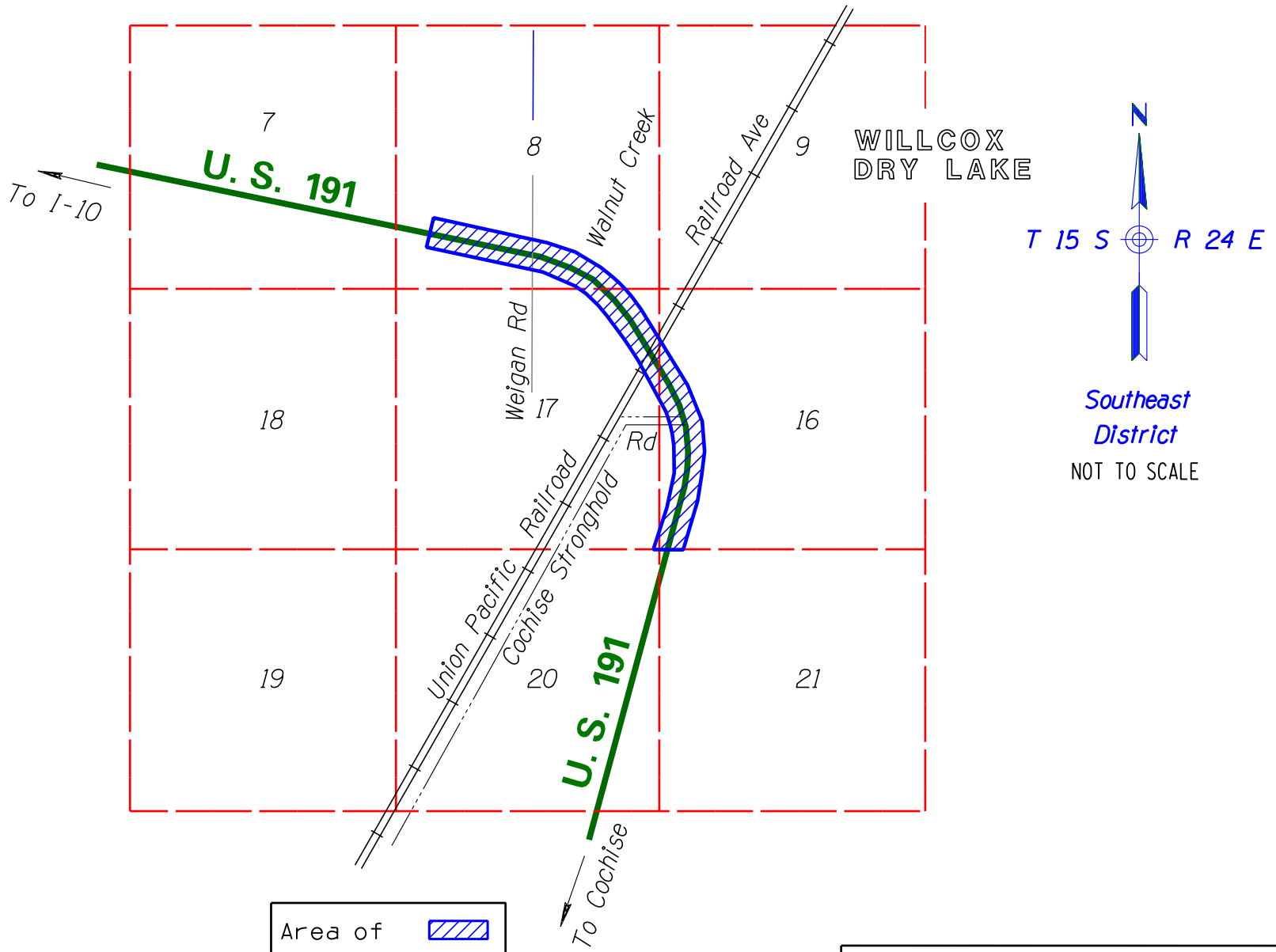
Seal



2025-05-A-023
May 16, 2025
Sheet 1 of 2

APPENDIX "A"

191 CH 062 F0383 / 191-A(205)T
DOUGLAS - WILLCOX HIGHWAY
Cochise Railroad Overpass
Cochise County



2025-05-A-023
May 16, 2025
Sheet 2 of 2

APPENDIX "A"

191 CH 062 F0383 / 191-A(205)T
DOUGLAS - WILLCOX HIGHWAY
Cochise Railroad Overpass
Cochise County

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

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

The right of way to be vacated and extinguished 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.

Said drainage easement right of way is no longer required for the State Transportation System, nor will it be used for public highway purposes. Accordingly, I recommend that said drainage easement right of way be removed from the State Transportation System by vacation and extinguishment thereof, in accordance with Arizona Revised Statute § 28-7214.

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

The drainage easement right of way to be vacated and extinguished was acquired by instrument recorded December 28, 1969, in Docket 592, Page 800, records of Yuma County, Arizona. It 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 YUMA – CASA GRANDE HIGHWAY, Fortuna Wash – Telegraph Pass, Project I-8-1(37)12”.

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

The vacation and extinguishment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213; and this resolution is considered the only document necessary to vacate and extinguish said drainage easement right of way; and no other instrument of conveyance is legally required.

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

Respectfully submitted,

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

RESOLUTION OF EXTINGUISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on May 16, 2025, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes §§ 28-7046, 28-7210, and 28-7214, recommending removal of a certain drainage easement right of way from the State Transportation System by the vacation and extinguishment thereof.

Said drainage easement right of way is no longer required for the State Transportation System, nor will it necessarily be used for public highway purposes.

Accordingly, it is recommended that said drainage easement right of way be removed from the State Transportation System by vacation and extinguishment thereof, in accordance with Arizona Revised Statute § 28-7214.

The drainage easement right of way to be vacated and extinguished was acquired by instrument recorded December 28, 1969, in Docket 592, Page 800, records of Yuma County, Arizona. It 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 YUMA – CASA GRANDE HIGHWAY, Fortuna Wash – Telegraph Pass, Project I-8-1(37)12”.

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

WHEREAS said drainage easement right of way is no longer needed for State transportation purposes, nor will it be used for public highway purposes; and

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

WHEREAS because of these premises, this Board finds public convenience requires that said drainage easement right of way be removed from the State Transportation System by vacation and extinguishment; 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 drainage easement right of way no longer needed for State transportation purposes, is removed by vacation and extinguishment from the State Transportation System; be it further

RESOLVED that this vacation and extinguishment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213; and that this resolution is the only document necessary to vacate and extinguish said portion of highway easement right of way; and no other instrument of conveyance is legally required; be it further

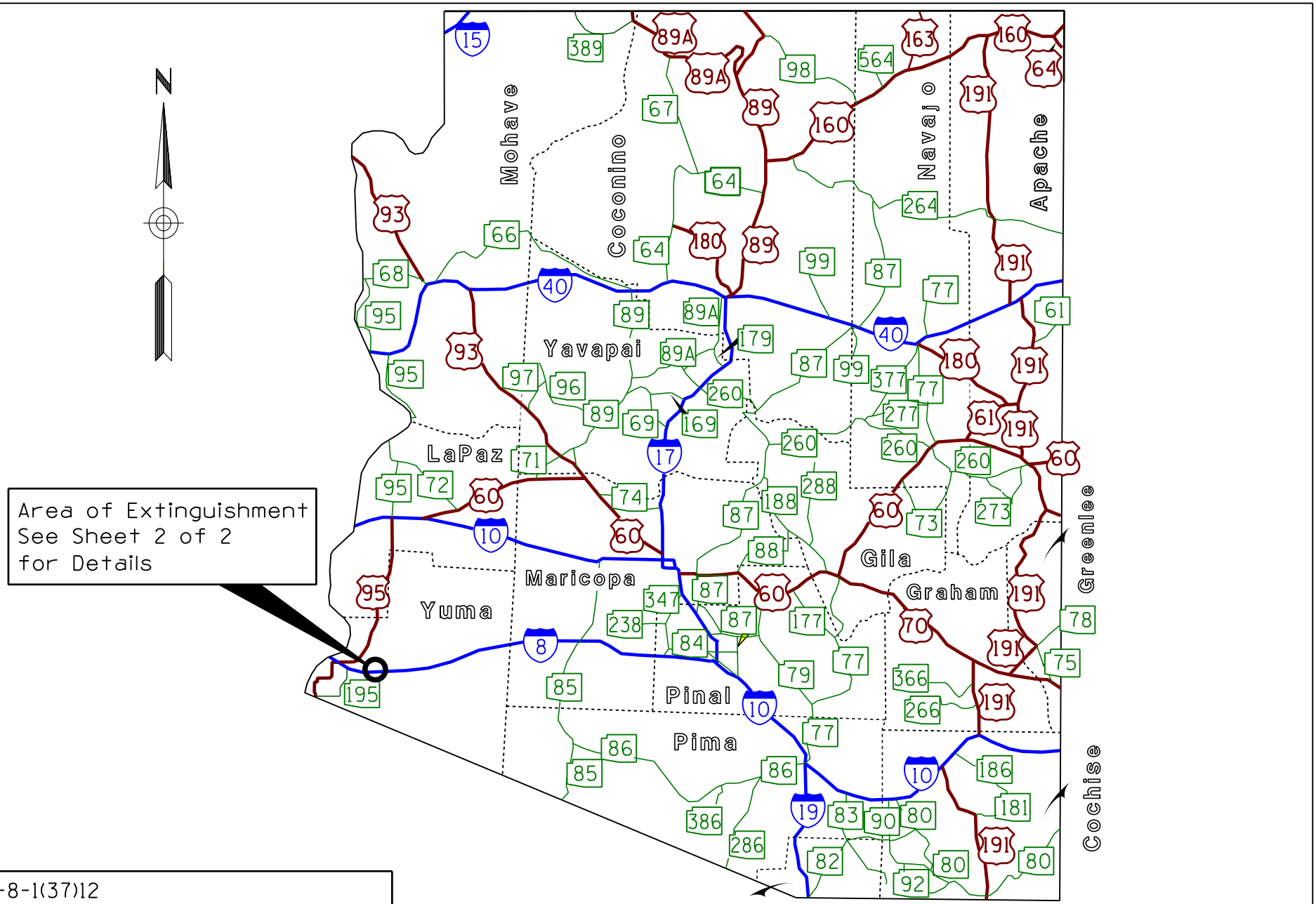
CERTIFICATION

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 May 16, 2025.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on May 16, 2025.

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

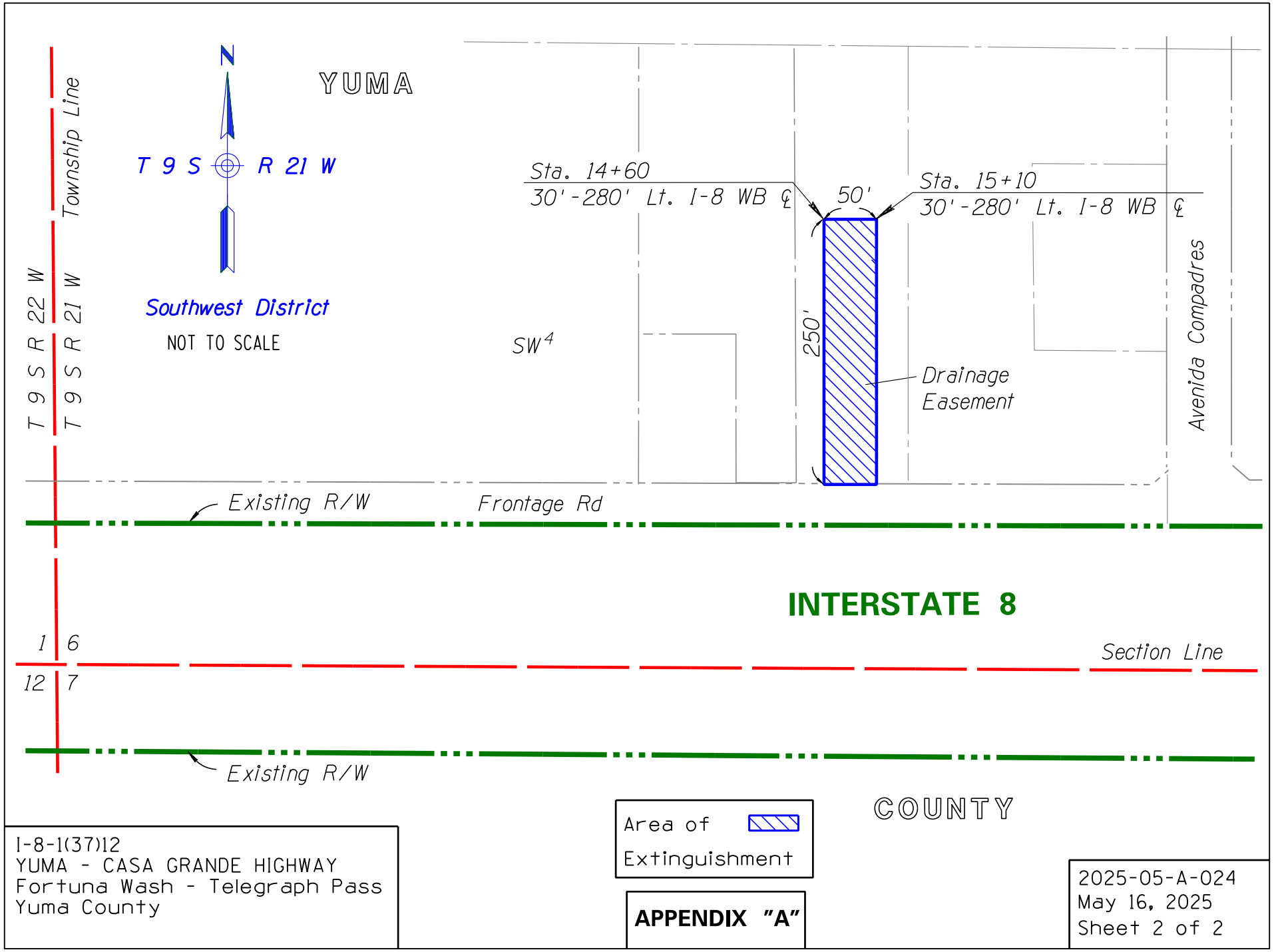
Seal



I-8-1(37)12
YUMA - CASA GRANDE HIGHWAY
Fortuna Wash - Telegraph Pass
Yuma County

APPENDIX "A"

2025-05-A-024
May 16, 2025
Sheet 1 of 2


N
YUMA
T 9 S R 21 W
Township Line
T 9 S R 22 W
T 9 S R 21 W
Southwest District
NOT TO SCALE
SW4
Sta. 14+60
30'-280' Lt. I-8 WB ℄
50'
Sta. 15+10
30'-280' Lt. I-8 WB ℄
250'
Drainage Easement
Avenida Compadres
Existing R/W
Frontage Rd
INTERSTATE 8
1 6
12 7
Section Line
Existing R/W
COUNTY
Area of Extinguishment
I-8-1(37)12
YUMA - CASA GRANDE HIGHWAY
Fortuna Wash - Telegraph Pass
Yuma County
APPENDIX "A"
2025-05-A-024
May 16, 2025
Sheet 2 of 2

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 Yuma – Casa Grande Highway 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 drainage easement right of way is now needed as an integral part of the State Transportation System, and in accordance with County Resolution(s) No.: 2021-18 and 2021-19; and Maintenance Letter Agreement, dated March 31, 2025, necessary to enhance convenience and safety for the traveling public.

The additional right of way to be acquired and established 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 YUMA – CASA GRANDE HIGHWAY, Fortuna Wash – Telegraph Pass, Project I-8-1(37)12”.

In the interest of public safety, necessity and convenience, I recommend that the area depicted in Appendix “A” be established as an integral part of the Yuma – Casa Grande Highway and be designated part of the State Highway System.

I further recommend the acquisition of the new right of way, 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

RESOLUTION OF ESTABLISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on May 16, 2025, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the establishment and acquisition of additional right of way for the improvement of a portion of the Yuma – Casa Grande Highway, Interstate Route 8, as set forth in the above referenced project.

New drainage easement right of way is now needed as an integral part of the State Transportation System, and in accordance with County Resolution(s) No.: 2021-18 and 2021-19; and Maintenance Letter Agreement, dated March 31, 2025, necessary to enhance convenience and safety for the traveling public.

Accordingly, it is necessary to acquire and establish the additional right of way for this improvement.

The additional right of way to be acquired and established 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 YUMA – CASA GRANDE HIGHWAY, Fortuna Wash – Telegraph Pass, Project I-8-1(37)12”.

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended acquisition and establishment of the additional land needed for this improvement; 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 portion of right of way as depicted in Appendix “A” is hereby established as an integral part of the Yuma – Casa Grande Highway and designated part of the State Highway System; be it further

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 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

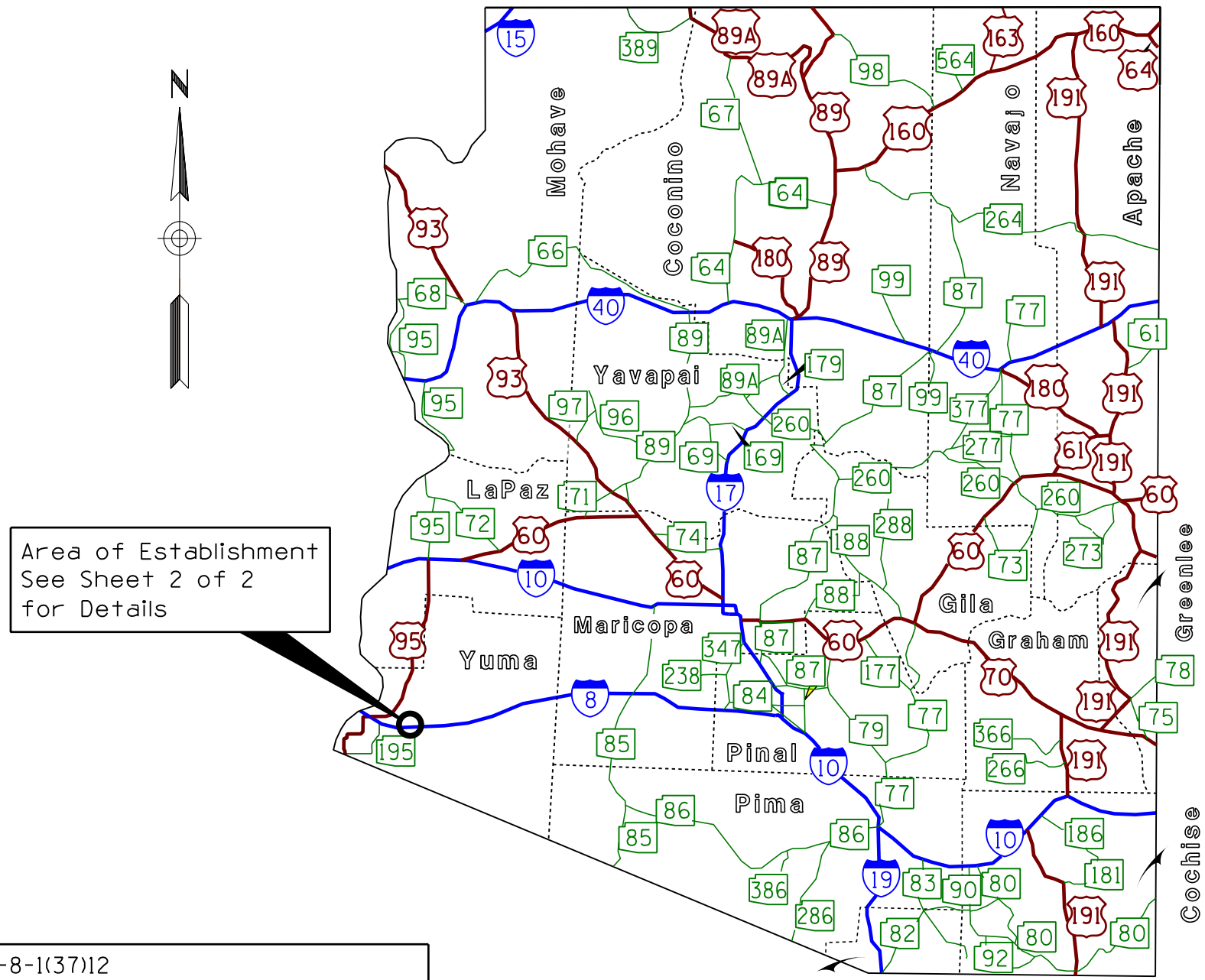
CERTIFICATION

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 May 16, 2025.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on May 16, 2025.

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

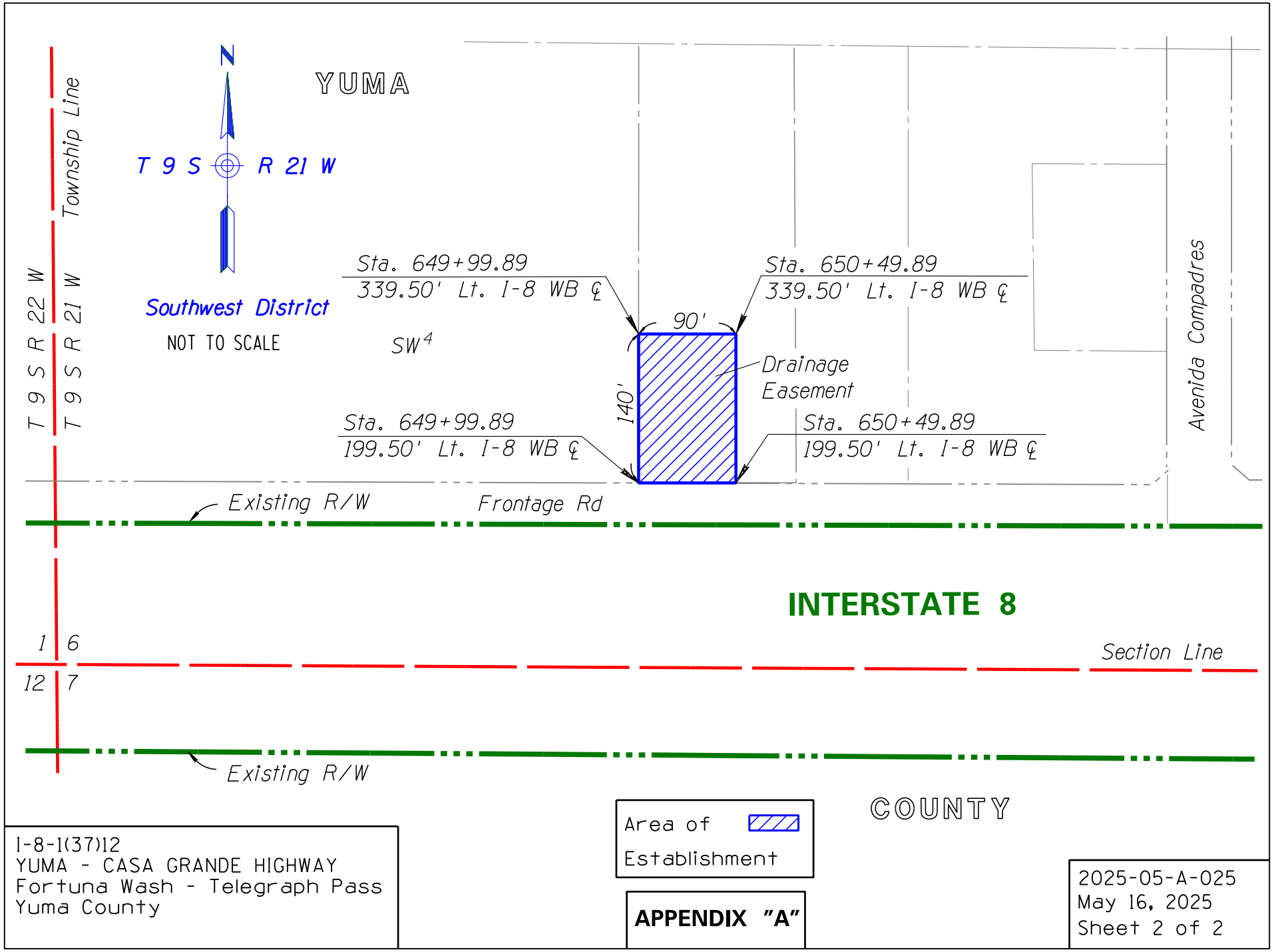
Seal



I-8-1(37)12
YUMA - CASA GRANDE HIGHWAY
Fortuna Wash - Telegraph Pass
Yuma County

APPENDIX "A"

2025-05-A-025
May 16, 2025
Sheet 1 of 2


N
YUMA
T 9 S R 21 W
Township Line
T 9 S R 22 W
T 9 S R 21 W
Southwest District
NOT TO SCALE
SW4
Sta. 649+99.89
339.50' Lt. I-8 WB ℄
Sta. 650+49.89
339.50' Lt. I-8 WB ℄
90'
140'
Drainage
Easement
Sta. 649+99.89
199.50' Lt. I-8 WB ℄
Sta. 650+49.89
199.50' Lt. I-8 WB ℄
Avenida Compadres
Existing R/W
Frontage Rd
INTERSTATE 8
1
6
12
7
Section Line
Existing R/W
COUNTY
Area of
Establishment
I-8-1(37)12
YUMA - CASA GRANDE HIGHWAY
Fortuna Wash - Telegraph Pass
Yuma County
APPENDIX "A"
2025-05-A-025
May 16, 2025
Sheet 2 of 2

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 Tucson – Benson 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 accommodate design change and facilitate the construction phase of the above referenced project, necessary to enhance convenience and safety for the traveling public.

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

The new right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix “A” and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: “Right of Way Plans of the TUCSON - BENSON HIGHWAY, Country Club & Kino Traffic Interchanges, Project 010 PM 262 F0548 / 010-E(232)S”.

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

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

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

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

Respectfully submitted,

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

RESOLUTION OF ESTABLISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on May 16, 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 Tucson – Benson Highway, Interstate Route 10, as set forth in the above referenced project.

New right of way is now needed to accommodate design change and facilitate the construction phase of the above referenced project, necessary to enhance convenience and safety for the traveling public.

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

The new right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix “A” and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: “Right of Way Plans of the TUCSON - BENSON HIGHWAY, Country Club & Kino Traffic Interchanges, Project 010 PM 262 F0548 / 010-E(232)S”.

WHEREAS establishment as a state route and state highway, and acquisition of the new right of way as an estate in fee, or such other interest as required, is necessary for this improvement, with authorization pursuant to Arizona Revised Statutes §§ 28-7092 and 28-7094 to include advance, future and early acquisition, access rights, exchanges or donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans; and

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended acquisition and establishment of the new right of way as a state route and state highway needed for this improvement and that access to the highway be controlled as delineated on the maps and plans; and

WHEREAS the existing county, town or city roadways, as delineated on said maps and plans, are hereby established as a state route and state highway by this resolution action; and this resolution is considered the conveying document for such existing county, town and city roadways; and no further conveyance is legally required; therefore, be it

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

RESOLVED that the right of way depicted in Appendix “A” is hereby designated a state route and state highway, to include any existing county, town or city roadways, and that ingress and egress to and from the highway and to and from abutting, adjacent, or other lands be denied, controlled or regulated as delineated on said maps and plans. Where no access is shown, none will be allowed to exist; be it further

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

RESOLVED that written notice 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, including access rights, and that necessary parties be compensated – with the exception of any existing county, town or city roadways being immediately established herein as a state route and state highway. Upon failure to acquire said lands by other lawful means, the Deputy Director is authorized to initiate condemnation proceedings.

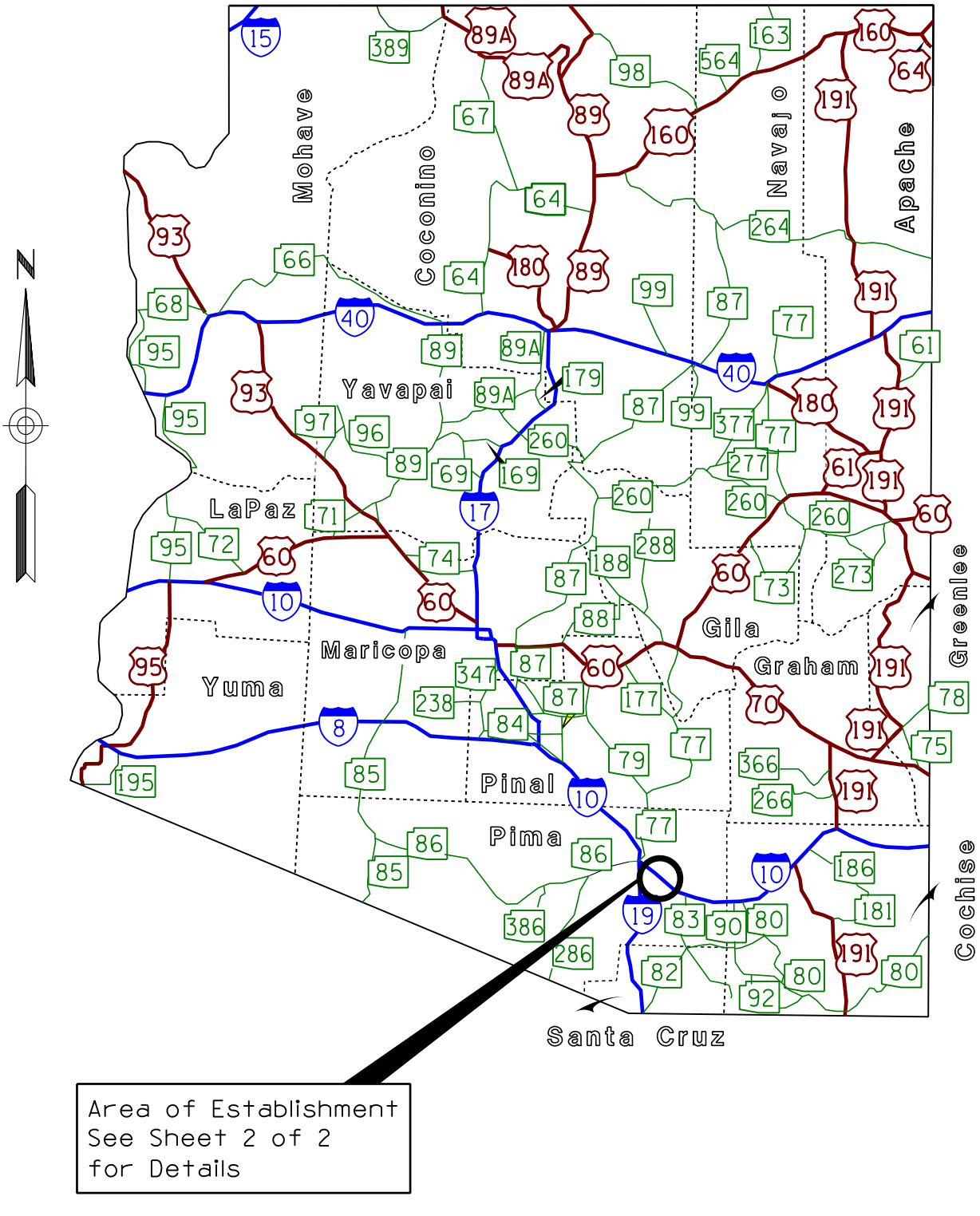
CERTIFICATION

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 May 16, 2025.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on May 16, 2025.

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

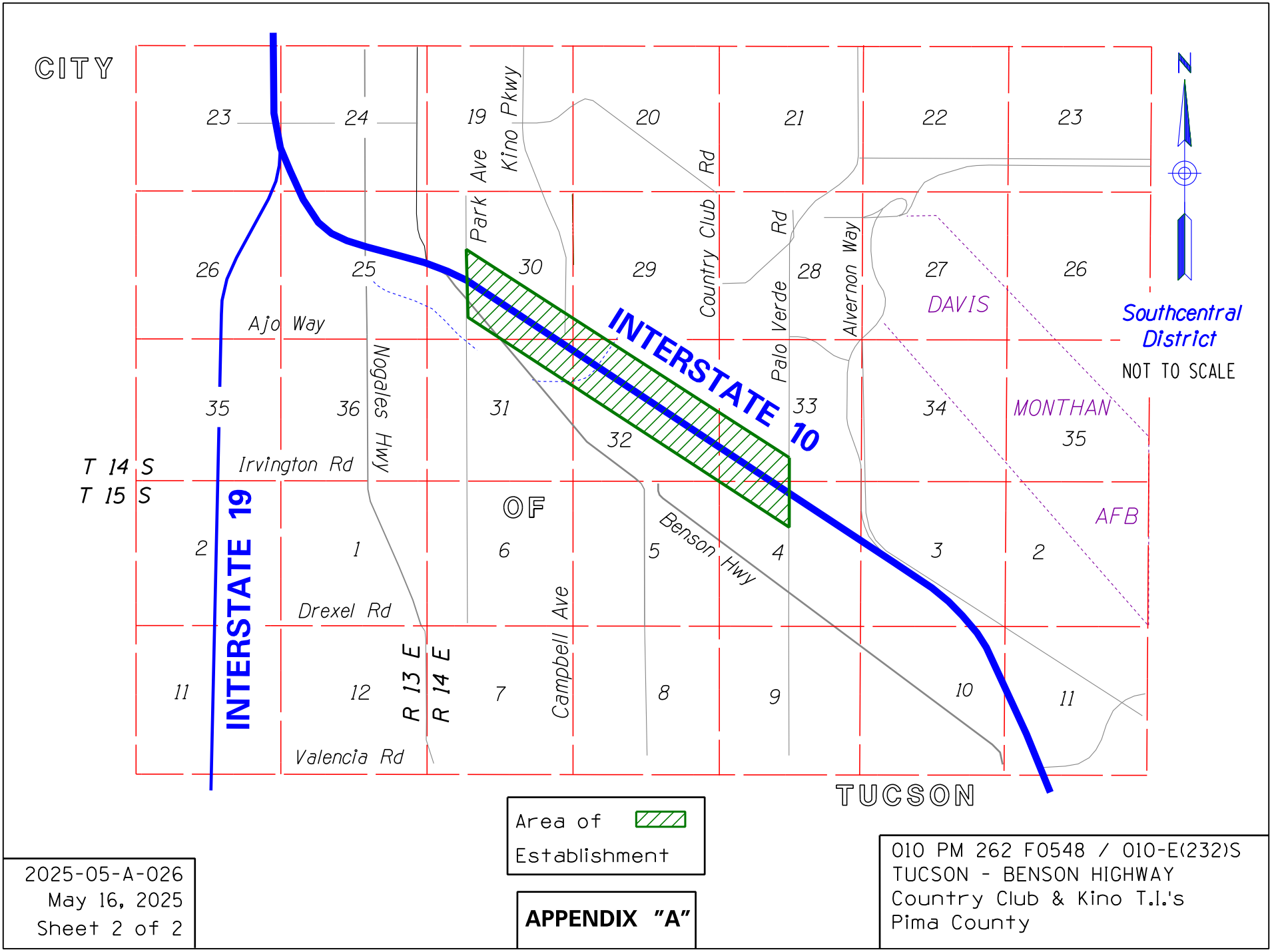
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2025-05-A-026
May 16, 2025
Sheet 1 of 2

APPENDIX "A"

010 PM 262 F0548 / 010-E(232)S
TUCSON - BENSON HIGHWAY
Country Club & Kino T.I.'s
Pima County



2025-05-A-026
May 16, 2025
Sheet 2 of 2

APPENDIX "A"

010 PM 262 F0548 / 010-E(232)S
TUCSON - BENSON HIGHWAY
Country Club & Kino T.I.'s
Pima County

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 Bob Stump Memorial Parkway, State Route 303 Loop, 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 and facilitate the imminent construction of the above referenced project, necessary to enhance convenience and safety for the traveling public.

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

The new right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix “A” and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: “Right of Way Plans of the BOB STUMP MEMORIAL PARKWAY, MC85 – Van Buren Street, Project 303L MA 100 H6870 / 303-A(ASO)S”.

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

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

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

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

Respectfully submitted,

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

RESOLUTION OF ESTABLISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on May 16, 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 Bob Stump Memorial Parkway, State Route 303 Loop, as set forth in the above referenced project.

New right of way is now needed to accommodate design and facilitate the imminent construction of the above referenced project, necessary to enhance convenience and safety for the traveling public.

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

The new right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix “A” and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: “Right of Way Plans of the BOB STUMP MEMORIAL PARKWAY, MC85 – Van Buren Street, Project 303L MA 100 H6870 / 303-A(ASO)S”.

WHEREAS establishment as a state route and state highway, and acquisition of the new right of way as an estate in fee, or such other interest as required, is necessary for this improvement, with authorization pursuant to Arizona Revised Statutes §§ 28-7092 and 28-7094 to include advance, future and early acquisition, access rights, exchanges or donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans; and

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended acquisition and establishment of the new right of way as a state route and state highway needed for this improvement and that access to the highway be controlled as delineated on the maps and plans; and

WHEREAS the existing county, town or city roadways, as delineated on said maps and plans, are hereby established as a state route and state highway by this resolution action; and this resolution is considered the conveying document for such existing county, town and city roadways; and no further conveyance is legally required; therefore, be it

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

RESOLVED that the right of way depicted in Appendix “A” is hereby designated a state route and state highway, to include any existing county, town or city roadways, and that ingress and egress to and from the highway and to and from abutting, adjacent, or other lands be denied, controlled or regulated as delineated on said maps and plans. Where no access is shown, none will be allowed to exist; be it further

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

RESOLVED that written notice 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, including access rights, and that necessary parties be compensated – with the exception of any existing county, town or city roadways being immediately established herein as a state route and state highway. Upon failure to acquire said lands by other lawful means, the Deputy Director is authorized to initiate condemnation proceedings.

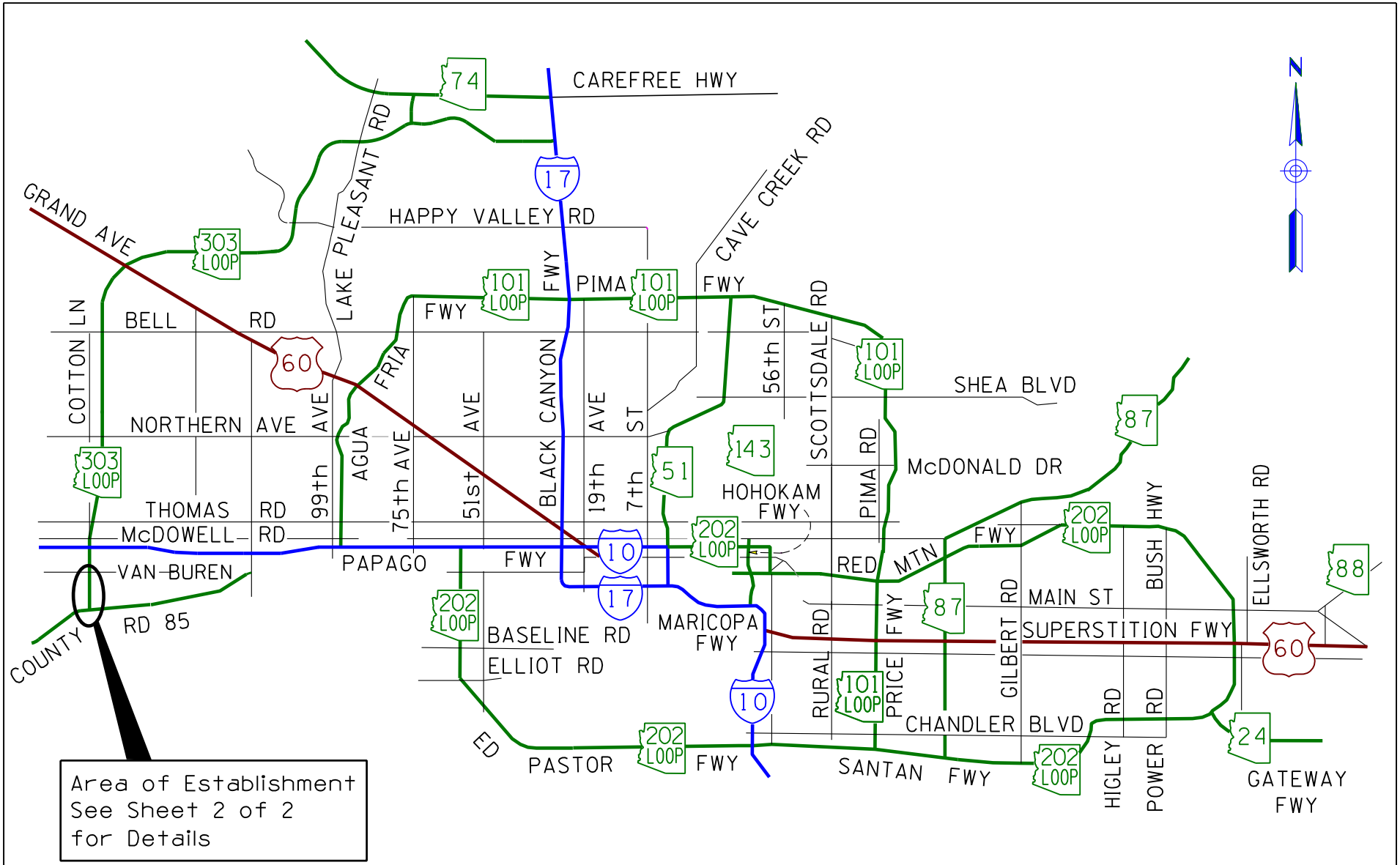
CERTIFICATION

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 May 16, 2025.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on May 16, 2025.

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

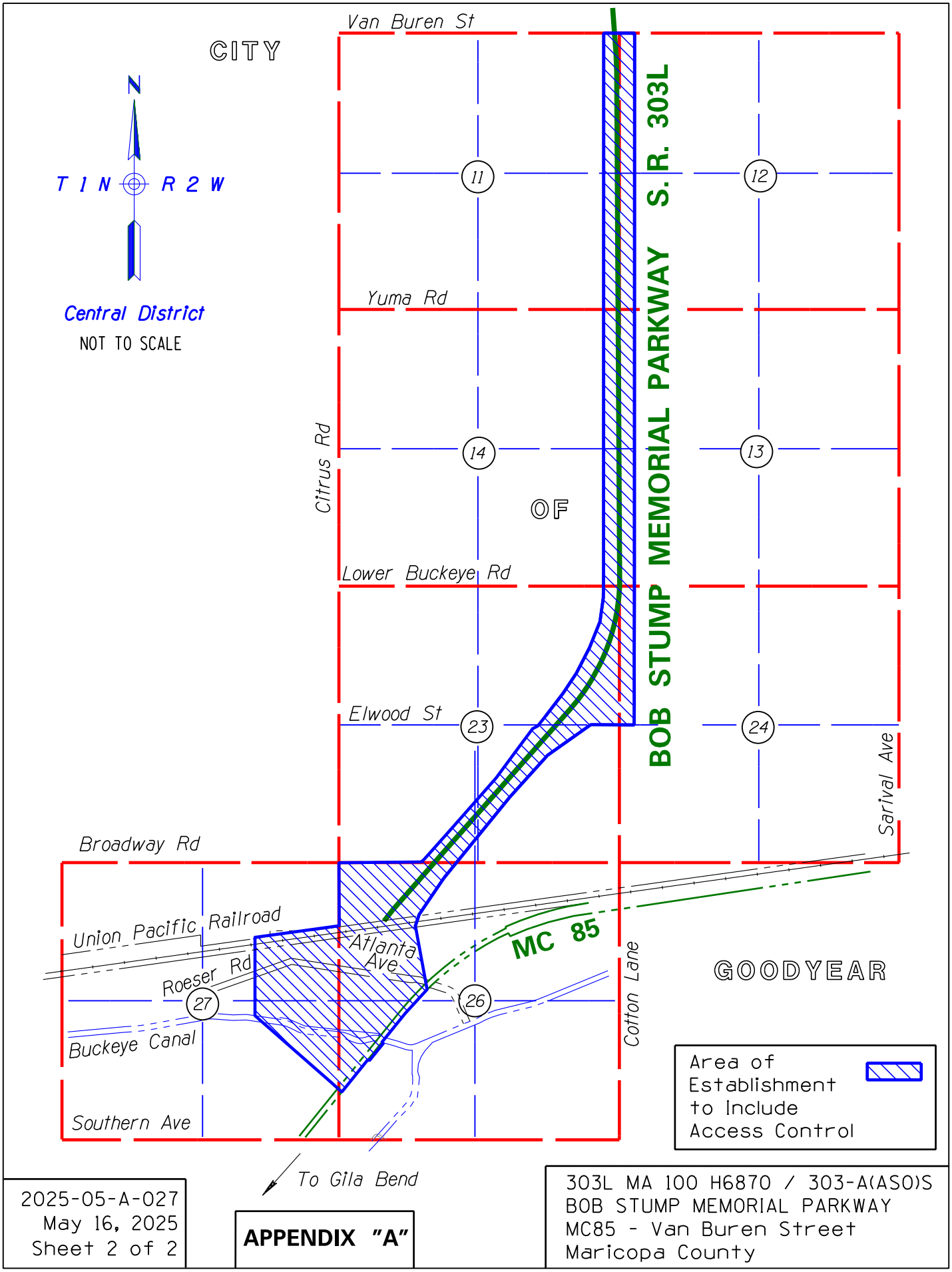
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2025-05-A-027
May 16, 2025
Sheet 1 of 2

APPENDIX "A"

303L MA 100 H6870 / 303-A(ASO)S
BOB STUMP MEMORIAL PARKWAY
MC85 - Van Buren Street
Maricopa County



2025-05-A-027
May 16, 2025
Sheet 2 of 2

APPENDIX "A"

303L MA 100 H6870 / 303-A(ASO)S
BOB STUMP MEMORIAL PARKWAY
MC85 - Van Buren Street
Maricopa County

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment of new right of way as a state route and state highway for the improvement of the Phoenix – Casa Grande Highway, Interstate Route 10, within the above referenced projects.

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 for widening and related improvements under the above referenced projects for increased traffic capacity to enhance convenience and safety for the traveling public.

Accordingly, it is necessary to acquire and establish the new right of way as a state route and state highway, and that access be controlled as necessary for the improvement projects.

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

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

I recommend the acquisition of the new right of way, pursuant to Arizona Revised Statutes §§ 28-7092 and 28-7094, as 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.

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

RESOLUTION OF ESTABLISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on May 16, 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 Phoenix – Casa Grande Highway, Interstate Route 10, as set forth in the above referenced projects.

New right of way is now needed for widening and related improvements under the above referenced projects for increased traffic capacity to enhance convenience and safety for the traveling public.

Accordingly, it is necessary to acquire and establish the new right of way as a state route and state highway, and that access be controlled as necessary for the improvement projects.

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

WHEREAS establishment as a state route and state highway, and acquisition of the new right of way as required, is necessary for improvements, with authorization pursuant to Arizona Revised Statutes §§ 28-7092 and 28-7094 to include advance, future and early acquisition, access rights, exchanges or donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans; and

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended acquisition and establishment of the new right of way as a state route and state highway needed for improvements and that access to the highway be controlled as delineated on the maps and plans; and

WHEREAS there will be no existing county, town or city roadways established as a state route and state highway by this resolution action; 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 and state highway, and that ingress and egress to and from the highway and to and from abutting, adjacent, or other lands be denied, controlled or regulated as indicated by the maps and plans. Where no access is shown, none will be allowed to exist; be it further

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

RESOLVED that no existing county, town or city roadways will be established by this resolution action; therefore be it

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

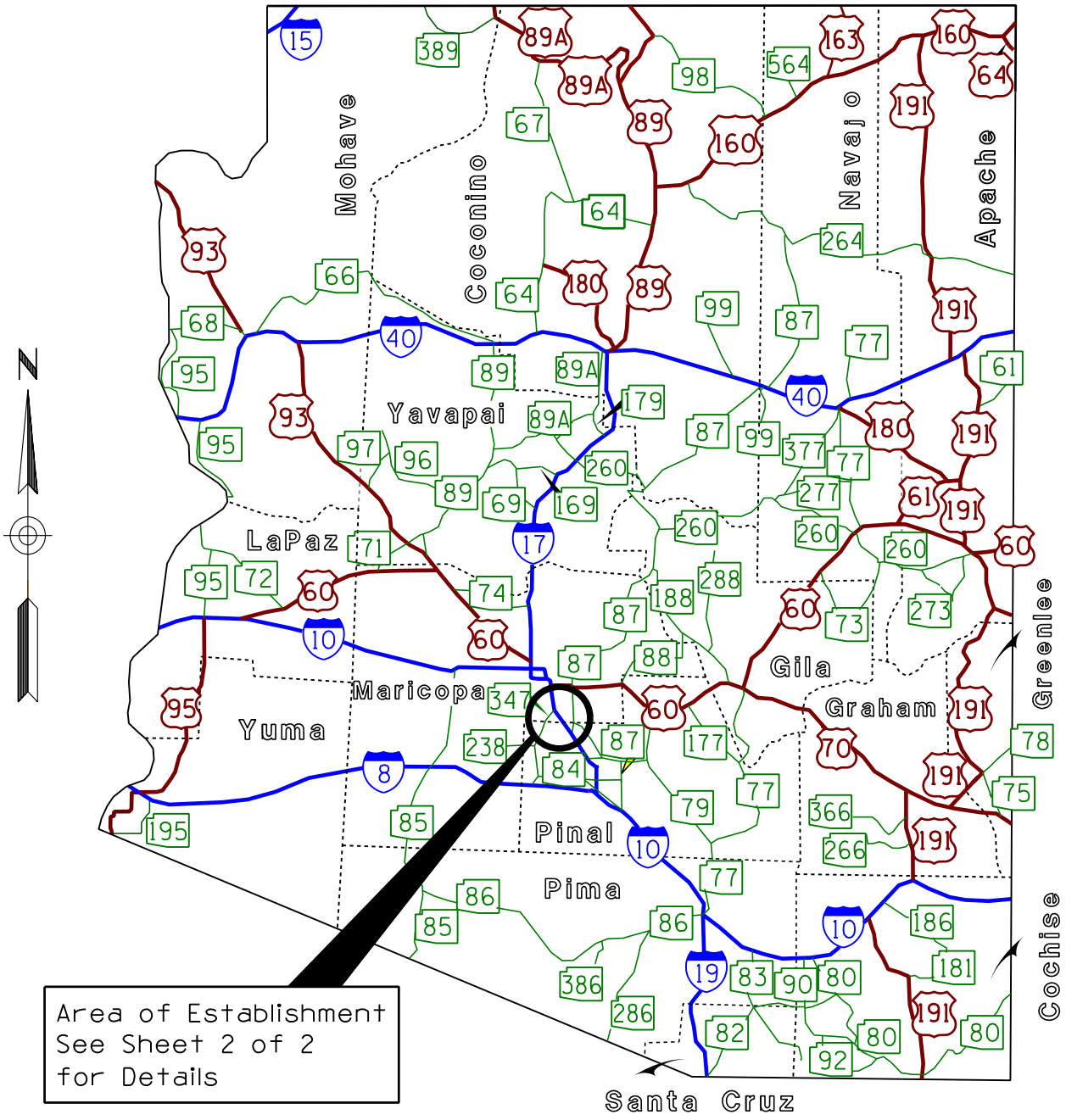
CERTIFICATION

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 May 16, 2025.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on May 16, 2025.

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

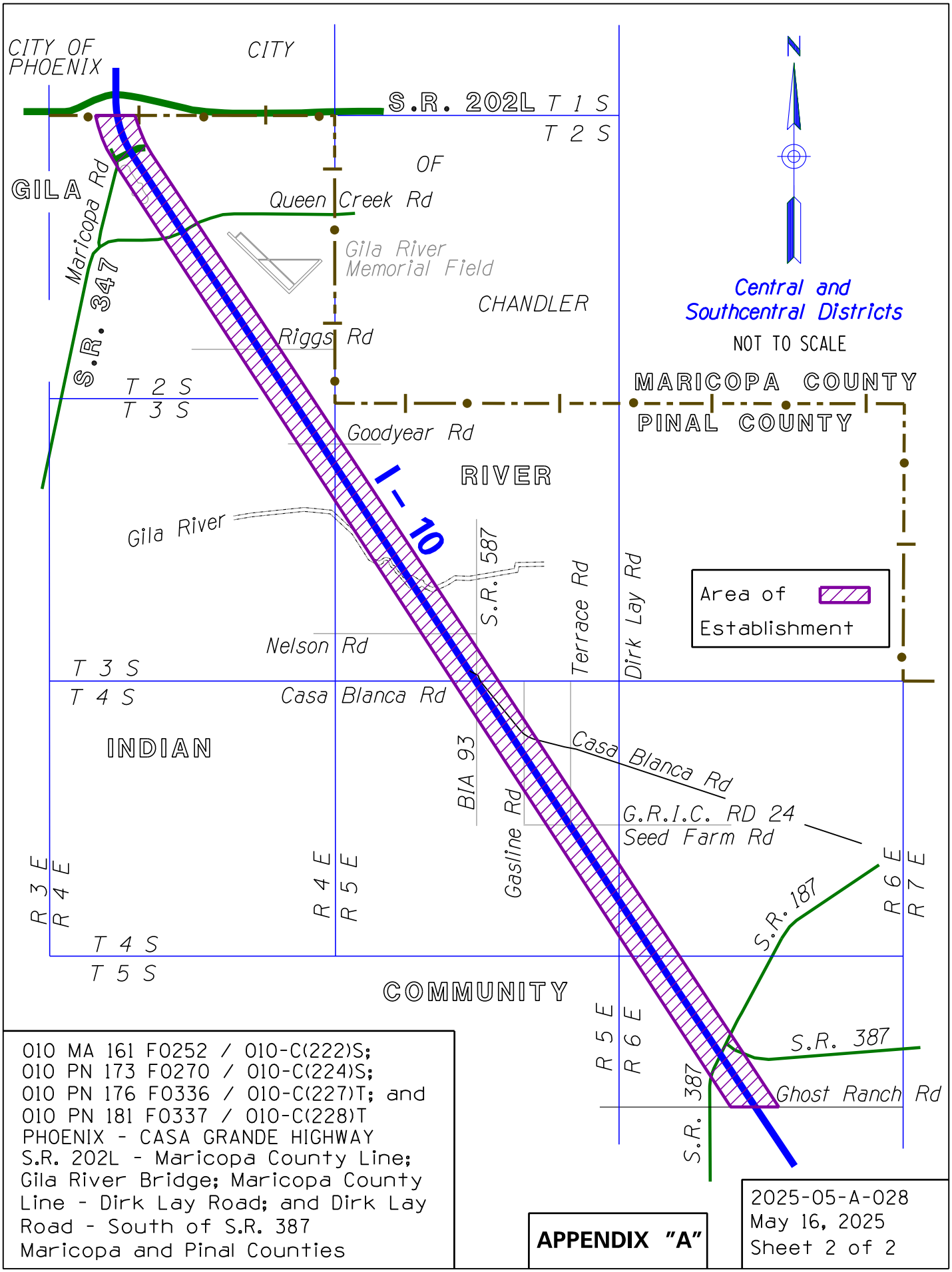
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010 MA 161 F0252 / 010-C(222)S;
010 PN 173 F0270 / 010-C(224)S;
010 PN 176 F0336 / 010-C(227)T; and
010 PN 181 F0337 / 010-C(228)T
PHOENIX - CASA GRANDE HIGHWAY
S.R. 202L - Maricopa County Line;
Gila River Bridge; Maricopa County
Line - Dirk Lay Road;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

APPENDIX "A"

2025-05-A-028
May 16, 2025
Sheet 1 of 2



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

APPENDIX "A"

2025-05-A-028
May 16, 2025
Sheet 2 of 2

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 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, I recommend that said perpetual easement rights of way be removed from the State Transportation System, and extinguished and relinquished to the U.S. Bureau of Land Management, 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);" 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 U. S. Bureau of Land Management 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". Said 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 in Arizona State Transportation Board Resolution 2024–07–A–023, dated and recorded on July 19, 2024. Those 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 Arizona State Land Department were extinguished and relinquished to said Department in Arizona State Transportation Board Resolution 2025–02–A–012, dated and recorded on February 21, 2025. At that time, said rights of way were simultaneously reassigned by the State Land Department to the City of Bullhead. Those rights of way are also not a part of this extinguishment and relinquishment, excluding any and all right, title, and interest that may have been retained as to those portions that have been previously conveyed by the Bureau of Land Management to the Arizona State Land Department.

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”.

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

RESOLUTION OF RELINQUISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on May 16, 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, 28-7215, and Code of Federal Regulations 23CFR § 620 Subpart B, recommending the removal of certain highway easement right of way from the State Transportation System by the extinguishment and relinquishment thereof.

The perpetual highway right of way easements for public roadways, water, sewer, and drainage purposes 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 the U.S. Bureau of Land Management, and 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);" 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 U. S. Bureau of Land Management 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". Said 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 in Arizona State Transportation Board Resolution 2024–07–A–023, dated and recorded on July 19, 2024. Those 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 Arizona State Land Department were extinguished and relinquished to said Department in Arizona State Transportation Board Resolution 2025–02–A–012, dated and recorded on February 21, 2025. At that time, said rights of way were simultaneously reassigned by the State Land Department to the City of Bullhead. Those rights of way are also not a part of this extinguishment and relinquishment, excluding any and all right, title, and interest that may have been retained as to those portions that have been previously conveyed by the Bureau of Land Management to the Arizona State Land Department.

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; and

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 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; 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 U. S. Bureau of Land Management.

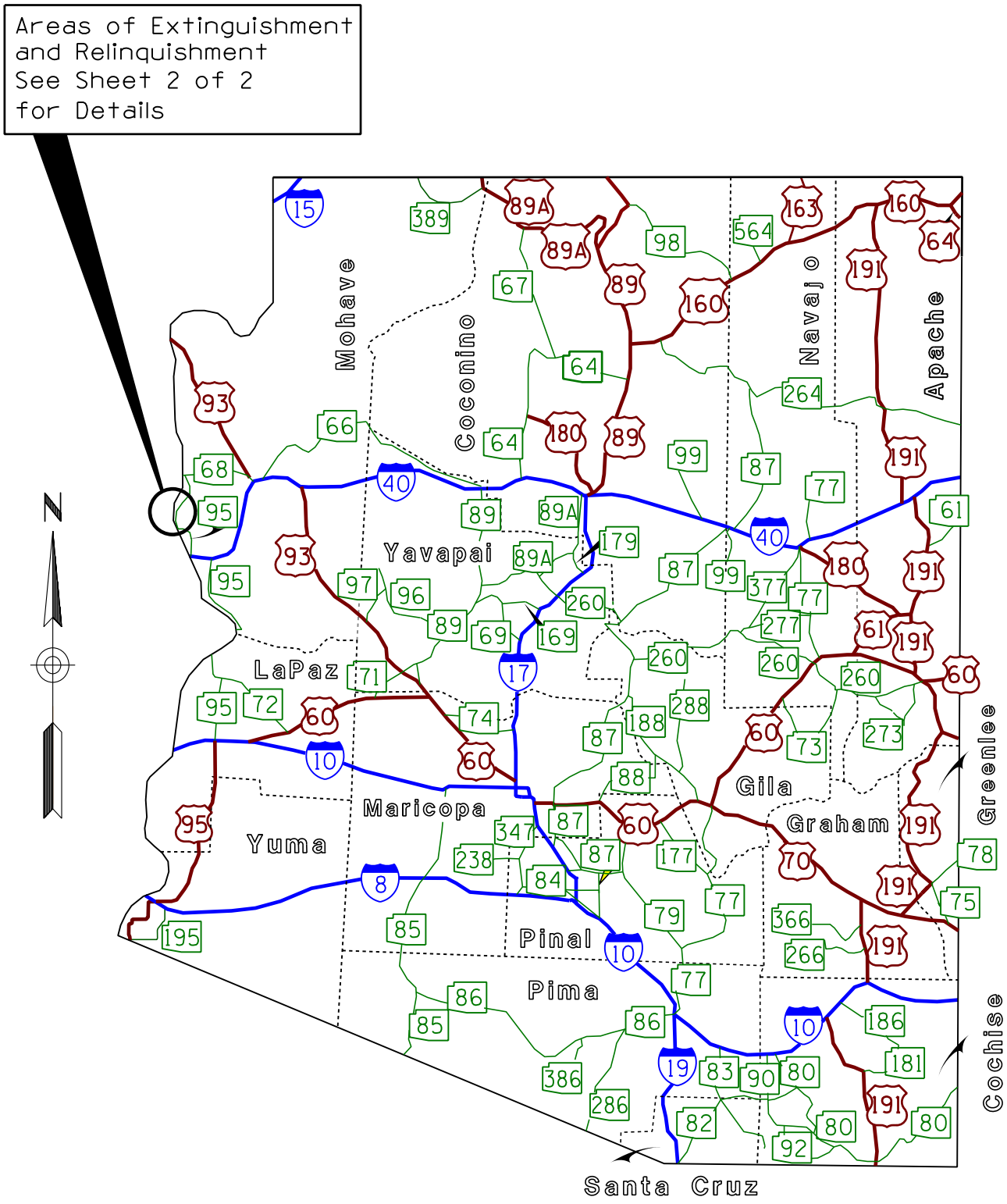
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I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on May 16, 2025.

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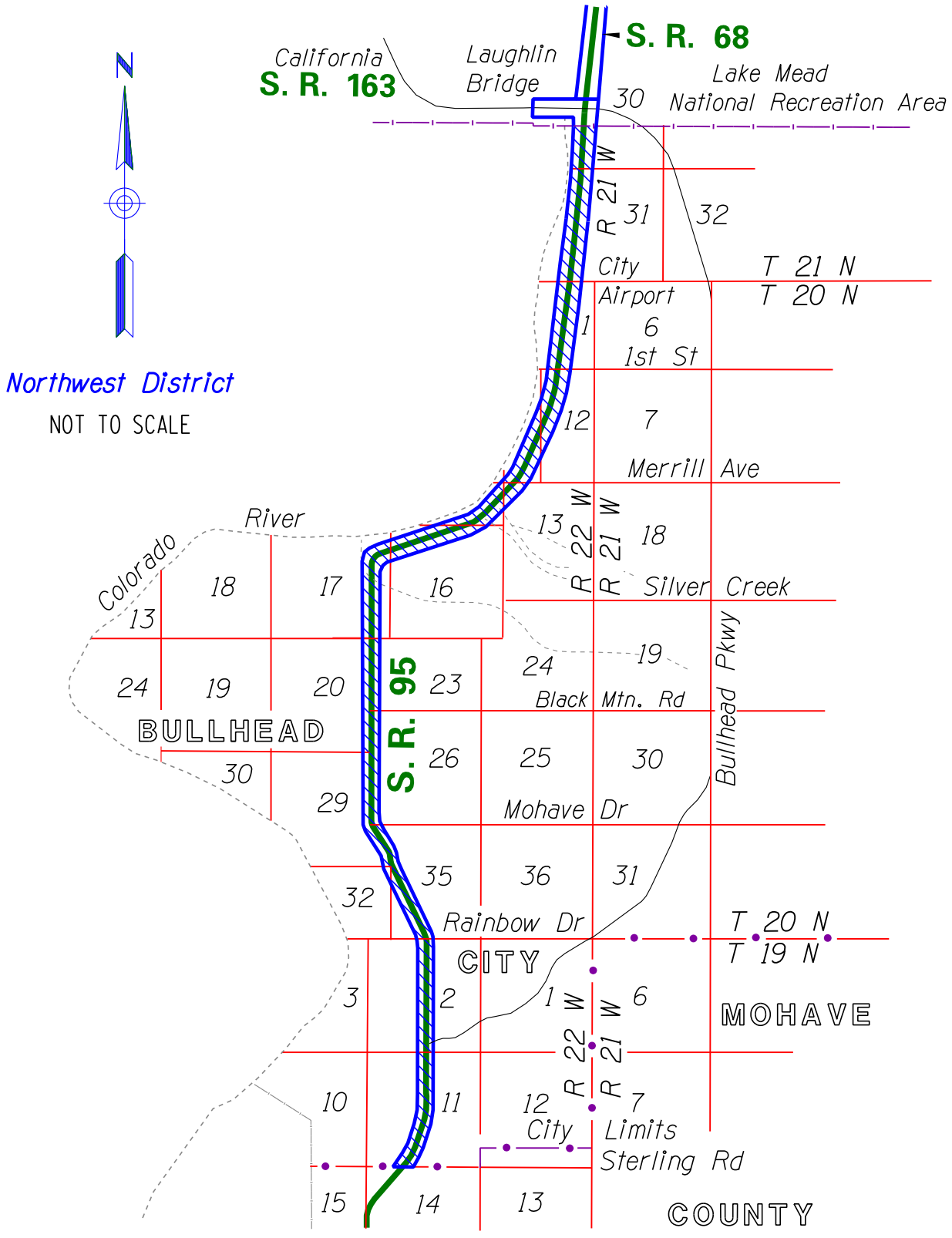
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F-065-1-709; B-065-1-710; F-065-1-806;
095 MO 239 H3167 01R / STP-065-1(13);
and 095 MO 227 F0450
TOPOCK - DAVIS DAM HIGHWAY
Bullhead City, Mohave County

APPENDIX "A"

2025-05-A-029
May 16, 2025
Sheet 1 of 2



F-065-1-709; B-065-1-710; F-065-1-806;
095 MO 239 H3167 01R / STP-065-1(13);
and 095 MO 227 F0450
TOPOCK - DAVIS DAM HIGHWAY
Bullhead City, Mohave County

Areas of Extinguishment and Relinquishment

APPENDIX "A"

2025-05-A-029
May 16, 2025
Sheet 2 of 2

STATE TRANSPORTATION BOARD MEETING
IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE
9:00am, November 15, 2024
City of Wickenburg
155 N. Tegner Street
Wickenburg, Arizona 85309

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 Floyd Roehrich

Roll Call by Board Secretary, Karen Eatherly
A quorum of the State Transportation Board was present. **In attendance (in person):** Chairman Richard Searle, Vice Chairman Jenn Daniels, Board Member Sam Elters, Board Member Jamescita Peshlakai. Board Member Ted Maxwell and Board Member Jenny Howard were absent. There were approximately 41 members of the public on-line and approximately 41 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:

TOWN OF WICKENBURG
155 North Tegner Street
Wickenburg, Arizona 85309

November 15, 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

(Original)

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
Ted Maxwell, Board Member (Absent)
Sam Elters, Board Member
Jenny Howard, Board Member (Absent)
Jamescita Peshlakai, Board Member

CALL TO THE AUDIENCE

SPEAKER: PAGE:

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Paul Ward, Acting Executive Director, Yuma MPO..... 7

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(Beginning of excerpt.)

CHAIRMAN SEARLE: And with that, we'll now move to the call of the audience. There are those that are participating telephonically. The instructions are on the webpage and in person. Please note you have a three-minute time limit. And with that, Mr. Roehrich, would you please ask the first speaker?

MR. ROEHRICH: Yes, sir, Mr. Chairman. Our first speaker is Mayor Rui Pereira.

MAYOR PEREIRA: This is kind of a first for me, being on this side of the dais. Well, good morning, and I just wanted to come up and just thank all of you for coming up, coming up to Wickenburg and enjoying our beautiful Western hospitality, and hopefully -- it sounds like you had a wonderful night's stay in the hotel. So thank you for -- thank you for that.

And I also wanted to thank you for your partnership with the Town of Wickenburg. As Ms. Daniels mentioned, we just recently were awarded nearly -- a little over $20 million, actually, for a new segment of widening of 93, and that's just going -- that's going to be great, because it's going to continue widening the road that needs a lot of -- a lot of assistance, and one of my goals has always been to fully widen that road to four lanes all the way to Las Vegas so that we eliminate many of the accidents that have happened over the

last -- especially over the last year. Over the last year, we've had some serious just fatalities on 93, and it will be great to continue the project to widen it all the way to Las Vegas.

But really, just a big thank you. We appreciate the partnership. It's been a partnership for many, many years, and we will always welcome you in November. Wickenburg will always be open to the ADOT board for gathering and to just get to know each other and work with each other. So thank you very much, and welcome to Wickenburg.

MR. ROEHRICH: Sorry, Mr. Chairman. I forgot to turn on the microphone.

CHAIRMAN SEARLE: Okay. Mayor, you're going to have to repeat that.

MR. ROEHRICH: You can hear the mayor's comments online.

Our next speaker is Mayor Nancy Smith.

MAYOR SMITH: Hi. Thank you very much for allowing me the opportunity to speak. I'm Mayor Nancy Smith for the City of Maricopa, and I'm so glad to see all of your faces. Thank you, Director Toth, staff and the board of directors. Thank you.

I want to also thank the Chamber and the City of Wickenburg. They had such lovely hospitality, and I appreciate that. And I was very encouraged hearing about the success of

projects on US-93, and I do look forward to some of this project activity happening on State Road 347. They did tease me a little bit about the fact that I had to wait another ten years. I'm not willing to do that, just so you know. We've been working on this for 20 years, and so I'm hoping we're making major progress.

What I wanted to do first is to say the name. As you know, I always say a name of someone, and this -- today is Anthony Valenzuela, who was 25 years old and lost his life on State Route 347 in November of 2022. I just like to bring it back to the fact that it's a reality.

And what I've provided to you on your desk is a copy of the study that was done of the deadliest intersections in the Western United States. I often talk about the state of Arizona, and we always knew that Riggs Road and 347 was the fourth deadliest or dangerous intersection in Arizona, but then when I saw this article from Arizona Family, the deadliest intersections in Western United States, the state of Arizona has five of the most deadliest intersections, and they are all in Maricopa County. And I'd like to draw your attention to that two of them, on page 2 and 3, you'll see two intersections that are on State Route 347, Maricopa Road and 347, and then also Riggs Road and State Route 347.

And if you're paying attention to 347 -- and I hope that you all do, and I hope that you're also receiving the

emails from our constituents -- problems on 347 is almost becoming a daily problem, and this is something that really needs to be addressed as quickly as possible. Our city has some ideas that we've approached Director Toth with, and we'll be continuing those conversations, and I hope to see some of the wonderful news that I heard last night on US-93 for State Route 347. And wouldn't you love it if I came here and was like, hallelujah? All right. Thank you very much.

CHAIRMAN SEARLE: Thank you, Mayor Smith. And believe me, we are getting the emails.

MR. ROEHRICH: Our next speaker is Mr. Paul Ward. Mr. Ward.

MR. WARD: Good morning, Mr. Chairman, members of the State Transportation Board. This will probably be my last attempt at speaking directly to you, but that's what I said about a year and a half ago when I retired the first time. So hopefully this will be it.

I mentioned at the last meeting that I was going to give a little -- a few facts on inequity in the State Highway Program. I'm going to do that, and apologies to Member Elters, because all three of the counties that I'm going to mention are in his district. So in this particular case, it's -- I'm not picking on you, sir. I'm just stating particular facts.

Looking at the State Transportation Board program -- I beg your pardon -- the State Highway Facilities

Construction Program for the next five years. The Yuma County basically has -- and I know I've spoken with Chairman Searle about this briefly at the last meeting -- Yuma County has about $40 million worth of project programmed over the next five years, whereas Movahe County has almost 400 million, and Yavapai County has 400 million. That's not equitable by any means. That's ten times. And I know this is just one program.

I've actually gone back over the past 25 years, and taken a look, and in 23 of those years, Yuma County has not received the same amount of money or more that they put into the system. So there's -- the actual system itself that I understand has been set up by ADOT, and I will say right now, if I was a member of ADOT, which I'm sorry to say and thankful to say I've never had that opportunity, I would almost certainly be doing the same thing that they're doing, and the reason why is because ADOT are required to maintain the state highway system.

The major problem on equity in this case is that in Yuma County, there are very, very few state routes. As a result, it's almost impossible that Yuma County is going to actually receive the same amount of money that they put into the system. There's a problem with equity there. I would perhaps refer ADOT staff to the minimum guarantee program that was implemented at the federal level, which at least tried to address the equity program. That was an issue where the Western states in the US were basically missing out, and most of the

money was going to the Northeastern states in the US.

However, regardless of that, it is a problem that I can foresee, and effectively, what's happening is taxpayers in the Yuma County region are having money taken away from them, and it has been spent in other areas of the state. On a long-term basis the past 25 years, that's not going to work.

Mr. Chairman, with my last ten seconds, if I may, I'd like to give a compliment to ADOT staff, regardless of any of the foregoing. I've worked with them on and off for the past 25 years. They truly are astounding individuals in pretty much every single case, and I would like to thank them very much for that. Thanks.

CHAIRMAN SEARLE: Thank you for your comments, and your equity concerns are noted. I believe those of us from rural counties have experienced this continually, so...

MR. ROEHRICH: Mr. Chairman, those are all the requests to speak that I have received, and I have received no request to speak online.

CHAIRMAN SEARLE: All right. Very good. With that, I will then close the call to the audience, and we'll move to Item 1, which is the director's report.

Director Toth, please.

DIRECTOR TOTH: Good morning. I want to thank everyone for welcoming us and hosting us here in Wickenburg. Actually, I just realized when I walked in that the last time I

was in Wickenburg was in October of 2014, and I tendered my resignation that day. So it brought back memories. I was like, whoa, okay.

MR. ROEHRICH: I think I blocked that out. I didn't remember that.

DIRECTOR TOTH: I did too until I walked in the door. But it's great to be back, and so thank you.

I'll start off with some really great news, and Ms. Daniels and the Mayor alluded to that. We've had several grants that I'll go through, that we've been fortunate to receive. Obviously, the first one, the $26 million federal grant that goes towards the upgrade of US-93 to a four-lane divided highway. So it's really exciting that we're here, and we just learned about that, to be able to announce that and talk about that.

The second big one to tell you about is 27 and a half million dollars for the I-40 Window Rock and Lupton traffic interchange enhancement project, which is located in Apache County. It's another federal grant. It's part of the Bipartisan Infrastructure Law, the Bridge Infrastructure Investment Program, and it will replace four I-40 bridges that were built in 1963 while also providing some safe and accessible pedestrian facilities.

Next, we are happy to hear earlier this month we received 1.36 million for Igniting Arizona's Digital Delivery

Revolution Project. The funds are going to go towards developing and piloting modern digital delivery practices on our transportation projects, and I'd like to recognize Audra for her work on getting us through all of that and implementing the digital construction, the digital delivery aspect.

Another federal grant in the one amount of 1.87 million is going to improve commercial driver's license test sites. This one is from the Federal Motor Carrier Safety Administration. It allows us to advance improvements to our CDL skills test sites in Prescott, Show Low, and also Yuma.

And another federal grant -- I said there were several -- in the amount of $27 million was just announced this week through the Low Carbon Transportation Materials Discretion Grant Program. So it will help us to utilize cleaner construction materials.

And then another federal grant. MCDOT is actually taking the lead. Maricopa County DOT is taking the lead on this one and will receive 19.6 million to lead a large-scale deployment of vehicle V2X technologies. It's another term for connected vehicle technology. That funding is going to go towards enhancing intersection safety in the cities of Phoenix, Tolleson, Avondale and also unincorporated Maricopa County, as well as along US-60.

Last month we were made aware that we're going to receive a $72,000 grant from the Arizona Governor's Office of

Highway Safety to fund an additional position within our Crash Records Unit as well.

So we're really grateful for the amount of grant funding that's coming in, and I want to thank our grants team and other ADOT staff, who have really, diligently worked and coordinated with others. And again, thank you to the Town of Wickenburg for the collaboration on US-93.

So real quick update. We just recently attended AASHTO, and AASHTO is working on -- their transportation policy forum is working on their reauthorization effort. So they've been developing position papers, and we've been participating in that and part of the national discussion on the reauthorization.

And then on a safety note, I do want to point out that we have started our snow season. We've already begun our annual winter road closures at the higher elevations.

And I'll just share a reminder. It's always a great idea to call 511, or you can visit the website at AZ511.gov, or even better yet, we have an application on your phone, the AZ 511 app for the latest conditions around the road.

And, of course, we always encourage people to avoid driving in extreme weather, but it's best to be prepared as -- and you can always go to our website and Know Snow, K-N-O-W S-N-O-W, and find some guidance and tips.

So real quick, staying on the topic of safety, Sunday is World Day of Remembrance for road traffic victims, and

this global event remembers the many millions of people who have been killed or seriously injured as they traverse the nation's roadways.

And that leads into Crash Responder Safety Week, which is next week. ADOT will join the Department of Public Safety and other responder agencies for a media event on November 19th to promote traffic incident management efforts to make our highways safer.

And a quick update for the Board. As part of our sunset audit, the Office of the Auditor General recommended improvements to our conflict of interest disclosure and training process, and they consider the Board as public officials pursuant to the statute. So our learning and development team has developed a conflict of interest training online, and Floyd will send you an email next week to provide you that link and information, and we -- and we hope that you will participate so that we can get 100 percent compliance on our sunset audit.

And just to wrap up, there is no legislative report today, but I do want to say that we are very excited about Prop 479 passing, and we'll continue to work with MAG to implement that future project. And also very happy that Proposition 486 passed in Pinal County with the continuation of the road repair sales tax.

So with that, I apologize for the link, and that's the end of my report.

CHAIRMAN SEARLE: All right. Thank you, Director Toth. Any questions for the director?

Yes. Ms. Daniels.

VICE CHAIR DANIELS: Just one comment. I appreciate the conflict of interest. I know we've received that form as board members and have returned that as far as the deadline has -- is concerned, but that form that was provided is not designed for an appointed board member position. So if they want really good results, they have to change the form to match the people that are filling it out. So I appreciate the fact that the auditor general wants us to do this, but there's a bunch of questions in there that just are completely and totally not applicable and pretty difficult for us to respond to. So if we can carry that back to them. They aren't going to get the results they want unless they provide the form that fits the individuals. I'll just say it like that.

CHAIRMAN SEARLE: Thank you. Any other -- any other questions for the director?

All right. Thank you very much. We will bypass Item 2. There will be no district report this morning, and we'll go right to the consent agenda -- consent agenda, Item 3.

Is there any item that any board member would like removed from the consent agenda? Seeing none.

I would entertain a motion to approve the consent agenda.

VICE CHAIR DANIELS: So moved.

CHAIRMAN SEARLE: I have a motion by Ms. Daniels.

MS. PESHLAKAI: Second.

CHAIRMAN SEARLE: A second by Ms. Peshlakai. Sorry. Yeah. Just -- it's early, so...

So I have a motion and a second. As there's no discussion, all those in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: Chair votes aye. The consent agenda passes unanimously.

We'll now move to Item Number 4, which is our financial report, and is Ms. Ward going to do this remotely?

MS. WARD: Good morning, Mr. Searle. Yes.

CHAIRMAN SEARLE: There you are.

MS. WARD: I am -- I am here attending virtually today, so it facilitated an appointment I needed to make, needed to get to.

So good morning, board members, and to continue what the director said, congratulations, Board Member Daniels. Prop 479, having passed is a big accomplishment.

All right. If we could go to the first slide. Okay. Let's try the next first slide. Yeah. Next slide.

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. WARD: My goodness. The HURF revenues look bleak from my end. I'm not seeing any slides. Are you guys

able to see something?

MR. ROEHRICH: No. Right now we have a black screen, Kristine, but give us a second.

MS. WARD: No problem.

MR. ROEHRICH: Paul, do I want to go to Bryce to share? Do you have an issue?

UNIDENTIFIED SPEAKER: Yeah, maybe she should share.

MR. ROEHRICH: Bryce, this is Floyd. Will you be able to call up the presentation for Item 4?

MS. COFFEY: Yes, I can do that.

MS. WARD: Floyd, I should have let you present it when you guys were testing it, and it never worked so well this morning.

MR. ROEHRICH: Yeah. I mean, right, it was working just minutes ago. What the hell's going on? Another one of those things, man. Okay.

MS. WARD: There we go.

MR. ROEHRICH: Go to the second slide.

MS. WARD: There we go. Thank you.

MR. ROEHRICH: Thank you, Bryce.

MS. WARD: So for our HURF revenues, Highway User Revenue Fund revenue, we're running a little below forecast. We're coming closer back into target range, but still a bit out. We are -- we've got about $581 million collected thus far in the

year.

If you go to the next slide for me, Bryce.

While we were right on target, and we're coming back into -- one more. There you go. You'll see that we were -- our estimates were point 1 percent off on the month. We had 6.3 percent growth for the month of October.

If you can move on to the next slide, Bryce. Cool. Thanks so much.

With regards to the Regional Area Road Fund, again, very similarly, we're just slightly out of forecast range. Target range, 1.6 percent. We've got about $182 million collected year to date.

Let's see. Next slide. It will go to the individual month.

We had another DOR correction that has thrown our other category out, further out, and out of forecast. But overall, we're just fine. Like I said, 1.6 behind on the year, cumulative year to date. Nothing that I think is of concern.

And if we move to the next slide.

I have nothing to report on the federal program. You know, our -- I guess I should say we're operating under a continuing resolution that ends December 20th. We are -- we are watching that with great interest as we've seen changes go on through the last election cycle. So that would be it, and I don't -- I'd be happy to get any questions.

CHAIRMAN SEARLE: Thank you very much, Ms. Ward. Any questions for Kristine at this time? Ms. Howard.

VICE CHAIR DANIELS: That's okay. There's so many Jenns.

CHAIRMAN SEARLE: I'm sorry. It is early. See, I already messed up both names, so Ms. Daniels.

VICE CHAIR DANIELS: That's okay. We'll wear name tags for you next time.

CHAIRMAN SEARLE: It's the J part.

VICE CHAIR DANIELS: That's okay.

CHAIRMAN SEARLE: You know, we got a Jamescita, Jenny and Jenn.

VICE CHAIR DANIELS: I like her a lot, so we're good. No, I -- my question for you, Kristine, is you mentioned a DOR adjustment. Would you please elaborate on that as far as what a DOR adjustment might mean for ongoing dialog with the department?

MS. WARD: Absolutely. Mr. Chair, Ms. Daniels, I should have elaborated. One, I used acronyms. The Department of Revenue is DOR, and they audit TPT tax. So they do our TPT audits for all TPT taxes across the state.

In this particular case -- and we don't get much information -- an audit that was conducted in which there were dollars that had to actually be paid -- you know, dollars that actually were received or -- or they could be paid out, and that

can influence the "other" category. When there is an audit adjustment, it is captured in the "other" category.

And you'll see for the entirety of 2024, if you look at that, that slide again for September's -- for the month of September, you'll see for the entire year of 2024 all of the other adjustments totaled $1.8 million. So these are not -- these are not big numbers, but they will make your percentages.

We do not -- I would like to elaborate a little bit more if I knew a little bit more, but the -- but when they do audit adjustments, we don't get any information there, because it's protected taxpayer information.

VICE CHAIR DANIELS: Well, it's only protected when it's specific to a taxpayer, but when it falls into a broad category, such as a DOR adjustment, and they're looking from a big picture, it shouldn't actually be protected, particularly if these are payments into the DOR system, they can collectively be articulated.

So I would ask if you can go back and ask them for additional information on that audit. Basically what I'm hearing you say is that they had to make an adjustment to the amount of money that the department was receiving in order to correct sort of an overpayment, if you will. Is that what I'm understanding properly?

MS. WARD: No. It's audit revenue from a particular audit that they conducted.

VICE CHAIR DANIELS: So DOR conducted an audit on a taxpayer?

MS. WARD: Correct.

VICE CHAIR DANIELS: The taxpayer is found to have under -- to have overpaid or underpaid?

MS. WARD: Could be either one.

VICE CHAIR DANIELS: Well, wouldn't we know based on how the adjustment -- which adjustment was made?

MS. WARD: I believe -- I don't remember this one in particular. Let me look here if I had it in my notes. 400 --

VICE CHAIR DANIELS: Well, our dollars went down, so --

MS. WARD: Absolutely, ma'am. There are -- there are other items in the "other" category, but I believe this one is -- we know it's $460,000. So yes, you are correct.

VICE CHAIR DANIELS: Okay. And I appreciate the revenue updates that we get every month, but what we don't get every month is the expenses, and I do think that that shows a much broader picture of ADOT's overall financial compliance, health, whatever you want to sort of categorize it as. So I would ask that we create a little bit more robust of a financial report so we're not just looking at revenues, but we're also looking at expenses, particularly as we're being asked to approve contracts at the end of each meeting that may or may

not -- and historically, I think the whole time I've been on the board -- are generally over budget and not under budget. So just keeping an eye on that number.

MS. WARD: Okay. You know, if it'll work for you, I'd like to reach out to you and get a little more information about what you're looking for, and we'll see how we can -- we can meet that need.

VICE CHAIR DANIELS: Okay. Perfect. Thank you.

MS. WARD: Uh-huh.

MR. ELTERS: Chairman.

CHAIRMAN SEARLE: And I want to apologize if I call you Mr. Maxwell. You know, I'm batting 100 this morning, so, if I do that, I apologize now.

MR. ELTERS: Apology accepted.

CHAIRMAN SEARLE: Okay.

MR. ELTERS: In advance in case you do it.

A follow-up question for Kristine, and it's a two-part. One is, how often do these audit adjustments occur, as far as you know? And second, is it always adjusting funds by taking -- by reducing the amount, or does it work both ways? Do these audit adjustments sometimes bring additional funds or are they always reducing and taken away?

MS. WARD: Yes, sir. They work both ways, and they don't happen very frequently. Does that -- did I -- did I cover both aspects of your question, sir?

MR. ELTERS: Yes. Yes, you did. A little brief, but you did.

CHAIRMAN SEARLE: Would you like her to fill in the blanks?

MR. ELTERS: A little bit, perhaps. And, you know, if you don't have that info at the tip of your fingers, Kristine, that's fine. Just really interested in, you know, it happens twice a year or once every three years, and, yes, over the last, I don't know, 10, 15, years, it's happened five times, and three times they took money away, and two times they added a few dollars, just so we understand what it's all about. Thank you.

MS. WARD: You know what? I can bring this back to you next month, I'll get a little more familiar with their -- what information I can get from them, as well as I'll get back to you on the frequency and so forth. So let me -- let me report back next month if that will work.

MR. ELTERS: Thank you.

CHAIRMAN SEARLE: All right. Any other questions for Ms. Ward?

All right. Thank you very much, Kristine, and have a great weekend.

MS. WARD: Thank you.

CHAIRMAN SEARLE: We'll now move to Item Number 5 with Ms. Merrick, and I believe you've got 5, 6 and 7 you're

going to be presenting.

MR. ROEHRICH: So I just want to verify. Bryce, are you still presenting, or Paul, have you taken that back? You're presenting now. Oh, okay. Thank you.

MS. COFFEY: Paul is taking it back.

MR. ROEHRICH: Okay. Thank you.

MS. MERRICK: So you'll click slides? Great.

CHAIRMAN SEARLE: Oh, so you're not doing 5, 6 and 7?

MR. ROEHRICH: Yes.

CHAIRMAN SEARLE: Okay.

MS. MERRICK: I'm actually going to present Items 5 and 6, and Lisa Danka is going to present Item 7, which is AZ SMART.

CHAIRMAN SEARLE: Okay.

MS. MERRICK: This is, like, right in front of my eyes.

MR. ROEHRICH: (Inaudible) found the green light. You just...

MS. MERRICK: Well, it's just in my vision, blocking.

CHAIRMAN SEARLE: I think there's a stool there you can (inaudible).

MS. MERRICK: Need a soapbox.

So good morning, Chairman, members of the Board.

Like I said, I'll be presenting Items 5 and 6 for you today, and then Lisa Danka will be presenting Item Number 7.

So to start, if we can go to the next slide, please, with Item Number 5.

This is the MPD division director update with the tribal information here. So some good news. We are continuing to work on opportunities for tribal data sharing. You've heard us report in the past about sharing accident data and try to coordinate some of those efforts. So we've begun outreach to discuss traffic count coordination efforts, which is the volumes on our roads.

And we've reached out to some of our tribal partners inquiring if they would be interested in working together in these data sharing efforts, and we did hear back in hold (phonetic) meetings this month with three, which is the Tohono O'Odham Nation, Salt River Pima Maricopa Indian Community, and then BIA Western as well.

So in response to those, we're working together trying to really just fill in some gaps on some volume information we have on our roads out there on the tribal area.

Next slide, please.

This study we talked about last month, which is 264 corridor planning study. The purpose is to identify and evaluate improvements in the corridor, and then those recommendations will be placed in the P2P process.

As a reminder, this was in response to some community interest. And the study starts on the north end, which is the 162/64 junction in Tuba City. It's a 96-mile study, so it extends to the south to the Navajo/Apache County line.

And this is really just a quick update to let you know that we did have a project kickoff meeting this past Wednesday up in Flagstaff at the district office. It was well attended, and we expect completion of this study by -- over the end of next year, really, probably December.

Next slide, please.

And then lastly, just a quick summary of some of the partnership meetings we've had, also this past Wednesday. At the Hopi -- we had a Hopi DOT partnership meeting in Flagstaff, and then we're looking to schedule the Navajo Nation DOT and the White Mountain Apache Tribe DOT partnership meeting.

And that is the quick tribal transportation update I have for you today. I'm happy to take any questions.

CHAIRMAN SEARLE: Any questions for Ms Merrick on this? No. Go ahead.

MS. MERRICK: So if we could move on to the next item, which is PPAC.

CHAIRMAN SEARLE: All right, we'll move to Item 6.

MS. MERRICK: Next slide, please.

So this is Item Number 6, which is the PPAC requested actions. For the Board's consideration, I present the proposed changes to the fiscal year '25-'29 Statewide Transportation Facilities Construction Program.

Today I have two project modification items for your consideration, which is 6A and 6B. 6A is a pavement rehabilitation project on US-93 that's currently programmed in fiscal year '26. So the good news is we have the design scheduled to be complete in fiscal year '25, so the request for you today is to advance the project construction from fiscal year '26 to fiscal year '25.

I'd also like to add, because of the finance discussions we just had that the capacity does exist to deliver the project in fiscal year '25.

Going on to Item 6B, that's a request to increase the construction budget $200,000 to meet ADA requirements and some expected increases to the unit prices. So that now aligns with the current stage three estimate.

We've got some music in the background.

So with both of those items, I asked for a motion of the Board for project -- asked a motion of the Board for project modifications as shown in the agenda packet, Item 6A.

MR. ROEHRICH: Audra, would you be opposed to doing C and D and just do A through D, all of them? One at a time --

CHAIRMAN SEARLE: Well, that was going to be my question. You -- we've got four items. Would you -- is there a reason we need to break them up, or do you -- would like to --

MS. MERRICK: Just that they're -- just that they were new projects. I can go on.

CHAIRMAN SEARLE: Okay.

MS. MERRICK: Yeah. It's not a problem.

CHAIRMAN SEARLE: Let me ask the Board. Is there any problem with combining all projects? All right.

MS. MERRICK: Can we go to the next slide then, please, for new projects? Yeah.

So I also have two new projects for consideration, 6C and 6D. Looking first at 6C, this is the HSIP call for projects, and this is a request for scoping only of the attached list that you have in your packet. Submitted in the recent call for projects, I believe there's 55 projects. 20 are state. 35 are local.

A little background. Last year we completed a review -- we called it PDCA -- of our HSIP programming processes, and we were looking to improve the quality of the scope and the budgets on these projects. And so the resulting recommendation of that PDCA was to scope the HSIP projects and verify their project eligibility for HSIP funding, and then program the design and the construction funds.

So today's request is for scoping only. The

projects were submitted for the design eligibility of fiscal year '27 and construction eligibility of '28 and '29. So after project scoping, the project's determined to be HSIP eligible, will then be brought back to the Board for programming of design construction in those fiscal years.

Moving on to Item --

CHAIRMAN SEARLE: Question? Yeah.

VICE CHAIR DANIELS: So, after it gets through that process and it's determined eligible, both for the funding and ready, I guess, for design, is that when you guys will include it in the five-year plan?

MS. MERRICK: Yeah. Right now it's -- right now, there must be four years for scoping only, right? And so you'll see it for scoping. And then once we scope the projects and get the costs -- because you have a benefit-cost ratio, which determines its eligibility for HSIP --

VICE CHAIR DANIELS: Right.

MS. MERRICK: -- once we determine what those eligible projects are, then we'll bring those projects back to the Board for programming of the design and construction funds.

VICE CHAIR DANIELS: Okay. So the timing works out, though, that those can be included. They don't have to miss another cycle of the five-year --

MS. MERRICK: It will be 202-, it will be -- the scoping -- the scoping will be '25. The design, we're looking

at '27 --

VICE CHAIR DANIELS: Construction 2028.

MS. MERRICK: And then '28-'29 construction.

VICE CHAIR DANIELS: So at some future date, assuming they move through this process, they'll show up.

MS. MERRICK: Uh-huh. Yeah.

MR. ROEHRICH: But Mr. Chair, Ms, Daniels, they could be off the normal program -- the five-year program development since we modify the program every month.

VICE CHAIR DANIELS: Right.

MR. ROEHRICH: And that if -- when they are ready to go, we will bring them -- bring them back to the Board. And they may not be in this exact lump sum. It might be the ones that are ready as they get ready.

VICE CHAIR DANIELS: And then at that point -- and sorry. I'm just trying to follow sort of the process component. So at that point, the funding will also move into the five-year plan to match. So HSIP funding --

MS. MERRICK: The HS --

VICE CHAIR DANIELS: -- separated?

MS. MERRICK: The HSIP funding is already sitting there. It's just not itemized out to the specific projects.

VICE CHAIR DANIELS: Okay.

MS. MERRICK: So for the current five-year program, we already have the projects assigned for '25 and '26.

We do have 2 million sitting there in '25 for the scoping.

VICE CHAIR DANIELS: Okay.

MS. MERRICK: But in those outer years, you don't have those specific projects identified.

VICE CHAIR DANIELS: Okay. I just, you know, you're always looking for the math to balance out, and so I just wanted to make sure I knew when things were moving in and out. Thank you.

MS. MERRICK: Uh-huh. May I -- may I move on to the next, Mr. Chair?

CHAIRMAN SEARLE: (Inaudible.) Question?

MS. PESHLAKAI: Does this include -- is 6C included or is it separate from the tribal plans, any planning of the tribes? And one of the -- one -- I'm asking, and I don't know exactly how to phrase this, but one of the things that was a problem for getting funding for roads that were on tribal lands but also connected or there was some right-of-way with ADOT roads, and then there was questions -- not questions, but there was also jurisdiction, not only from the tribe, but the federal, like a BIA road connecting to a Navajo Nation road that -- or where the Navajo and Hopi jurisdictions all came together.

And one of the things that I found in seeking funding for some of those areas where the jurisdiction and who would be the principal or lead in such a project, where exactly

did that -- the planning for that start? And, for example, there is an unfinished road from Whippoorwill between Chinle and Polacca. There -- we have a beautiful, brand-new, like, regular highway that goes for 13 miles and then just stops, like, and then you go into an undeveloped dirt road that people get stuck in. And I think -- I don't know if there's been any fatalities, but...

So nobody, as far as I know, has been able to figure out who would take the lead on that, because it is federal. It is separate tribes and then also state, and one of the things that I want to -- I'm asking is to help untangle that, because it's been there since that new road was built by then Congressman Rick Renzi's funding. So it's -- my daughter was, like, five years old. Now she's mid 20s. So I want to ask that, because I don't know.

MS. MERRICK: So Board Member Peshlakai, I'd be more than willing to round back with you after this meeting and have conversations about that specific roadway that you're talking about and see how we can work together on that. This Item 6C is HSIP, which is highway safety and our improvement projects, and it's a competitive process. So we put out a call for projects and people submit, and then we evaluate them, and then they come through the transportation board. The HSIP funding may or may not work for the project that you're talking about. I'm not sure at the moment, but we can certainly have

follow-up conversations on the route that you're talking about and for me to better understand and see how we can work with you.

MS. PESHLAKAI: Okay.

MS. MERRICK: Uh-huh.

MS. PESHLAKAI: Thank you very much.

MS. MERRICK: You're welcome.

MS. PESHLAKAI: And I apologize for taking up everybody's time on that question.

MS. MERRICK: It's all good. Thank you.

CHAIRMAN SEARLE: Any other questions on the -- on the list of these projects?

MS. MERRICK: Moving on then to Item 6D, which is another new project. This is a request for -- I think we need to go back.

MR. ROEHRICH: Go back, Paul. Yeah. It's still on there.

CHAIRMAN SEARLE: Actually, I don't know that it's on the -- it's on the amended agenda.

MR. ROEHRICH: It's on the amended, but it was added for Board discussion as well and possible action, so...

MS. MERRICK: So 6D is on the current slide. Thank you. We're good.

So the request 6D is for $2 million of fiscal year '25 design funding for the Douglas port of entry inspection

facility complex. Some background is the Douglas POE inspection facility complex is identified on ADOTs illustrative list in the '25-'29 program. The tribal estimate -- or sorry. The total project amount on the illustrative list is to be determined, with a construction set aside amount of ten million in fiscal year '26.

So the request today is for $2 million for design in 2025, and what we're looking to do is we're looking at the potential of co-locating with GSA and FMCSA, so pretty much border control -- our Border Control and Federal Motor Carrier on this site. GSA recently did get a design contractor on team to start their design.

So our intent is to partner with GSA and provide design funds for our portion of the proposed site area to determine the feasibility and the construction cost of that. So with that, I do ask then for the motion of the Board for new projects -- or for the modification and new projects, I guess, 8A through 8D. I'll be more than happy to take any additional questions.

CHAIRMAN SEARLE: Any questions on the -- on the last item?

Only one comment. Mr. Roehrich and I talked about this item a little bit, and after I paid for breakfast this morning, I can understand why it's cost $2 million.

MR. ROEHRICH: Yeah, exactly. Everything else.

So I do want to be clear, though. You said 8A. It's Item 6A through 6D.

MS. MERRICK: Oh, thank you.

CHAIRMAN SEARLE: 6A through 6D. Yes. Yes.

MS. MERRICK: Correct.

CHAIRMAN SEARLE: So with that, I would entertain a motion to approve PPAC Items 6A through 6D.

MR. ELTERS: Mr. Chairman, I do fully agree with the need for scoping on the HSIP project. I think it will refine and enhance the process and the specific projects moving forward, and being familiar with US-93 and the need for that pavement preparation, I'll be happy to make a motion to approve Items 6A through 6D as requested.

CHAIRMAN SEARLE: All right. I have a motion by Mr. Elters. A second?

VICE CHAIR DANIELS: Second.

CHAIRMAN SEARLE: Second by Ms. Daniels.

VICE CHAIR DANIELS: (Inaudible.) If you just say, "Jenn," you'll cover it all.

CHAIRMAN SEARLE: Okay. Anyhow, all right. So I do have a motion. I do have a second, and if there's no other comments or questions, I'll call for the vote.

All those in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: Chair votes aye. Item 6 is

approved unanimously.

MS. MERRICK: Thank you.

CHAIRMAN SEARLE: Thank you, Ms Merrick.

Now on to Item 7, which is Arizona State March -- State Match Advantage For Rural Transportation.

MS. DANKA: Let's just call it AZ SMART.

CHAIRMAN SEARLE: AZ SMART. I'm having a hard time speaking this morning anyhow, so that's...

VICE CHAIR DANIELS: (Inaudible.)

MS. DANKA: Good morning, members. For the record, I'm Lisa Danka, and I am the AZ SMART program manager. Today we have one action and an update on the new program.

Next slide, please.

The action, first, is a recission of the design award that was made to the City of Sierra Vista. The Board awarded $219,722 for design in June of 2023 for the North Garden Avenue, Fry Boulevard to Fort Avenue Project. As highlighted on this slide, the AZ SMART law requires that design expenditures must meet federal standards in order to be reimbursed from the program. The program guidelines and the application instructions approved by the Board when the program first started in '22 also included this requirement.

Meeting federal standards means that design expenditures, typically to hire a consultant to actually design a project must be incurred under a procurement or a

solicitation, which includes all applicable federal contract provisions. Unfortunately, the City's solicitation to hire their consultant did not include these provisions. As a result, we've determined that AZ SMART is not eligi- -- or not legally able to reimburse them.

We've informed the City with this -- about this and talked with them to see if they had any further information that may alter this determination, but their procurement staff has confirmed that they procured their consultant under the state procurement law and that it did not include those federal provisions.

So since we cannot legally reimburse the City, we are today asking the Board to rescind that award, which will return that $219,722 to our most popular category, which is the municipalities over 10,000. Now, the City is aware of this action, and we told them that even though we can't help them with the design, we're encouraging them to come back to the program to request match on a potential federal grant application, because it is a worthy project, and we really would like to be able to support it.

As a result of this situation, the new AZ SMART program places much greater emphasis on the requirement to meet federal standards. We've done a number of things to make sure that it's very clear to everyone. First of all, we've added a definition regarding federal standards in the RFGAA. We are

providing links to FHWA, FTA, other federal agencies as we identify if they have a webpage related to federal procurement contract -- let me try that again -- federal contract provisions that need to be included. We'll continue to add to that as we go.

We have included expenditures that do not meet federal standards as an ineligible use of AZ SMART fund in the RFGAA, and then we've added numerous references throughout the RFGAA on the importance of meeting federal standards.

I'd like to -- if we can have the next slide, please.

I'd like to quickly give you an update on the new program. In addition to the items I just went over, we did get the RFGAA posted on November 1st, as we promised the stakeholders. It might not have been until eight o'clock at night, but it was up before midnight. We had a pre-application conference yesterday for the program. At least 60 people participated in that conference. We did tape it, and we will be posting it on the AZ SMART website for later on-demand viewing. And we -- in that pre-application conference, we reviewed the program. We did a fairly in-depth review of the RFGAA. We looked at the AZ SMART website, and we took what questions we could.

Quick note about questions regarding the new program. Because the RFGAA is much more like an RFP or a

regular procurement, we are asking that all questions be submitted to the AZ SMART email box so that we can review them and post them on the questions and answers page, enabling everyone to have the benefit of that information, as opposed to directly answering questions. We need everybody to be able to know about an answer or new information. So we would ask the Board, if you do receive questions, please either contact us or direct your contact to the AZ SMART at AZDOT.gov email box for submission of those questions. We will review them and get questions -- get answers up as soon as possible.

A couple of other quick things that will impact what you see coming before you in the future with the new program. The grant statute does require that we post the name of every applicant as these applications come in, and we will fulfill this requirement by posting the names of the applicants on the AZ SMART page. We will also provide a list at PPAC and to the Board so that there are at least three public bites at the apple for folks knowing who has come into the program. That's all we can release at that point is their names.

We will probably bring applications to you -- under the new program, the earliest will be January, and in the training yesterday, we trained to the fact that how quickly an application makes it to the Board is really a function of the quality, in particular, the scope, schedule and budget. And we hope that we will get good quality applications to bring through

to you as soon as possible.

We are in that six-week period beginning on November 1st, which is referred to as an application period under the grant statute. We have not received any applications to date, so I have -- I have nothing to share with you yet, but the first review of applications will be mid December when that six-week period is up. And then hopefully, you know, we'll be able to process enough that you can get -- you can see them on your January agenda.

The second thing that I wanted to talk about is with regard to developing scope, schedule and budget. This is really critical, and again, it's a function of getting applications through quickly. We have let applicants know that the cost to develop scope, schedule and budget for their AZ SMART application is eligible under a design award as long as two things happen.

First of all, they had to have procured that consultant under a solicitation which included those federal contract provisions so that they meet federal standards, because essentially, they'd be coming in asking us to reimburse those funds.

In addition, they need to include those costs in the program budget that they submit in their request. We're encouraging applicants to look at their procurements now, make sure that they meet federal standards and not to wait until a

NOFO comes out on the street. That's not enough time for them to, you know, do a solicitation and take care of everything that they need to do. We did -- we emphasized this again in the training yesterday and in the -- in the RFTAA.

Next slide, please.

Okay. This is your regular AZ SMART monthly slide. As of the end of October, the yellow line represents the funding that is available in each of those categories. You can see that there is a note there regarding the Sierra Vista recission. Once you approve that, it will pop that category, which is communities over 10, to about 538,000 and change. Now, since October 31st, each category has earned roughly 954,000 in interest, and we have a couple of additional points that you'll see being represented in the future.

The first is that the funding to administer this larger and more complex program is not yet reflected here. The statute enables ADOT to use 5 percent of the interest earned in the previous fiscal year for that administration. In the future, you'll see that coming out of the interest earnings.

The second item is in January, you will have the -- your first opportunity to pool these funds and redistribute them equally across the five categories, and we will begin to reflect that for you so that you know what it would look like after that's done before you take the vote.

Next slide, please.

Finally, here's the requested action this month related to the Sierra Vista DOES award, where we have a motion to rescind the June 16, 2023, design award to the City of Sierra Vista for North Garden Avenue, Fry Boulevard to Fort Avenue, in the amount of $219,722.

And I'm happy to take any questions.

CHAIRMAN SEARLE: Questions at this time?

(Inaudible conversation.)

MS. PESHLAKAI: Thank you, Mr. Chair, and I just want to go on record to say that I can be called "Pesh."

CHAIRMAN SEARLE: Pesh?

MS. PESHLAKAI: Uh-huh.

CHAIRMAN SEARLE: All right. Thank you.

MS. PESHLAKAI: Try that. It's an old Army name.

So okay. On this slide and the slide before --

MS. DANKA: Can we go back to the previous slide?

MS. PESHLAKAI: Yeah. So in red, it's -- Sierra Vista will -- recission will increase available amount to 538, but the actual recission -- am I saying that correctly?

MS. MERRICK: Yes, you are.

MS. PESHLAKAI: -- is 217,000.

MS. DANKA: Correct.

MS. PESHLAKAI: Why is there -- what's the --

MS. DANKA: What's the difference?

MS. PESHLAKAI: Yeah.

MS. DANKA: Mr. Chairman -- I can't call you Pesh, ma'am.

MS. PESHLAKAI: Peshlakai. Okay. The chairman can call me Pesh.

CHAIRMAN SEARLE: Okay.

MS. PESHLAKAI: Everybody else can call me Peshlakai.

CHAIRMAN SEARLE: Well, I'll tell you what. You know, I went to the reception last night. I have an excuse for not able to speak this morning.

VICE CHAIR DANIELS: That's what I thought might have happened. (Inaudible.)

CHAIRMAN SEARLE: Everybody else, you're on your own. Okay.

MS. DANKA: Well, there's 318,000 in there right now.

MS. PESHLAKAI: Okay.

MS. DANKA: Once you vote for the recission, it will be increased by the 217.

MS. PESHLAKAI: Okay.

MS. DANKA: And that's where we --

MS. PESHLAKAI: Okay.

MS. DANKA: That's where the 538 comes from. It's the sum of the existing plus the recission amount.

MS. PESHLAKAI: Got it. Thank you.

MS. DANKA: Sure. You're so welcome.

CHAIRMAN SEARLE: Any other -- Ms. Daniels.

VICE CHAIR DANIELS: I'm assuming this was a clerical error?

MS. DANKA: Mr. Chair, Member Daniels, I -- we did talk with the City, and I believe that it's just something that they missed. And he said that he did learn an important lesson here, if I remember correctly. I personally did not have the conversation with him, but it was just an error, whether it was clerical or anything else.

VICE CHAIR DANIELS: How did we learn of the error?

MS. DANKA: They submitted an invoice for reimbursement, and we asked for the solicitation to ensure that it was procured to federal standards so that, you know, we're following the law --

VICE CHAIR DANIELS: Right.

MS. DANKA: -- in terms of administering the program.

VICE CHAIR DANIELS: And I can see why it might be confusing for a municipality, given that it's called the AZ SMART fund and not a federal. It's not specifically delineated sort of in title or -- and also, we asked the Legislature to assist in funding that, and I know a lot of our rural communities are very aware of that, because they're speaking

regularly with their legislators to say, hey, we need you to put more money into the SMART -- AZ SMART fund. So I can see why there would be some confusion.

What happens if we don't rescind the decision? Are we putting other funding in jeopardy? What if -- what if we say, hey, we get it. You made a mistake. Let's continue on.

MS. DANKA: Well, I'd have to defer to the Board's counsel on that that, but the statute requires that design awards meet federal standards or that expenditures meet federal standards.

VICE CHAIR DANIELS: So Arizona statutes.

MS. DANKA: Yes.

VICE CHAIR DANIELS: Is --

MS. DANKA: The AZ SMART statute does. Can you go back --

VICE CHAIR DANIELS: I saw the line in there. I was --

MS. DANKA: Yeah.

VICE CHAIR DANIELS: And then as far as their consultant that they solicited, I'm assuming, again, we just mentioned them as a consultant. Are they -- were they the design and engineering consultant?

MS. DANKA: I don't know that for sure. I would be guessing. I'm happy -- I'm assuming that's the case, because that's usually who you would hire to design a project, but I'd

need to confirm that.

VICE CHAIR DANIELS: Okay. Because it does say to reimburse design and other engineering services, expenditures. And so I do believe we're -- without clarifying that that is, in fact, what that individual was doing, right? If that's what you have to have falling under federal guidelines.

MS. DANKA: Correct.

VICE CHAIR DANIELS: I'm always looking for ways to, like, just say, it's okay. You made a mistake.

MS. DANKA: We tried.

VICE CHAIR DANIELS: Parenting the --

MS. DANKA: Yes, we tried. Unfortunately, their procurement staff has confirmed that it was -- the services were procured under AZ procurement law.

VICE CHAIR DANIELS: Okay.

MS. DANKA: And that's why we're making a much bigger deal about it in the new program.

VICE CHAIR DANIELS: Okay.

MS. DANKA: Because, you know, it's pretty clear in the statute.

VICE CHAIR DANIELS: I'm one to follow a rule as soon as I know that it exists, but if it's not a written-down rule, I like to break them as often as possible, and so that's why I'm kind of like, what? How firm of a rule are we talking

about? Obviously if it's in statute, it's a real rule, so...

MS. DANKA: Yeah. Mr. Chair, Board Member Daniels, it's not a rule. It's actually statute, and you know --

VICE CHAIR DANIELS: Laws are rules, right? So, like -- I get it. Yeah.

MS. DANKA: Okay.

VICE CHAIR DANIELS: I understand what I'm saying. I'm not trying to bend it.

MS. DANKA: Yeah.

VICE CHAIR DANIELS: I promise.

MS. DANKA: Gotcha.

VICE CHAIR DANIELS: All the other rules unwritten, I will bend, but not the ones that are written down.

CHAIRMAN SEARLE: Ms. Daniels, I appreciate the questions and the comments. I was actually going to ask the same ones myself, and because Sierra Vista -- you know, they went forward with the good intent of following this.

MS. DANKA: Yes, they did.

CHAIRMAN SEARLE: And I will say that I haven't heard from Sierra Vista. If they really were in an issue, I think they would have reached out and asked for some help, and they haven't done so. So understanding the situation and the jeopardy that it puts into the whole program, I understand the need to do this.

VICE CHAIR DANIELS: Right.

CHAIRMAN SEARLE: But --

MR. ELTERS: Yeah, Mr. Chairman. Thank you. And piggybacking off of the discussion, as far as federal dollars are concerned and compliance with federal requirements, from a local perspective being involved with it day in and day out as it relates to ARPA funds and dissemination of those, I understand the need to comply and that there's not a whole lot of wiggle room. So I would not be -- I would not want to deviate from that.

But with that said, is there an opportunity here for swap of some sort where -- the program in -- at its core is designed to help those communities move projects forward. So is there an opportunity to swap those dollars with state funds of some kind? You know, years ago there was the HURF swap to facilitate some of the rigid requirements on the federal dollars, and I'm just wondering is there an opportunity here to -- in order to honor the intent of the program and facilitate moving projects forward. Is there -- is there a way to do some swapping of funds so that it's a state fund, not federal dollars? And these issues, some of these issues, probably this one included, would go away.

MS. DANKA: Mr. Chair, Board Member Elters, these are state funds. They were appropriated from the state general fund by the Legislature to the AZ SMART fund. The challenge

here is the AZ SMART law says that the expenditures must meet federal standards, so...

CHAIRMAN SEARLE: Does -- by using the design team that they did, does it jeopardize the rest of the grant application that they were going to try to do for (indiscernible)?

MS. DANKA: Mr. Chair, they have not submitted a federal discretionary grant application yet, to my knowledge, and we did encourage them to pursue that and come in to us and request the match on that federal discretionary grant if it requires a match. It depends on which grant they pursue.

CHAIRMAN SEARLE: So using the existing design standards that this -- that they did for this project, they didn't use a consultant that was on the approved list. Does that jeopardize the work that they've got -- that they've had to --

VICE CHAIR DANIELS: I think that's an assumption that they didn't use somebody that's on an approved list. They just didn't put it in their solicitation that they needed to meet federal guidelines. It wasn't a requirement (inaudible).

MR. ROEHRICH: So Mr. Chair and board members, that is correct. They -- the design that they're developing, they're paying for themselves. As long -- and the design will be whatever they want, but when they apply for the federal application for the grant, they have to meet the federal

requirements of the grant.

Procurement's done on the design. The procurement for the grant application must meet federal guidelines. So this does not jeopardize that, because they cannot submit an application unless that application meets federal guidelines. The design will have already been done.

CHAIRMAN SEARLE: You know, this sounds right up my alley to vote no on, but anyhow...

VICE CHAIR DANIELS: I think if we wanted to have an adjustment to the requirement for federal guidelines, we'd have to go back to the Legislature, and I'm not sure we want to --

CHAIRMAN SEARLE: No.

VICE CHAIR DANIELS: -- do that. That sounds like not enough --

MR. ROEHRICH: That money would just sit there. We couldn't do anything with it until something -- either the law changed or time passed to the point where the funds go away. I don't know. The funds would just sit there.

MS. PESHLAKAI: Yes, Mr. Chair. Where I --

CHAIRMAN SEARLE: You can just call me "Chair."

MS. PESHLAKAI: Okay, Mr. Chair.

I'm wondering -- and I agree with everybody's discussion. I'm wondering where it is that there is -- where the reach of the federal standards, where there's an area where

the cities or those applicants are not getting outreach or assistance of some sort from -- I would say in this case the federal government as far as in making sure that even though it's state funding, that the reach of the federal government goes into that -- into that award, and because I think -- just like it goes back to the issue of equity. When you're a small municipality or a small applicant, something like this might go under the radar, even though, I'm sure, like we are saying it's a -- something that wasn't intended or whatever by the -- Sierra Vista.

MS. DANKA: Yes.

MS. PESHLAKAI: But I can see it happening again in the future. And then I'm also wondering, I know you're doing everything you can so it doesn't happen again, but the responsibility is beyond yours, your office, I would think, in the Arizona SMART program.

What kind of support or data collection, this kind of thing happening when -- what kind of numbers are coming out as far as awards, denials, and then money's being rescinded. I mean, it's beyond -- it's beyond your office is what I'm saying, and how do we track that? And is the federal government assisting with that, or is there any other oversight? And -- yeah. That's my question. That's a lot.

MS. MERRICK: So, Mr. Chairman, Ms. Peshlakai, if I could just make a clarification. This program is a state

program and not a federal program. So there's not federal oversight on this program. So it is in the discretion of this board in terms of how to administer the program, as well as what's in state statute. So I just wanted to make that clarification that there is no federal oversight to this particular program.

MS. PESHLAKAI: So I'm going to say I'm still new. So I don't understand how we have that federal --

CHAIRMAN SEARLE: Requirement?

MS. PESHLAKAI: Requirement, yeah.

MS. MERRICK: So then, Mr. Chairman, members of the Board, the intent of the program was to help local jurisdictions to apply for federal grants. And so, you know, it was put in the state statute for whatever reason, you know, that they have to meet those federal requirements for procurement.

So, you know, we can always take a look at that during the next session and have some discussion in terms of trying to change that, but you know, that we also don't want to jeopardize the funds to be able to do that.

And then in terms of your question in relation to being able to assist others, Lisa mentioned the 5 percent for administration, and that's what we're looking at, is to try to be able to hire some people to assist in that aspect of being able to administer or provide that technical assistance to local jurisdictions so that they might not have that assistance right

now, or that skill in house, and so that we would be able to assist them with that.

MS. DANKA: And if I could just add to that, we -- the new program involves a courtesy technical review of all applications, and that will be one of the things that we have on our list when we provide them a review recap is, you know, are your design expenditures procured. And we're actually even asking that in the application, and we are asking them to provide us with the application. They can upload it in the application itself, you know, so we can confirm that. And if we don't see it there, you know, then that's clearly one of the things we're going to go back to them with, and it will give them an opportunity to adjust -- to amend their application before they get scored, go to PPAC or come to you. So we're trying to address it from a few different directions.

VICE CHAIR DANIELS: And I don't want to belabor the point. I'm actually going to mention something else, but Board Member Peshlakai, I've been on this board for five years, and I still learn new things at every single board meeting. So please know you're in good company.

MS. MERRICK: It's a new program.

VICE CHAIR DANIELS: Yeah.

MS. MERRICK: We're all going to learn.

VICE CHAIR DANIELS: Yeah.

Question. Now that the names of the applicants

are required to be made public, would it be possible for us on a monthly basis, in addition to this spreadsheet that I think is really helpful where we can see the balances, that we also have a map, maybe a map of the applications --

MS. MERRICK: You bet.

VICE CHAIR DANIELS: -- with a little dot that says, you know, where -- part of this, I think, will help us get to the equity conversation. So we could have, like, a green dot for the people that have been -- you know, the municipalities that have been awarded or jurisdictions that have been awarded, maybe a yellow that they're an application. And I do expect there to be a lot of competition, I guess --

MS. MERRICK: Yes.

VICE CHAIR DANIELS: -- for these funds in the coming -- and I want to -- I do want to make sure that we're looking statewide at where the funds are being applied.

MS. MERRICK: Yes.

VICE CHAIR DANIELS: And also, I think that would be a great opportunity for us to go back to the Legislature and let them know in a very easy and simple way where and in which districts those dollars have been a benefit.

MS. MERRICK: Mr. Chair and Member Daniels, we do have a map in the making, actually, to show who's been awarded either design match or grant development and submission, and we will -- we'll start to bring that to you monthly.

VICE CHAIR DANIELS: Thank you.

MS. MERRICK: Uh-huh. My pleasure.

MR. ELTERS: Mr. Chairman.

CHAIRMAN SEARLE: Mr. Elters.

MR. ELTERS: Yeah. In the interest of time and understanding what this means to the City and the concern from the board members, and with no desire to violate or not comply with the state statutes, and satisfied that the department has done everything they could to vet and point out what needed for -- what is needed for compliance, and having taken steps to mitigate and reduce the chances of it happening in the future, I will make a motion to rescind the 6/16/2023 design award to the City of Sierra Vista for North Garden Avenue, Fry Boulevard to Fort Avenue in the amount of -- excuse me -- $219,722.

CHAIRMAN SEARLE: I have a motion by Mr. Elters. A second for purposes of procedure?

VICE CHAIR DANIELS: Second.

CHAIRMAN SEARLE: Second by Ms. Daniels. Okay.

And I think I would like to echo a little bit that I think I hear all the board members, you know, concerned about this recission. I don't think it's something that we would like to see done, but I think we also understand the issue at hand. And there's lots of ways of learning things, and experience is probably the best teacher, and this is obviously an experience situation. So this is my district, and I think if

they really had concerns, they would have reached out to me. So with that, I will support the motion in front of us.

So with that, all those in favor of the motion to rescind say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: Chair vote -- yes.

MS. PESHLAKAI: I'd like to explain my vote.

CHAIRMAN SEARLE: Okay.

MS. PESHLAKAI: Thank you, Mr. Chair.

I just want to say that I think that -- and I don't want to step on any toes or anything, but I think it's something that it needs to go back to the Legislature. That's how I feel about it, because in a state where we want less government, this is, I think, clearly, a statute or a rule that is -- that puts up challenges and obstacles for communities to get funding. And with that, Mr. Chair, I vote aye.

CHAIRMAN SEARLE: Oh, I thought I was going to have a chance of turning something down.

All right. With that, the Chair votes aye as well, and the motion passes to rescind this unanimously.

MS. DANKA: Thank you, members.

CHAIRMAN SEARLE: Thank you, Lisa, for the present presentation.

Now move to Item Number 8. Mr. Byers.

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

members.

To start off with, we have 97 projects that are under construction worth $2.5 billion. Three projects were finalized in the month of October, worth 10.6 million, and fiscal year to date, we have finalized 39 projects.

Next slide, please.

We're just going to go around through all the different districts, some projects that we have ongoing.

Next slide.

So we'll start off with the Southcentral District. We've got five projects that we're looking at here. The SR-87 and Skousen traffic signal. That project is now under construction. It's about 2.6 percent complete. The I-10 widening, I-10 to Ruthrauff through the city of Tucson is actually going very well. It's -- the main line is now open for traffic. It -- that project's right at about 70 percent complete. The I-10, Country Club to Kino design-build project is now starting into the design portion of that project. And the I-19 and Irvington TI is in final design. That's getting -- going fairly well. And we also have the SR-90 Border Patrol Station to Moson Road. That one is right at about 20 percent complete to date.

Next slide.

So Northcentral District. We've got four projects we're looking at there. SR-89 to North Lake Powell

Boulevard roundabout. That is looking to be completed somewhere around the summer of '25. SR-89 drainage and erosion improvements. That project is under construction -- or I'm sorry -- it's getting ready to start construction in April of 2025. And we also have I-17 Willard Springs wildlife overpass. That project is currently at 95 percent in its design phase. So we're looking at trying to get that under construction in 2025.

Next slide.

Next slide -- or the Southwest District, we have the I-10 Scaddan Wash to Plomosa pavement preservation project, which is about 50 percent complete right now. Also, we have I-10 Dome Rock Road to Scaddan Wash. That project is -- they're starting to put in signs and seeding, trying to get that all finished up. Thermal striping is the next thing to do there. The I-10 truck parking availability system. Truck parking is about 85 percent complete right now. Current activities are calibrating all the cameras and installing the signs on that.

Next slide.

CHAIRMAN SEARLE: Mr. Byres, on that.

MR. BYRES: Yes.

CHAIRMAN SEARLE: I notice not only on this here on -- in La Paz County, but I noticed the signs going up in Cochise County as well on I-10, and you're expecting those to be into service when?

MR. BYRES: So those should be in service coming

in -- probably in about another three months.

CHAIRMAN SEARLE: Three months. Okay.

MR. BYRES: So those signs that you see are -- run all the way from Texas all the way through California. So those --

MR. ROEHRICH: That's your motorcycle, by the way, you know. You know, what the hell, man. You need to put a muffler on that thing.

MR. BYRES: (Inaudible.)

VICE CHAIR DANIELS: You know you have a real engineer on your hands when his ringtone is, like, trucks moving products.

MR. ROEHRICH: (Inaudible.)

UNIDENTIFIED SPEAKER: You're lucky that (inaudible) just didn't sit on it.

VICE CHAIR DANIELS: Wonderful effort.

MR. BYRES: But the signs that you're talking about, those are -- those are all along I-10, all the way from California through Texas.

CHAIRMAN SEARLE: Okay.

MR. BYRES: So as truckers are going through, then they're getting to see --

CHAIRMAN SEARLE: Well, I noticed in New Mexico they're already being in use.

MR. BYRES: Yeah. So ours will be once we get

all the cameras set up and actually initiate everything, which will be about a month and a half or so. Then we'll initiate the use of the signs.

So next slide.

So let's see here. South -- I believe Southwest. Did you go to the next slide? Southwest. There you go. We just did that one. So I'm out of order. Go ahead to the next one. Southeast.

Okay. So Southeast, we've got three different projects that we're looking at here. US-191 and SR-75, SR-78, that's a construction of the roundabout. Right now that project's about 33 percent complete. We've got Country -- County Road 220 and Yellowjacket Road. That project is under design. It's about 95 percent on the design. East Willcox TI is currently the -- it's a bridge rehab project, and we've got -- that's under construction mobilization, and the bridge overpass is scheduled for November 11th.

So next slide.

So Northwest, we've got Rancho Santa Fe Parkway TI. That project is actually going to -- went -- had a partnering meeting earlier this week. Little Ranch Road, the installation of left turn lanes. They started the surveying on that project, so it's getting going. Silver Creek Road and Laredo Drive, those are -- it's mostly curb and gutter and lighting. And so they've got the light pole foundations ongoing

as we speak.

Next slide.

So Northeast District, we've got the Coyote Wash Bridge. That one is a superstructure replacement, and that project is about 95 percent complete. The Pinta/McCarrel pavement rehab and the Dead River Bridge, ultra high performance concrete overlay, which is one of the first ones that we've done across the state. That project is about 55 percent complete. Crestview and Joy Nevin in Holbrook, that project is currently installing concrete and ADA upgrades, so it's getting close. The paving on that will actually occur this spring. SR-77, Taylor to Rodeo Road in Snowflake. That project is about 40 percent complete.

Next slide.

Last one we have is Central District. Several projects there. The I-17 grinding project is about 95 percent complete. That's been kind of a rough project. SR-101, the Pima Freeway, we're at about 60 percent complete on the mainline paving on that project. That's actually going fairly well. And then, just as a highlight of a couple of other projects we've got here, the Gila River Bridge project on the I-10 corridor, they set the girders on the eastbound portion of the bridges. So that's actually going well. They're starting to do the superstructure for the westbound.

So next slide. So next slide.

So I've got a couple of corridor updates that were requested from the Board earlier. The first one is US-93. So if you'll go to the next slide.

That one -- this one lists all of the projects that we currently have either under design or in construction or are being scoped. So you'll see we've got quite a few that are getting ready to go. One of the ones that's on here that is -- it says it's in design, but you're actually going to vote on it, because we have actually bid that project out. That's Cane Springs. So we've got quite a bit going on there. All of these are ongoing. So there's quite a bit. We don't have -- some of these are in future dates, so there's no funding for those at this point, but we're still -- they're on the list to get put into either current -- or not the current program, but the next program. So if there's any questions on any of those.

CHAIRMAN SEARLE: Any questions?

MR. ELTERS: Mr. Chairman, no, no questions.

Thank you, Mr. Byres. It really just shows how much has been done on that corridor and how much is yet to be done. It's 100 miles long. It's a key corridor. Just, you know, for myself and many of the folks that I talk to are very grateful for what's been done to this corridor over the years and the commitment to stay on it until it's complete. So thank you for this update. This is really helpful. I appreciate it. Thank you, Mr. Chairman.

CHAIRMAN SEARLE: Okay.

MR. BYRES: Mr. Chairman, one thing to note on this is the projects that are listed with double asterisks, those are the projects that will actually be widening to the four lanes that will -- with all of those projects completed, that will be all of the four-lane -- that'll make for a contiguous four-lane all the way from Wickenburg to I-40.

CHAIRMAN SEARLE: Ms. Peshlakai.

MS. PESHLAKAI: Yeah. Mr. Chair, I just want to make a comment as well. I remember I was in the Legislature about 15 years ago when this was just a vision, and I wasn't quite seeing it. And so I like being here at this point in time to see the steps and how it's progressed and where it's going. And so I just wanted to say that. It's taken a lot of work, and I'm glad that we had the leadership and the visionaries at that time to get this going, because it has become a very important road in our state. Thank you. That's it. Thank you.

MR. BYRES: If we can go to the next slide.

So the next one is 347, SR-347. This kind of -- this lists the different projects that we have and where we're at as far as the progress of each of the different projects. Kind of starting up at the -- at the top end of the slide there, we've got the pavement preservation project that goes from I-10 down further south. We also have the Riggs Road interchange. Now, that is going to be a grade-separated interchange. So

that's a -- that's actually a really big one that was mentioned by the mayor earlier. We also have the Mammoth Way and the Casa Blanca Road interchanges that we're looking at on it. And then, of course, the 347 to I-10 widening itself. That's a very big project with preliminary design that's underway right now. There's a lot of work that's being done on that to try and make sure that we're incorporating in all of the public comments to get all that done, as well as working with the tribal entities on all of these projects.

So any questions on this slide?

CHAIRMAN SEARLE: Any questions?

MR. BYRES: Great. Next slide.

So this kind of gives you a timeline of what we're talking about with the different projects for the 347. Kind of takes you all the way from the predesign through to open for traffic.

So next slide.

So that's it for Item 8, and we'll go on to Item 9.

CHAIRMAN SEARLE: Before we move to Item 9 for new construction contracts, are there any questions on the corridor updates?

All right. Thank you, Mr. Byres. Go ahead. Nine.

MR. BYRES: For Item 9, we've got several

projects. Unfortunately, we have no projects on the consent agenda this month. All these projects are coming to you because of the variances that we've seen. So as of this month, we're actually quite a bit under, but it's mostly all from one project. We're getting -- we are still under on the year to date, but you've got to remember we started off in a big hole.

CHAIRMAN SEARLE: Just -- I'm sure you'll get into it, but there's quite a bit of savings on the one contract, but the other ones are all a little bit -- are a bit over. Is there -- are we missing something here?

MR. BYRES: We're actually -- we've been doing very well because we've been pull -- utilizing our -- as we're doing our estimates, we've been using our trend lines to take and look at future bidding. This month took a turn. So we're still using our trend line, but costs have started to accelerate back up. Most of the ones -- and you're going to see this as we go through it -- the majority of these are all ITS or traffic signal or lighting projects, and the cost on all those electrical components is what we're seeing as being a major gain in cost.

CHAIRMAN SEARLE: Okay. So not to take away. Just -- okay.

MR. BYRES: So next slide.

So year to date, like I said, we're still a little bit in the hole, but we're gaining on it slightly.

Next slide.

So for Item 9A, this is a install CCTV, DMS and wrong way driving detection. The low bid was $6,194,029. The State's estimate was $4,579,661, a difference of $1,614,368, or 35.3 percent over the engineer's estimate.

What we saw with this is the --

CHAIRMAN SEARLE: Hang on. Are we on the same item?

MR. ROEHRICH: Yeah. We have an issue here.

CHAIRMAN SEARLE: I think you're -- I think we were --

MR. BYRES: I'm sorry. We went from --

CHAIRMAN SEARLE: Yes. I think we've got the wrong contract in front of us.

MR. BYRES: Now I'm out of order.

CHAIRMAN SEARLE: It was that motorcycle.

MR. BYRES: 9A is missing. Here it is. Okay. Sorry about that.

CHAIRMAN SEARLE: No, it was you. Yeah, I was lost there for a minute.

MR. BYRES: So this is Item 9A. This is I-10 west of Salome Road to west of Tonopah. The -- on this one we had four bidders. The low bid was $19,625,527. The State's estimate was $25,593,820, a difference of $5,968,293 or 23.3 percent under the engineer's estimate.

On this one, the big one that we saw was the contractor's production rate was much higher than what we had estimated. Also, the contractor is utilizing all of the -- almost all of the wrap material back into the project. So instead of having to haul it all off, he's actually utilizing it with a portable plant that is -- he's moving on site.

With that the bid was -- is a responsive and responsible bid, and we recommend award to Fisher Sand Gravel Company.

CHAIRMAN SEARLE: Okay. Any questions on 9A? Hearing no questions.

Entertain a motion?

VICE CHAIR DANIELS: So moved.

MS. PESHLAKAI: Second.

CHAIRMAN SEARLE: All right. So I had a motion by Ms. Daniels. Okay. And I had a second by both. So Ms. (Inaudible) you can -- you can take your pick.

UNIDENTIFIED SPEAKER: Arm wrestle?

CHAIRMAN SEARLE: So a motion and a second. If there's no other questions or comments, all those in favor of the motion in front of us say aye.

Chair votes aye. 9A passes unanimously.

MR. BYRES: Thank you, Mr. Chairman.

Now I'm going to go back to 9B. So installing the CCTVs, DMS and wrong way driver detection. We had two

bidders on this project. The low bid, $6,194,029. The State's estimate was $4,579,661, a difference of $1,614,368, or 35.3 percent over the engineer's estimate.

Again, the project is in -- site locations are multiple locations across the site -- or across the state. There's traffic control for these because of the separation that we've got that was actually quite a bit more than what was estimated, as well as the cost of the -- many of the items as far as the electrical was concerned.

The bid -- the low bid is a responsive and responsible bid, and we recommend award to William Charles Construction Company, LLC.

CHAIRMAN SEARLE: Okay. Any questions on Item 9B? I would take a motion.

MR. ELTERS: So moved, Mr. Chair.

CHAIRMAN SEARLE: All right. I have motion by Mr. Elters. A second?

VICE CHAIR DANIELS: Second.

CHAIRMAN SEARLE: Second by Ms. Daniels. No questions.

All those in favor of 9B say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: Chair votes aye. Item passes unanimously.

MR. BYRES: Next item is Item 9C. This is a

bridge rehab project on I-40 at 8th Avenue. We've got the -- we have five bidders on this project. The low bid is $1,645,722. The State's estimate was $1,085,198. The difference is $560,524, or 51.7 percent over the engineer's estimate.

On this particular one, the low bidder indicated that the slower production rates and the milling for this was quite a bit different than what we had estimated. One of the other things is that we're going to have to keep traffic open on this particular bridge. So the phasing of this is actually -- the contractor was looking at doing it in four segments instead of a single segment, obviously.

But after reviewing the bid, this is a responsive and responsible bid, and we recommend award to Vastco, Inc.

CHAIRMAN SEARLE: Any questions for Mr. Byres on this item?

This is your district. Would you like to make a motion?

MS. PESHLAKAI: Mr. Chair, I move that we approve Item 9C.

CHAIRMAN SEARLE: To Vastco, Inc., as presented. I have a motion by Ms. Peshlakai. A second?

MR. ELTERS: I'll second it.

CHAIRMAN SEARLE: All right. Mr. Elters, second. I have a motion and a second.

If there's no other questions or comments, all

those in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: Chair votes aye. Item 9C passes unanimously.

MR. ELTERS: Next item is 9D. This is a emergency relief project. This is on US-60, Schulze Ranch, right outside of the town of Miami. The -- we had one bidder on this project. The low bid was $4,768,811. The State's estimate was $3,267,870, a difference of $1,500,941, or 45.9 percent over the engineer's estimate.

The big differences that we saw was the bidder was talking about a very slow process with the earthwork for this project. There was also costs for the riprap were higher than what was expected, as well as for asphalt and some of the attenuators.

After review and the analysis of the low bid, it's determined to be a responsive and responsible bid, and recommend award to Meridian Engineering Company.

CHAIRMAN SEARLE: And it looks like all the savings that we had in 9A, we're spending on the rest of these. So it looks like we're going to balance out fairly decently here.

And Ms. Daniels, I know I referred to you as Ms. Howard earlier. In this instance --

VICE CHAIR DANIELS: Happy to help.

CHAIRMAN SEARLE: It's her district. Would you be glad to --

VICE CHAIR DANIELS: Sure.

CHAIRMAN SEARLE: -- make the motion on this item?

VICE CHAIR DANIELS: Yes. So moved. I also really quick want to just make sure I have timing right on this one. Will this work begin prior to the spring season? I know that Miami has been hit really hard over the last several years with some of their flooding challenges, so I just wanted to check on timing.

MR. BYRES: So all of it with the exception of some of the paving will be completed. So the actual drainage structures and everything, this is the right time to do it, because generally, we don't have much rain in that --

VICE CHAIR DANIELS: To get ahead of -- yeah, ahead of it. Okay. Thank you.

CHAIRMAN SEARLE: All right. So I have a motion by Ms Daniels.

MS. PESHLAKAI: Second.

CHAIRMAN SEARLE: And a second by Ms. Peshlakai.

And with that, I'll move -- ask for the vote. All those in favor of Item 9D say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: Chair votes aye and it passes

unanimously.

MR. BYRES: The next item is Item 9F. This is the --

CHAIRMAN SEARLE: 9E or 9F?

MR. BYRES: 9E --

VICE CHAIR DANIELS: (Inaudible.)

MR. BYRES: Let's try this again.

MR. ELTERS: We need to pay for the projects. We just...

MR. BYRES: 9E. This is a widening of US-93 at Cane Springs. This was the project that I was talking about that we'd talk about later. With this we actually had six bidders on this project. The low bid was $48,750,981. The State's estimate was $69,492,802, a difference of $20,741,821, or a difference of 29.8 percent.

The biggest item that we saw on this was roadway excavation as well as the soil cement bank protection. The rates at which the contractor is looking at doing this was quite a bit higher than what was estimated. We also had the aggregate base and all of the aggregates for the project itself. The contractor had a much lower cost for these, so that was -- made a huge difference in this.

After review and analysis of the low bid, the bid is determined to be a responsive and responsible bid, and we recommend award to FNF Construction, Inc.

CHAIRMAN SEARLE: You know, Mr. Byres, I don't think it takes a whole lot of justification to approve a contract that comes in at 20 million less, so... So with that, I'd like to make a motion on this one.

VICE CHAIR DANIELS: (Inaudible.)

CHAIRMAN SEARLE: So just to spread the work around, I'm going to make a motion to approve Item 9E to FNF Construction as presented.

MR. ELTERS: Mr. Chairman, I would love to second this.

CHAIRMAN SEARLE: This is your road as well, so...

MR. ELTERS: I'd love to second that and point out two things really. One is reflecting on the corridor update that Mr. Byres provided earlier. This is the last segment of a 30-mile stretch of US-93 from Wikieup to I-40. When complete, it will make that entire 30-mile stretch a four-lane divided highway. And second, the contractor. That is the low bidder, is very familiar with this corridor, and I believe completed the last project on this corridor. So this is a good bid, and I will happily second that.

CHAIRMAN SEARLE: Yeah. I probably should have let you make the motion.

MR. ELTERS: No, no, no. You did great. I appreciate you making it.

CHAIRMAN SEARLE: So all right. We have a motion, and we have a second. If there's no other comments, all those in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: Chair votes aye. Item 9E passes unanimously.

Nine -- now we can go to 9 --

MR. BYRES: We can go to 9F.

So 9F is the pump station connectivity project. For this we had two bidders. The low bid was $1,967,267. The State's estimate was $1,630,115, a difference of $337,152, or 20.7 percent over the engineer's estimate.

For this one the biggest difference we saw was the cost of the installation for the electrical conduit was a little bit higher than what we had expected. Also, there was an extreme difference in the Ethernet switches that were required for the project.

After review of the low bid, it is a responsive and responsible bid, and we recommend award to Granite Construction Company.

CHAIRMAN SEARLE: Ms. Daniels, would you like to make a motion on this item?

VICE CHAIR DANIELS: So moved.

CHAIRMAN SEARLE: All right. So motion, Ms. Daniels. A second by Ms. Peshlakai.

If there's no other discussion or questions, all those in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: Chair votes aye. Item 9F passes unanimously.

9G.

MR. BYRES: So Item 9g, this is the installation of fiber optic cable through the town of Queen Creek. For this we had six bidders. The low bid was $1,762,322. The State's estimate is $1,584,836, a difference of $177,486, or 11.2 percent over the engineer's estimate. The biggest difference that we saw on the cost of this was the fiber optic equipment itself.

For this one, it was determined that the low bidder -- or the bid for the low bidder is a responsible, responsible bid, and we recommend award to William Charles Construction Company, LLC.

CHAIRMAN SEARLE: Mr. Daniels, your district.

VICE CHAIR DANIELS: So moved.

CHAIRMAN SEARLE: Second.

MR. ELTERS: Second.

CHAIRMAN SEARLE: Mr. Elters, thank you.

Any questions? No questions.

All those in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: Chair votes aye. Item 9G passes unanimously.

MR. BYRES: So the next item is 9H. This is the installation of a traffic signal for the city of Lake Havasu. For this one, we have two bidders. The low bid was $1,252,101. The State's estimate was $745,277, a difference of $506,824, or 68 percent over the engineer's estimate.

For this one, there was a couple different things. One was the phasing of the work itself to keep the traffic flowing through the project, and the second was the cost of the traffic or the equipment, as well as the traffic control, like I said, for the phasing.

So with this review, it was determined that the bid is a responsive and responsible bid, and we recommend award to Combs Construction Company.

CHAIRMAN SEARLE: Mr. Elters, your district.

MR. ELTERS: Indeed, and I will happily make a motion to award Item 9H to Combs Construction.

CHAIRMAN SEARLE: All right. And a second by?

VICE CHAIR DANIELS: Second.

CHAIRMAN SEARLE: Ms. Daniels. Thank you.

Any discussion? Any questions? Hearing, none.

All those in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: Chair votes aye. Item 9H

passes unanimously.

MR. BYRES: The next item is Item 9I. This project's a little bit different. We actually used a different bidding process for this project. We used a fixed price variable scope for this project. This is a rebid project that we had done. So we had one bidder that came in on this project. The differences that we saw in the costs were basically mobilization, and survey and layout costs were quite a bit more as well as traffic control. But after review of the bid, it is a responsive and responsible bid, and we recommend award to Hawk Contracting LLC.

CHAIRMAN SEARLE: Mr. Byres, this is a rebid. What bids did we have in the first time out? Do you remember?

MR. BYRES: Actually, these prices came in lower than what we're talking about. Now, it is variable, a variable price, a variable scope. So as the project's going through, if we can basically add to it, we will. If not, then it stays. We have those prices pre-established, basically, so that we can kind of work that scope as we go.

CHAIRMAN SEARLE: But if the previous -- didn't we look at the same contract or the same project earlier or not?

MR. BYRES: Yeah. We actually rejected the bid.

CHAIRMAN SEARLE: Correct.

MR. BYRES: Yes.

CHAIRMAN SEARLE: Okay. And so we're making a

recommendation to award this time. Here again, Mr. Elters, your district.

MR. ELTERS: I will gladly make that motion.

CHAIRMAN SEARLE: All right.

VICE CHAIR DANIELS: Second.

CHAIRMAN SEARLE: All right. I have a motion by Mr. Elters, second by Ms. Daniels. Any discussion? Seeing none.

All in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: Chair votes aye. Item Number 9I passes unanimously.

MR. BYRES: The next item is 9J. This is intersection improvements for the city of Apache Junction. For this project, we had four bidders. The low bid was $5,234,622. The State's estimate was $4,586,030, a difference of $648,592, or 14.1 percent over the engineer's estimate.

For this one what we're looking at is the cost of the structural concrete for some of this work was about 30 percent higher than what we had estimated. Also, the haul distance for some of the manual work is much more than what we had anticipated, but we did -- after analysis, review, this bid is a responsive and responsible bid, and we recommend award to Blue Core Contracting, Inc.

CHAIRMAN SEARLE: Mr. Byres, this is a city

project, and they don't have a problem with the increase?

MR. BYRES: They do not.

CHAIRMAN SEARLE: Okay. Very good.

VICE CHAIR DANIELS: So moved.

CHAIRMAN SEARLE: Thank you, Ms. Daniels. A second?

MS. PESHLAKAI: Second.

CHAIRMAN SEARLE: Ms. Peshlakai, thank you. A motion and a second. No questions?

All those in favor say aye.

BOARD MEMBERS: Aye.

Chair votes aye. 9J passes unanimously.

MR. BYRES: So the next item we have is the -- this is a pedestrian bridge at the city of Maricopa. For this project we only had one bidder. The low bid was $8,136,745. The State's estimate was $4,498,776, a difference of $3,637,969, or 80.9 percent over the engineer's estimate.

This project is a little bit different. This is a pedestrian bridge over the railroad. It also has elevators on either side. But there was an issue with this bid. The one single bidder that we had on this, the -- after review through BECO, the DBE goal was not met, and so consequently, we are rejecting these -- this bid.

CHAIRMAN SEARLE: All right.

VICE CHAIR DANIELS: (Inaudible.)

MR. BYRES: Pardon?

MR. ROEHRICH: Greg, the recommendation that was submitted to us to postpone --

MR. BYRES: It's postponing. Sorry. Well, it -- we're going to have to rebid this, because we only have the single. So that's what we're looking at.

VICE CHAIR DANIELS: Is there not enough space for an incline, and we're requiring an elevator? I only ask because I just did -- well, I didn't just do one of these. This was several years ago in Gilbert where I really wished the railroad would allow us to do an at-grade crossing, because it does make sense from a pedestrian standpoint, and it coexists very nicely all over the East Coast. However, our railroads are not quite as amenable to that type of solution, so...

MR. ELTERS: So on this particular case, the elevators were incorporated in. There's -- we have steps going up. So basically, there's not enough room. So we have steps but not enough room for an incline to meet ADA.

CHAIRMAN SEARLE: Okay. And has -- did Mayor Smith take off? Is she still here?

UNIDENTIFIED SPEAKER: She's (inaudible).

CHAIRMAN SEARLE: She left. Okay. Actually, this is -- All right. So --

VICE CHAIR DANIELS: Why don't we just reject it then? Why are we postponing it if we need to rebuild the whole

thing?

MR. BYRES: So this --

MR. ROEHRICH: So I'm only going by what was submitted to us.

MR. BYRES: Understood. So they --

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. BYRES: Right. So at the time this was put together, BECO was still doing the analysis to make sure that -- that determination was made, and so therefore, this will have to be rebid.

VICE CHAIR DANIELS: Okay. So I will move that we reject the Item 9K, reject the bid.

MR. ELTERS: And I'll second that, Mr. Chair.

CHAIRMAN SEARLE: All right. So we have a motion to reject, as opposed to postpone, motion by Ms Daniels, and a second by Mr. Elters. Any other questions or comments?

All right, all those in favor of rejecting the bid say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: Chair votes aye, and Item 9k, to reject the bid by Archer Western Construction is approved unanimously.

MR. BYRES: And that is the last of the projects.

CHAIRMAN SEARLE: All right. I'm glad we made it through that, Mr. Byres.

MR. BYRES: Thank you very much.

CHAIRMAN SEARLE: Item Number 10, SR-88 Apache Trail Project Overview. And this is being presented by?

UNIDENTIFIED SPEAKER: Mr. Chairman, if I could -- if you'll indulge me in a quick introduction.

CHAIRMAN SEARLE: Okay.

UNIDENTIFIED SPEAKER: I just want to -- we wanted to bring this project to you. It's a -- it might not be a traditional public private partnership, but it definitely is a public, private partnership. You'll see through the presentation that our maintenance crews did part of the work, and Nesbitt Construction did part of the work, and just a great teamwork, an incredible project. And we just thought you would be interested in seeing what has happened on this road.

CHAIRMAN SEARLE: And, you know, since this has been on our radar for a number of years, and we've heard quite a few comments, it's great to be able to see something like this. So -- all right.

MS. BONDOC: Thank you, Mr. Chair, and members of the Transportation Board. We appreciate the opportunity to present to you today. We do have a brief presentation for you.

Also speaking with me today is Mr. George Collaco from our Southeast District Maintenance, and Mr. Aaron Lucchesi from Nesbitt Contracting.

See if I can get this. Okay. It works. Okay.

These are the agenda items we'll be discussing for you today. So I'd just like to give a brief overview of the events that happened prior to closing of the SR-88 from June 8th to July 15th, so for almost one month, the Woodbury Fire burned almost 120,000 acres of Tonto National Forest.

And just two months later, on September 23rd, Hurricane Lorena hit landfall in Baja, California. Sorry. I couldn't get that out right. And that basically brought some adverse weather into Arizona and the surrounding states, and essentially, brought six inches of rain on the burn scar from the Woodbury Fire. And, you know, the issuing -- ensuing flash floods brought down ash and debris and sediment into the canyon.

This triggered, of course, massive erosions and rock slides and landslides, and those events essentially forced a closure of State Route 88.

So in January 2024 -- so earlier this year, alternative deliveries and major projects was tasked with reopening the roadway to four-by-fours and utility terrain vehicles. We essentially had around eight months to complete the project and open it to traffic. So basically, by Labor Day weekend of 2024, and we had $4 million to complete the project.

Our limits to the project is from Fish Creek Overlook, or Milepost 222, to Reavis Trailhead, which is around Milepost 229.6, and this section is the majority of the limits that ADOT district maintenance worked on. Also, Fish Creek

Hill, from Fish Creek Overlook to Fish Creek Bridge. We identified that section to -- for Nesbitt, because essentially, it's a very narrow, winding, one-lane roadway which is very difficult to work in. So the limits of our project, essentially, has been closed without any maintenance since 2019.

So on the right side of the slide there shows the largest blockage of Fish Creek Hill, which is that rock slide that blocked the roadway, rendering it essentially impassable at that point. And on the left side, the same rock slide also took out a large chunk of the roadway and essentially began to erode through time, leaving only about six feet wide of the roadway.

The roadway also experience eroded roadway edges. And as you can see, there is the guardrail that's really there to delineate the edge of the roadway, and that was just hanging off the edge or there's really no land underneath it to hold it up. So there's a lot of, of course, debris and sediment on the -- on the roadway, and the flash floods developed some heavy rillings throughout the surface of the road.

But -- so there's about -- I would say, about 67 or 65 plus culverts that were all clogged and damaged at this point, and then all of the inlets were buried with rock and sediment, and through the years of no maintenance of the vegetation, how it pretty much overgrown the roadway.

So our approach to the project was -- we called it a two-prong approach to optimize our funding. Essentially,

we leveraged ADOT district maintenance to do a large majority of the work. While they were working, we were able to procure our design consultant and start a selection process for our CMAR contractor. We also were able to initiate our environmental consultation with Tonto National Forest and SHPO.

So basically, what district did is they worked from both ends of the project, and they did a lot of grading, removing of vegetation to improve access for when Nesbitt comes on and -- to the construction site. They were also able to establish a water source from the lakes and the stock -- and access to the stockpiles for fill materials.

The CMAR section, we were able to engage Stanley Consulting and Ethos and Logan Simpson, who had just recently finished the DCR for the corridor. Ethos was able to go out to the field immediately to start identifying and prioritizing all the repairs that needed to be done to the road so we can reopen it. And Logan Simpson worked with ADOT environmental group to start working with Tonto National Forest and SHPO for the NEPA approvals. And meanwhile, all of that was happening, we were also going through the selection process for the contractor.

So the pre-construction had its top challenges. One, we had to get two environmental clearances. One for the Southeast District to do their maintenance, and the other for Nesbitt. So SR-88 is on the National Register as a scenic byway, and it's also on the state register as a historic

roadway. So in order for us to get our environmental clearance, we had to meet all of the requirements from both the federal and state. So when we talk -- I'm sorry.

CHAIRMAN SEARLE: Yeah. When did that process start?

MS. BONDOC: In January.

CHAIRMAN SEARLE: Okay.

MS. BONDOC: Are you talking about -- well, the whole process started in January. Or are you talking about the environmental plans?

CHAIRMAN SEARLE: Yeah, the environmental permit. That started in January as well?

MS. BONDOC: We tried to get that started as soon as possible. I would say, yeah, we did pretty much in January, but they worked very hard with us. And in fact, what normally would take months, and they literally turned it around in days. So, I mean, it was -- it was a good effort for everybody.

And, you know, coordinating all of these multiple departments was crucial for this project, because, you know, everything had to align just right for it to be successful. And, in fact, just days before this project was to be presented to you for approval on a Friday, we received our environmental clearance the Wednesday night, late, and then Thursday, CNS (phonetic) worked with Nesbitt to get all the contracts, you know, submitted and ready to go so that all that needed to be

done on Friday after approval, just to sign the paper. Because up to this point, there was only four weeks left for Nesbitt to do all the construction. So we needed to have the contract signed so they can mobilize on Saturday and Sunday, so they can start construction on Monday. So it was just one thing after another, and it all had to happen.

And basically, like I mentioned earlier, everyone really rallied together to get this work done. Tonto worked with us. SHPO worked with us. All the different departments really prioritized the project to get it done, and so -- and otherwise, I don't think it would have -- it would have been able to accomplish our goal.

Next is Mr. George Collaco, who will be talking to you about Southeast District.

MR. COLLACO: (Inaudible.)

MS. BONDOC: This one.

MR. COLLACO: That one. Okay. So good morning. George Collaco, Superintendent for Southeast District.

MR. ROEHRICH: George, could you please go right up to the microphone?

MR. COLLACO: Oh, sorry.

MR. ROEHRICH: Thank you.

CHAIRMAN SEARLE: Welcome to the Board, Transportation Board. I'm sure -- I don't think you get here very often.

MR. COLACO: No, sir. I'm just on the receiving end of it, and I maintain it with you guys (inaudible).

So our challenge, when this was put together, we had to talk about our hurdles and challenges that we dealt with and stuff, right? So to kind of take us back to 2019 when Tropical Storm Lorena came through, it actually wiped out an entire section, back from 214 all the way to 242. There was 47 miles that was destroyed along State Route 88, and it was done in sections, and Nesbitt was lucky enough to be part of that first one.

When we went through, if you look at every little purple dot on there, that is 57 cultural or historical areas that we had to contend with, that we had to deal with monitors. We had to be careful not to destroy the head walls and anything like that.

So while we were out doing this, to go back to these, when we went through, we went through three different maps that we had set up for this route, and none of our alignment points came together to tell us where any of these culverts were. So we were literally on top of dirt just trying to figure out between three maps where things were. So that was a super challenge in itself.

A lot of things that we had that we had issues going through was we had the traveling public -- or walking public -- sorry, that was constantly walking through while we

were out there trying to do construction. A lot of -- SRP was in the middle of doing tower upgrades while we were out there doing that. So we had to be careful while they were flying towers over our heads. We had to stop work, doing things like that.

Trying to unearth and find the 57 pipes and all that, we had to do everything by hand. We had no temporary construction permits or easements, and because of the head walls were all historic and that, we had to pothole them, find them out, and then we had to dig them out by hand. So there was a lot of hand labor put in by our units. The brush, when we first started it, we couldn't get off the area because we had no idea if we had cultural rich sediment come across the road. So we had to -- we had to stick to our roadway prism, and we had to hand cut and hand carry everything out. We couldn't drag brush. We couldn't do anything. Hand cut it, load in the truck, stay on our path, go out, chip (phonetic) it.

CHAIRMAN SEARLE: Is this -- was this considered a primitive area by Tonto?

MR. COLLACO: Yes.

CHAIRMAN SEARLE: Okay,

MR. COLLACO: So between that and then we had -- we had 12 sites that actually required monitoring, that we had to actually wait and wait for the monitors to be there while we worked. So any digging out of culverts, road grading, removing

the material, they had to be there the whole time, look through everything we did. It really slowed down the process for us.

We had three -- replaced three culvert pipes that were completely crushed and collapsed in the roadway. Manpower and equipment issues was very difficult, because, like I said, we couldn't get off of the roadway prism, so we had to use small machinery. Of course, all of my unit's peers are, like, hey, why are you guys using the little tiny tractors instead of, you know, a big bulldozer and going, and -- they don't understand this stuff.

And, of course, we had to reshape the road, regrade everything. We had to reinforce the banks. And the biggest challenge -- another big challenge was hydrovaccing out all the -- those culvert pipes. We were not allowed to have any sediment or water whatsoever enter the waterway stream. So we ended up brining hydrovac units, things like that, to sit there, and as we were jetting out the system -- sorry -- as we were jetting out the systems, we had two hydro vacuums sitting there sucking up all the sediment in the water and stuff, so...

This is some pictures of what was kind of going on and the equipment that we had to use because it was such a tight area. The material there is on the left of what we dug out of culvert pipes. Those are the guys hand digging and potholing and trying to find right there.

The picture actually on the right -- we have

these kind of backwards -- was one of the culvert pipes that we finally unearthed and got to that point. And then once we finally got it open, that was the material that came out of those, and that was through all of those sites throughout the entire area. And then came construction.

MR. LUCCHESI: All right. Good morning. Thanks for letting us come here and present, and thanks for the opportunity of being part of this project.

Before I get started, I want to go through and give these guys a little bit more credit than they're giving themselves. We got credit for pushing the (indiscernible), breaking the rocks down, getting it cleared, opening up, but the amount of work that George and Myrna and their team did up front, getting everything set aside was unreal. We sat through meetings for two or three months ahead of time. Some weeks there would be three or four meetings, you know, in a week, and the amount of stuff that got talked about and got done just getting us to that point. Legitimately there was a few times I was like, that's never going to happen, just going to come together, but it did end up being a great project.

So I'm going to talk about -- talk about the project that we had the one and a half mile section of Fish Creek Hill from the contractor's standpoint, what we did. You can see on there our scope was very, very straightforward. Remove boulders, restore the damaged areas, repair the culverts,

and then regrade the roadway. Up front. Very, very straightforward, very easy to do in concept, and then we started getting into the constraints of how we got to do it and the logistics.

So starting out, the first constraint that we had that caught us by surprise when we got close to it was no explosives. We started looking at it originally. We thought, piece of cake. Huge boulders. We'll drill into them. We'll blast them. No problem. Started looking at environmental and they said, no way. You can't do that. So had to regroup quick. We'll talk about how we ended up doing that in a little bit.

Next thing was no impact to historic elements. As George said, there's a lot of head walls, guardrails, culverts and foundations spread out throughout that road. Some of them you could see. They're very apparent. We knew they were there. Other ones, we had to call George's guys out multiple times because we'd say, hey, there's something here. We have no idea where it is. It's buried in the bushes. Come help us out. We ended up using, as you see in the picture, the orange delineators to barricade off what we knew was there so the operators could see it and not hit and damage anything.

Then the next thing is maintain the natural historic appearance. As we did the upgrades, as we got everything back to how it was supposed to be, we couldn't improve the aspect of it. We couldn't make anything look like

it was a new construction. Had to look like it had always been there in the way it been for the last 50, 60, years. So that was an important element that we had to -- had to keep in mind as we were doing everything.

The next one is we couldn't import any material. We couldn't bring anything in or bring anything out of the project except for slurry. So we were able to bring slurry in to actually stabilize it, but everything else had to be reused on site. I'll get into some of that.

Talked about the slurry. The remote location, long ways away from any commercial sites. So we couldn't actually batch slurry and bring it out in ready-mix trucks. We had to dry batch it, bring it out to the job site, add the cement, add the water there on the job site. Definitely thinking outside the box, getting ADOT on board, talking through what needed to happen to get them comfortable with our process. Doing trial batches and everything was real important. But got through all that, ended up batching the slurry on site.

And then next thing is schedule. Obviously on this project it was huge. Myrna kind of talked on how quick everything was coming together at the last minute, as far as getting contracts on Wednesday, getting approval on Friday, and then we moved on a Monday, which was July 22nd. We had to have the project completely done, 100 percent ready to open up the traffic on September 16th, which we ended up getting everything

done. And then --

CHAIRMAN SEARLE: Who is -- who is responsible for the schedule? I mean, who required --

MR. LUCCHESI: The initial phase?

MS. BONDOC: (Inaudible.)

MR. LUCCHESI: It was kind of a joint. We talked -- we talked schedules, what we thought we could do, where we thought we'd be, just kind of giving the scope that we knew about, and then we promised it to Friends of the Trail. Is that their name?

UNIDENTIFIED SPEAKER: Yes. Uh-huh.

MR. LUCCHESI: We promised it to Friends of the trail that it would be open by a certain day. We talked with them. We were actually originally shooting for Labor Day, and they were afraid there'd be so much traffic on Labor Day that we pushed it back by one more week, just so we had a good, safe opening. It wasn't too congested. So, but once --

CHAIRMAN SEARLE: So the schedule was self-imposed?

MR. LUCCHESI: Yes.

CHAIRMAN SEARLE: Okay.

MR. LUCCHESI: Collectively, yes.

CHAIRMAN SEARLE: All right. Thank you.

MR. LUCCHESI: But once we advertised it --

CHAIRMAN SEARLE: Right.

MR. LUCCHESI: -- we made sure we had to hit it 100 percent.

The next thing is reducing wildlife impacts in that area. A lot of tourist surveys, a lot of bird surveys we were continuously doing throughout construction to make sure we were always staying ahead of it, and then a few other wildlife things I'll get into in a few minutes.

And then minimal plans. Given the area, the scope that we knew we had, we couldn't really go through and get the hard plans to build the entire thing, so we knew it would be changing constantly, so came up with quick -- quick, easy plans. Stuck to that, and then made a lot of field changes as we were going.

The next thing was a little bit difficult was logistics. If you've driven this road, it's very windy. Mobilization, getting everything in was very difficult. We ended up setting up a formal convoy of about three or four transport trucks in a row. We have to have officers for -- I think it's 15 or 20 miles ahead of time doing rolling closures, shutting everything down. Our transport drivers literally used every inch of that road when they're going through some of those turns, getting everything through. So cars have to stop, wait for us all to go through. The last cop would let them back through after we're done. All the loads we brought through there, we only had one driver that refused to come back and do

any other ones. He said one was enough and he was done, so...

So the project, mile and a half long. The boulders in the center, you could literally throw a rock from one side of it to the other. But given the way that it was all set, if we didn't do our mobilization, we didn't plan everything correctly, it was a three-hour detour to go from one side of that rock fall to the other side. You have to go back into town, up through Globe and back by Roosevelt or the other way going through Tonto Basin. So really important that we preplanned everything out and made sure we had everything separate and duplicate.

So with that, we had to have two sets of everything on the project, two sets of equipment on each side of the job, two sets of fire equipment on both sides. We were working in middle of summer. A lot of fire restrictions, the hottest times. We made sure that we had something ready to go all the time. Like I said, two of them on both sides, so we could attack anything from each direction.

The picture on the right was one of our mechanic's idea. We were trying to think through how to get something down to the job site, because we couldn't get water trucks down to the actual boulder spot. So they came up with the idea of putting everything on skids so the loader could move it, using water tanks and then water pumps if we needed it. We used that for dust control as well, because this project, kind

of the middle of nowhere, we were surprised, but it is Maricopa County, so we did still have dust inspections and everything out there.

CHAIRMAN SEARLE: So looking at all the boulders on the road, and I saw you couldn't bring any material in and you couldn't take any material out. I'm assuming The Forest Service allowed you to leave those boulders or the material there. You didn't have to --

MR. LUCCHESI: So in the next couple slides, we had to -- I'll show you. We had to load everything into loaders, take it down to a staging area, rescreen it, and then anything that -- the bigger boulders, we restacked up and used those to build -- basically build the wall of where the slurry was going, and then fines we brought back up and then graded the roadway. Have to make it smooth.

So narrow work area on this one. As you can see, the excavator that we had to break up the boulders was legitimately the biggest one that we could find that would fit in the prism of the roadway to get down to it. And then the loaders are big. The only way we could get personnel in and out of the job site was by side-by-sides. We'd have to coordinate with the operators, have them pull off the side of the road. We bring our four or five side-by-sides down for all the weekly meetings, and whenever we were working, basically stop production. We'd do our inspections, and they could go back to

working again. But no room to pass, no room to get any vehicles, any actual vehicles through there.

As I said, we couldn't use explosives, so we got the biggest excavators we could with hydraulic hammers. We sat on there and just broke them down, got them into manageable size boulders, loaded those inside the loaders, and then every single rock, every single ounce of material, had to go from the -- from the boulder spot down to the staging yard.

The next slide, I think, has the screen that we actually screened it and then put back into a loader and then brought back up. So every rock had to be moved roughly a mile to a mile and a half to be screened.

Yeah. There -- there's screen material. So the bigger stuff, we restacked up and made basically a retaining wall to hold the slurry, and then the fines we brought back up and then regraded it out and used the blade to smooth it off again.

Then one of the last things was the unexpected visitors. The road's been shut down for five years. These animals have retaken over the road completely. They hadn't seen any vehicles, hadn't seen anything. So worked real close with our guys. Reminded them that, you know, this is still their road. This is their area. If they saw anything, then, you know, they had to stop production. So bighorn sheep were the biggest ones that came and visited. They would constantly be

right up above our guys. We'd shut down for a little bit of time, let them pass, do their thing, but I'd say that was a couple of times a week we'd see bighorn sheep. A few times they saw javelina. And then the main thing we talked about each week was, who's seen a coatimundi? Who's actually seen it? Are there any out here? Literally, the last week of the project, the water truck driver ended up seeing one and got that picture. So it's just neat how they take it over, but then end up working through it.

With that, thanks again. I appreciate it, and turn it over for questions.

CHAIRMAN SEARLE: That's very impressive, you know, and Director Toth, I want to congratulate you on this. This is a -- as a board, I think Board Member Daniels and I have been hearing about this from day one, since we've been on the board. And I think if we could have seen some of these pictures and seen some of these challenges at the time, it would have helped us deal with the public a whole lot better. But anyhow, very impressive.

Questions for the -- comments on the presentation?

VICE CHAIR DANIELS: I don't have questions specifically, but just wanted to echo the sentiments of congratulations on a really incredible project. Even the interagency coordination sounds just a little bit overwhelming,

so I can't even imagine the construction side. And I just want to compliment, too, I think this probably fell under for your maintenance crew that these -- the other assignments as, like, outside of their normal job description.

MS. BONDOC: Yeah, normal job description --

MR. COLLACO: Our normal job duties kind of went by the wayside. We're a little behind now, but we're catching up.

MS. BONDOC: Yeah.

VICE CHAIR DANIELS: I've had the privilege of hiking out of Reavis Trail a bunch of times and done some overnights back in that section of the Superstitions, and it really is an incredible area of our state. So thank you for making it available to the public.

And I know Supervisor Serdy, who I think was probably one of the leaders of the Friends of the Trail and other groups, very much appreciates the efforts that were made, and I know he's been out there several times, because he'll send me pictures and notes and letting me know he's out there enjoying that part of our state. So thank you.

CHAIRMAN SEARLE: Any other comments?

MR. ELTERS: I can't help but say something. Amazing. Impressive. It really is. The -- I think the pictures go a long way in communicating the difficulty that you had to deal with, all of you, and I think it just demonstrates

that good things happen when people work together, creative, smart, dedicated and caring people, because this, too, all of these characteristics to happen. And I know there are only three of them in this room, many others out there, including Tonto and others. It's an incredible project. Thank you for the presentation, because it really helps us to relate to how it was done and what you went through. So very impressive. Thank you.

VICE CHAIR DANIELS: Are there any plans to submit this project for some national awards?

MS. BONDOC: (Inaudible.)

VICE CHAIR DANIELS: Like, I think this deserves some sort of plaque or --

CHAIRMAN SEARLE: Recognition? Yeah.

VICE CHAIR DANIELS: -- certificate or something. Really, really incredible.

MS. PESHLAKAI: Mr. Chair, I just want to say I echo everybody -- the members' words. I think it's really incredible, and I want to thank everybody for observing historic sites and sacred sites and historic preservation, working with SHPO. And, yeah, it's really impressive. I want -- I'm going to take my kids on that drive. So I've never been there, but -- just like I've never been to Wickenburg. I guess I need to start traveling some. So thank you. It's really beautiful.

MS. BONDOC: Pack a lot of snacks.

MS. PESHLAKAI: Yeah. Thank you.

MS. BONDOC: It still takes a while. It's worth it.

CHAIRMAN SEARLE: All right. Thank you very much for the presentation. I'll tell you, I think it would have been really great to see some of those challenges four years ago, so...

All right. Item 10 -- that was Item 10. Item 11, suggestions. It's 11:28. I'm going to go past this right quick and just let you know that our next meeting --

MR. ELTERS: Mr. Chair?

CHAIRMAN SEARLE: Yes.

MR. ELTERS: If I may really quick.

CHAIRMAN SEARLE: Okay.

MR. ELTERS: I'm just -- historically, I'm used to seeing Federal Highway representatives at these board meetings, and I know there are both of them here today, an Arizona administrator, Karla Petty, and her deputy, Anthony, and I just want to acknowledge their presence, let them know how I -- personally how much I value and appreciate them being here. I know they work really well with the department, and COVID, I think, pulled everybody apart for a while, but it's nice to see them in the room, and I very much appreciate your presence. Thank you.

CHAIRMAN SEARLE: Thank you, Mr. Elters, for

bringing that out. Yes. Thank you for being here.

So before we adjourn, our next meeting will be in Sierra Vista. I know it's a long ways for you, Mr. Elters, but we look forward to you joining us. And Ms. Peshlakai, I don't know if you've been to Sierra Vista, but another wonderful area of the state.

MS. PESHLAKAI: I'm not going to say anything.

CHAIRMAN SEARLE: All right. You know, Director Toth, if you could get the airplane out, that would be great.

So with that, I'm going to go ahead and adjourn the meeting. Thank you.

(Meeting adjourned at 11:29 a.m.)

STATE OF ARIZONA)
) ss.
COUNTY OF MARICOPA)

BE IT KNOWN that the foregoing proceedings were reported by me, TERESA A. WATSON, Registered Merit Reporter, Certified Reporter, Certificate No. 50876, State of Arizona, from an electronic recording and were reduced to written form under my direction; that the foregoing [] 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 6th day of May 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 November 15, 2024.

Meeting adjourned at 11:29a.m. PST.

Not Available for Signature
Richard Searle, Chairman
State Transportation Board

Not Available for Signature
Jennifer Toth, Director
Arizona Department of Transportation

STATE TRANSPORTATION BOARD MEETING
IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE
9:00am, December 20, 2024
City of Sierra Vista
1011 N. Coronado Drive
Sierra Vista, Arizona 85635

Call to Order
Chairman Richard Searle called the State Transportation Board Meeting to order at 9:01 a.m.

Pledge
The Pledge of Allegiance was led by Ann English, Cochise County Supervisor

Roll Call by Board Secretary, Karen Eatherly
A quorum of the State Transportation Board was present. **In attendance (in person):** Chairman Richard Searle, Vice Chairman Jenn Daniels, Board Member Sam Elters, Board Member Jamescita Peshlakai and Board Member Ted Maxwell. Board Member Jenny Howard was virtual. There were approximately 50 members of the public on-line and approximately 25 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 SIERRA VISTA
1011 North Coronado Drive
Sierra Vista, Arizona 85635

December 20, 2024
9:01 a.m.

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

Perfecta Reporting
(602) 421-3602

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Original)

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
Ted Maxwell, Board Member
Sam Elters, Board Member
Jenny Howard, Board Member (via WebEx)
Jamescita Peshlakai, Board Member

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(Beginning of excerpt.)

CHAIRMAN SEARLE: Thank you, Mr. Roehrich. And with that, we'll move to the call to the audience. If you're participating telephonically, you will be muted until you're called. The instructions are on the agenda online. In person, we will do that first.

Mr. Roehrich, would you call our first speaker?

MR. ROEHRICH: Mr. Chairman, our first speaker is Ms. Carolyn Umphrey, Mayor Pro Tem, City of Sierra Vista.

MAYOR UMPHREY: Thank you. I can't see you over -- I'm not tall enough.

CHAIRMAN SEARLE: Do you need a booster?

MAYOR UMPHREY: Hey, that's a secret.

I want -- it's an honor to welcome the Board here again in Sierra Vista, and the hummingbird capital of the United States. I'll go that far. And I want -- it was a pleasure welcoming and meeting the two new board members, and if this is your first time to Sierra Vista, I hope you're enjoying it, and I'm really happy to hear everyone loved the food at La Casita. They've been here 30 years, so we're very proud of that family business.

We're looking forward to the work being done on 90 on our end, and I'm sure you've heard about that many times, but it does mean a lot to our community. It's a route that you have to take to get to the hospital and many of the major

businesses here in town, a lot of big businesses. So we're looking forward to that. And the rural summit, we're hosting next year, so hopefully we see you back here next year for that.

And I want to thank Chair Searle for all his representation. You've been a fantastic community partner, just -- not just for Sierra Vista, but the region, and I want to thank you for your service and working with me and answering my calls.

CHAIRMAN SEARLE: That was a challenge.

MAYOR UMPHREY: Well, you know, I get it. I get it.

Lastly, I wanted, I wanted to wish you all happy holidays and a happy new year. Thank you.

CHAIRMAN SEARLE: Thank you, Carolyn.

MR. ROEHRICH: Just would like to remind the Board we're here next year, so please don't piss off the City. I don't want to meet in a conference room somewhere that holds, like, ten people.

Our next speaker is Ms. Ann English.

MS. ENGLISH: Good morning, Board and staff, ADOT. I am really excited and glad that one of my last official acts, other than paying our bills and making sure the employees are paid at the end of the month, that I was able to speak to you, the transportation board.

You've played a big part in my role as a

supervisor. You have been kind to me when I've made suggestions, sometimes when I have been persistent, and we really depend on you, not only -- not only for the money that flows, but for your expertise, for your abilities to see the whole state and realize how important we think we are, even though we're not urban.

And I want to thank Richard. I worked with Richard certainly before he was on the transportation board, and I knew that he was going to be a good representative of rural Arizona, because he understood and hopefully had the ability to get you to understand that rural Arizona really is what makes Arizona work, and so thank you for accepting him and all of his idiosyncrasies. So Richard has served all of us well, and we want to certainly thank him.

I want to thank you for the projects that you have done recently. You know, the public, when they see even black paint on the road, they feel like that, you know, someone cares, because everyone travels our roads. Not so many are airports. Thank you for that money also, because we can't do this by ourselves. We're dependent on you and the federal government and ourselves working in a partnership, and we truly thank you for the partnerships that you have given us.

We're grateful that you are certainly looking seriously at the two roads that lead to ports. We have two ports here in Cochise County. One of them is less known, the

Naco port, and that's a county road that leads there, so we're looking for help to maintain that. We think that that's going to flourish also, as well as the Douglas -- the new Douglas port. So again, thank you for all of the staff that's worked not only with us but with Mexico in order to make this happen in an organized way. I think it's the future of the economy of southeast Arizona, as well as Arizona.

The boards -- in the past, our boards, have always looked at the ports as being the one way that we could start to think of a way that didn't use so much water, that wasn't controversial, that would add to the value of not only Cochise County, southeast Arizona, the state of Arizona, but for the United States of America. So thank you for being with us on that project and staying with the boards in the future until it really happens and hits the ground.

So again, my purpose in being here was one of thanks and appreciation for all that you've done for us and that you will do for us in the future. So thank you.

CHAIRMAN SEARLE: We do have a three-minute time limit, Ann, so... But I wasn't going to stop you in the middle of thanking us for that, so...

MR. ROEHRICH: Yeah, I wasn't going to stop her either.

MR. MAXWELL: Yeah. I was waiting to see who was going to try.

VICE CHAIR DANIELS: Chairman Searle, I do think that gratitude needs to go the other direction, if we can, just for a moment. I know it's public comment, but thank you for your incredible years of service. You have been a pillar of southern Arizona for many, many years. So thank you for your continued contribution, and I'm sure you're not done.

MR. MAXWELL: Yeah. And Mr. Chair, I'd like just to echo that. The one thing you could always count upon Supervisor English was to be present, be there. And we did a pretty large Pima County directed look at the Douglas port of entry and what it's going to do, and of course, Supervisor English was present and letting us know what's going on. She's always supportive, and you've made a difference with your input on this board. When combined with Chairman Searle on what we're looking at and things that we're trying to do, it has made a difference in the last couple years, and that's just the last couple years of your lifelong service. So I also want to say thank you.

CHAIRMAN SEARLE: And I don't know that many people realize the -- you took a break in the middle, but from -- you know, there's probably not a supervisor, county supervisor in the state that goes back to the -- to the -- at least the 1990s, and I think it was probably the late '80s when you went on the board. So I don't think there's a supervisor in the state that has that longevity or that remembers what all has

gone on over the last 40 years. So Ann, thank you. I guarantee you, you will be missed.

The next speaker, please.

MR. ROEHRICH: Our next speaker is Mr. Alton Joe Shepard. And Mr. Shepard, the document you sent me has been forwarded to the board members and staff.

MR. SHEPARD: Thank you. I will recognize the three-minute time limit. I'm here as the county supervisor for Apache County and also as Northern Arizona Council of Governance Regional Chairperson.

And also just wanted to express my gratitude and support for the recent Arizona SMART fund changes, and I just wanted to come here before you to talk about the three that have been submitted. One is basically in northern Arizona between Many Farms and Rock Point Chapter, and that is a local match fund for safety corridor study in the amount of 40-some thousand. 46,000. And so it's going to be a collaborative effort between ADOT, Navajo Department Transportation, the local chapters, and also Apache County.

And again, the study there we've -- you know, with -- between 2021 and 2023, there were four fatalities and 64 injuries, a lot of runoffs on that highway, the major corridor, 191. As you know, many roads -- we don't have many roads that are paved on the Navajo Reservation, but this is one of the main arterial roads that go through there, so...

And the second one is basically that you guys will be reviewing is an upcoming $1.2 million design application for Stanford Road phase two, and hopefully that -- the monies will be utilized for upcoming Safe Streets and Roads For All grants project.

So again, just wanted to say thank you for continuing to support a lot of this, these projects that are across the state of Arizona.

The third application is for Coconino County, and the local match fund for Coconino is a multimodal connectivity network plan, as -- in the request of 201,000. The plan will identify multimodal routes throughout Coconino County to connect unincorporated areas and recreational federal lands, activity centers, commercial centers, industrial areas and such. Coconino Multimodal Connectivity Master Plan will include overall master plans with studies analyzing the use of existing roads, trails and abandoned roads and railroads.

My request today is that when these three SMART applications come before -- come before you in early 2025 that you will offer a strong support for award, and we know that you will have a chance to balance the pots and the funding -- of the fundings, and especially -- and asking prioritize NACOG and Apache County projects for the rebalancing happenings into the future. And population are -- into the fall, into the population band of the counties.

Again, I do appreciate the time and effort to come before the State Board of Transportation, and on behalf of NACOG and Apache County, we say Merry Christmas and Happy New Year to all of you. Be safe on your travels. Thank you, Mr. Chair.

CHAIRMAN SEARLE: Thank you, Supervisor Shepard, and thank you for the Christmas card.

Mr. Chairman, that's all the in-person requests I've received. We do have five online.

Our first online request is Mr. Art Morales. Mr. Morales, please raise your hand.

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

MR. MORALES: Great. Thank you.

Mr. Chairman, members of the State Transportation Board. Today I'm wearing three hats. Hat number one is City of Yuma councilman. Hat number two, the board member of YMPO. And hat number three, the father of a 23-year-old daughter that travels on Highway 95 on a monthly basis.

First, I do want to start with a couple things. We are thankful for the following improvements to our region. The first, the improvements to the traffic interchange at Interstate 8 and Avenue 3E. That was a critical project for our Marine Corps Air Station as part of their securing the F-35 fighter jet. Second, the recent improvements to the United States Route 95 between Araby Road and Wellton Mohawk Canal.

They've been a great start for easing the travel between the City of Yuma and the more than 2,400 military and civilian workers at the Yuma Proving Ground complex just north of the Yuma metropolitan region.

In our region, Highway 95 runs from the US-Mexico border starting at the City of San Luis Port of Entry 1, and it travels north through the cities of Somerton, Yuma -- Yuma and La Paz Counties -- to Interstate 10 in Quartzsite, continuing northward through California, Nevada, Oregon and Washington, all the way to Canada. Now this route has been officially designated by the Arizona State Transportation Board as the Western passage of the CANAMEX Corridor.

As you may be aware, completing the improvements for the 17-plus miles to this critical route has been the highest priority for our region, and we very much appreciate the role taken by the Board, and especially the many ADOT employees involved in the Southwest District at the ADOT headquarters in completing the first few portions of the corridor.

With the widening improvements between Rifle Range Road to Wellton Mohawk Canal coming to completion by the end of early next month, the next scheduled segment for widening is Imperial Dam Road to Aberdeen Road, which is a 4.7 mile segment that directly affects all YPG employees. And as I mentioned earlier, my daughter. However, there is not enough funding to carry out the shovel ready project. And then the

remaining 5.4 miles, which would fully complete the Highway 95 widening project, is currently in the design phase.

We are asking to continue the late Gary Knight's efforts on improving this corridor, and respectfully urge that the Board support those efforts during the development of the forthcoming fiscal year 2026-2030 ADOT Five-Year Facilities Construction Program. Our federal and military partners are stepping up to the plate again by providing right-of-way and substantially utility -- substantial utility relocations, in addition to over 12 million in funding for widening a prior segment. The YMPO has also played a significant role by providing the resources and leading the efforts in applying for the federal grant programs to date, and I think I made my three-minute cap, like, with time to spare.

CHAIRMAN SEARLE: All right. Thank you, Councilmember Morales.

MR. MORALES: Thank you, and Merry Christmas.

MR. ROEHRICH: Sorry we didn't get that in, but Merry Christmas to you as well, and you got eight seconds left.

Our next speaker is Mr. Jose Grijalva. Mr. Grijalva, please raise your hand.

WEBEX HOST: You are now unmuted. You (inaudible). Oh, perfect. You're now unmuted. You may speak.

MAYOR GRIJALVA: Good morning.

MR. ROEHRICH: Good morning, Mr. Grijalva,

MAYOR GRIJALVA: Good morning, Chairman Searle, Vice Chair Daniels, members of the State Transportation Board.

For the record, my name is Jose Grijalva, and I am the newly sworn in mayor of the City of Douglas. I have previously served as a member of the Douglas City Council for six years, and I'm excited to take on this new role serving and advocating for my community.

I also want to thank my predecessor, Mayor Huish, for his public service. As a predecessor -- as my predecessor has done on several occasions, I am here today to speak on the progress of the Douglas two-port solution and the connector road that will service the new port.

The first of many updates. On December 4th, the City of Douglas and the GSA hosted a signing ceremony to celebrate the completion of the Donation Acceptance Agreement. This agreement transferred 80 acres of land to the federal government that will be the site of the new commercial port. This was a critical step to advance the project that GSA needed to own the land to move forward with the construction activities.

GSA anticipates the groundbreaking to occur in fall 2025. We look forward to hosting you when the time comes. At the same time, in partnership with Cochise County and regional partners, we continue to move quickly on the design, engineering and construction of the utilities that are needed to

service the new port. This includes broadband, natural gas, electricity, water and wastewater. We have recently completed the infrastructure to provide temporary water, and APS has finished its project to extend power lines for temporary electricity service.

A major component for this project's success is the connector road. We are grateful to ADOT for the continued work on the design concept report and environmental assessment. We are excited to hear that the recommended alternative is the James Ranch Road alignment, which we have been advocating for some time. As we understand it, the final draft is undergoing internal reviews by ADOT, and once completed, ADOT will transition to final design. We are waiting to hear on the status of several funding opportunities that we are pursuing alongside ADOT and the county to help pay for construction.

I also want to thank the Board for approving $2 million in design funding during the last meeting to move forward with co-location -- co-location with the Federal Motor Carrier Safety Administration at the new commercial port. We have heard from our friends in Nogales and San Luis how efficient and effective this approach is to truck inspections at the border, and we are supportive of this effort.

As the new mayor of Douglas, I want to assure you that we remain committed to the successful completion of the two-port solution. This has been an effort that has spanned

multiple years. I thank you for your continued support and will do my part to ensure that the partnership with ADOT, between our city and ADOT remains strong.

Thank you all for your time. I appreciated meeting you all yesterday, and I can't wait to see you all in Douglas, and especially when this project is done.

CHAIRMAN SEARLE: Thank you, Mayor Grijalva.

MR. ROEHRICH: Our next speaker is Mayor Nancy Smith. Ms. Smith, please raise your hand.

WEBEX HOST: You are now unmuted.

MAYOR SMITH: Hello?

MR. ROEHRICH: Yes, Ms. Smith. We can hear you.

MAYOR SMITH: Thank you.

Well, you can probably tell from my voice why I'm not there today, because I love being in Sierra Vista. Last time I came there, I had a great time, and the hospitality was fantastic. So I know you all were very welcome.

Thank you very much for the opportunity to speak, and today I want to make sure I always say a name. So in 2023, March 2023, on a Wednesday evening, Celia Fernandez said she lost her reason for living. She said her doctors declared her ten-year-old daughter, Suheiry, brain dead, and she was angry and hurting. She was -- her daughter was only ten. She didn't even live her life. This is just an example of what's happening on State Route 347.

I first want to talk to you about being thankful for the accomplishments of 2024. Just a quick summary of a few of them. The green right turn arrow as you enter off of I-10 onto 347, the crossovers that were provided. We just have to now learn how to use them in a situation where traffic is shut down, and the one mile just within the city limits. All three of these examples are -- have had a great impact on the use of State Route 347.

As you all know, I provided you a study that showed that State Road 347 was one of the deadliest roads in western United States. Recently, I had a meeting with Senator Farnsworth where he called me. This is the first time. I always invite myself into their offices, at the legislators' offices, but this time Senator Farnsworth called me into his office to discuss the needs for improvements. And he gets it, and we all need to get it and understand how transportation needs to change, but specifically for State Route 347.

Board Members, I encourage you. It's time. We cannot let another five-year plan update be completed without solid plans to begin moving this project forward. And I want to remind you, we have funding to get some of these subprojects moving, and I would like to see commitment to get these subprojects started this year. Going out for bids would be fantastic for the intersections. We have the fundings for that. So please review how we do this when you're reviewing the five-

year plan update. Please make it a priority before approving the five-year plan.

And lastly, Merry Christmas and Happy New Year, and thank you for always allowing me the opportunity to speak. Thank you very much.

CHAIRMAN SEARLE: Thank you, Mayor Smith.

MR. ROEHRICH: Our next speaker is Ms. Lynne Pancrazi, and she's already raised her hand.

WEBEX HOST: Lynne, I have requested to unmute your line. If you are calling in, you can please press star six, or you can click the unmute button. There you go. All right. You are now unmuted.

MS. PANCRAZI: Hello? Can you hear me?

MR. ROEHRICH: Yes, ma'am. We can hear you.

MS. PANCRAZI: Oh, thank you.

Okay. Mr. Chairman and members of the Transportation Board, I'm Lynne Pancrazi. I'm the county supervisor for District 5 in Yuma, Arizona, and I am a YMPO board member. I also have two nephews who work in the agricultural field, one for Sakata Seed and one for Fertizona, and they are all impacted by the Highway 95 widening.

But first, let me begin by thanking you for all the projects that you guys have done in Yuma previously. SR-195, all of the improvements to Highway 95 that you've done for safety in the past and for the people of Yuma County, but

Highway 95 continues to be our focus for YMPO. It makes a huge impact on our country, our state and the region, and is critical to the regional's agricultural industry, impacting my nephews, the Department of Defense installations at the Marine Corps Air Station, and the Yuma Proving Grounds, and also for tourism.

The YPG is the largest single civilian employer in Yuma County, and we call it the Highway 95 -- I don't know. Whatever it is when they're all going out there at 5:30 in the morning. It's just unbelievable. And it's -- it is also a national resource. And did you know that they are still working on expanding the artillery pieces that can -- artillery pieces that can fire up to 100 kilometers? I tell people, you really don't want to know what they're doing at YPG. You just know that it's for our defense and it's for our safety.

And because of that, we need to finish a segment that what -- that is shovel ready. It had -- it's at 75 million is needed to construct it. We -- however, only 35 -- 33 million has been appropriated through the state via the Rural Transportation Advocacy Council Transportation Bill, which my friend and the late Gary Knight and I advocated at -- for at the State Legislature.

We respectfully urge the Board to consider programming the shortfall of 45 million for the US Highway 95 to carry out the segment projected -- project completely, as it serves as the main entrance to the Yuma Proving Grounds, and

they've committed funding for utility relocation and provided the right-of way acquisition. It would include in it a underpass for tanks and tracked vehicles, which now have to cross on top, and which now closes down Highway 95 while they are crossing for safety reasons.

MR. ROEHRICH: Excuse me, Supervisor Pancrazi, but you have exceeded your three minutes.

MS. PANCRAZI: Okay. Well, thank you very much. I'm -- and I appreciate any efforts that you can on Yuma County's behalf and YMPO. Thank you.

CHAIRMAN SEARLE: Thank you, Supervisor.

MR. ROEHRICH: Our next speaker is Ms. Crystal Figueroa. Ms. Figueroa, please raise your hand.

WEBEX HOST: You are now unmuted.

MS. FIGUEROA: Good morning, Chairman Searle and members of the Board, Director Toth and staff. My name is Crystal Figueroa, the Yuma MPO director. I was recently welcoming my first born, and Mr. Paul Ward has been assisting during this time.

I am here to speak to you about US Highway 95 in the Yuma region. First, I would like to thank ADOT for the effort invested in widening the corridor from a two-lane to a four-lane divided highway. It's been ten years of continued safety improvements on the 17-mile stretch, and in partnership, YMPO have consistently taken a proactive approach to secure

funding opportunities. Most recently, the RAISE grant that funded the design of the remaining segments and the 33 million of state appropriations currently in the ADOT facilities construction program.

The next shovel ready portion is Imperial Dam Road to Aberdeen Road, and this segment is directly -- as Supervisor Pancrazi have mentioned, it directly affects the main entrance of the Yuma Proving Grounds, and it's critical. It's a critical portion and highway in general for our economic development. However, as mentioned, there is a shortfall of $45 million to fully fund the construction of the 75 million segment.

I want to highlight that the segment from Wellton-Mohawk Canal to Aberdeen Road, which includes the most shovel ready segment, has had 70 crashes during the most recent five-year period, including two fatalities.

As you are aware, completing the improvements on this critical route has been the highest priority in our region. We respectfully request that the State consider programming funds to continue the momentum for moving this project forward and continue the late Gary Knight's efforts, but also consider in the -- in the development of the new year facilities construction program, fiscal year 2026 to 2030, that we still have the final segment to be funded, and it's a challenge for everybody. It's -- you know, the funds are not there -- they're

not there, but please consider providing funds for this project, as it's critical for our region.

And thank you very much for the opportunity to speak, and happy holidays to all of you.

CHAIRMAN SEARLE: Thank you, Ms. Figueroa, and welcome back to the YMPO.

MR. ROEHRICH: Mr. Chairman, those are all the requests to speak that I have received, although I noticed there is a person online who has had their hand up since the beginning of the meeting. They have not submitted a request to speak up. We can either unmute them and check what the comments are, or we can continue on with the meeting. Do you have a preference?

CHAIRMAN SEARLE: Let's see who they are.

MR. ROEHRICH: So there's a hand raised from Israel Kyogira, Kyogira (phonetic). Bryce, can you assist unmuting that person and we'll see if they have a general public comment?

WEBEX HOST: Yes. I have requested to unmute your line. Again, if you're calling in, please press star six. Otherwise, you can click the unmute button on the bottom center of your screen.

UNIDENTIFIED SPEAKER: (Inaudible) a car warranty, we can shut it off, can't we?

MR. ROEHRICH: Yes, sir. That's -- I just wanted to double-check to make sure we weren't being sold insurance.

WEBEX HOST: I'm not -- they are not unmuting their line, so maybe it was by accident.

MR. ROEHRICH: Okay. Thank you, Bryce.

Mr. Chairman, that is all the requests to speak that I have.

CHAIRMAN SEARLE: All right. I'm going to go ahead and close the call to the public, and we'll now move to Item Number 1, the Director's report. Director Toth.

DIRECTOR TOTH: Good morning. I want to thank everyone for welcoming us here. We're very happy to be here today.

So next slide, please.

I'll start things off with a fun focus on safety. Every year we open our safety calendar contest to the children, the relatives of our ADOT employees. We get some amazing artwork submissions, all focused on important safety messages. The artwork is then used to create a calendar that's distributed to all ADOT employees. It was provided to you today. Earlier this month, we celebrated our 14 winning artists, who range from between pre-K through sixth grade. We had a great event, which you can see from the pictures. It was, really, really fun recognizing them.

This is actually our 22nd year holding the safety calendar contest, and I am always amazed at the creativity. You know, none of these children are old enough to drive, but they

definitely have some wonderful messages and safety tips. So they are a daily reminder to our employees to stay safe, whether that's on the road, at work or at home. And the children's artwork really helps us to remember what's important, and to -- and we really cherish that tradition at ADOT.

So in addition to the calendars, just a reminder that we have some safety measures which are especially important this time of year when so many people are traveling for the holidays. You can always call 511. You can visit AZ511.gov or download our app, AZ 511 app for the latest highway conditions around the state. Our Know Snow site is another great resource for travelers who are planning a trip, and that can be found at AZDOT.gov/knowsnow, K-N-O-W snow, not N-O snow. All right.

MR. ROEHRICH: Can we go to the next slide?

DIRECTOR TOTH: There we go.

CHAIRMAN SEARLE: Is that the official ADOT -- is that the official ADOT mascot with the "do not enter" and the "yield" sign?

DIRECTOR TOTH: Yes. Yeah, and the highway hound is in the -- in one of those pictures, too.

MR. ROEHRICH: But didn't that little girl there in the middle in that pink dress, you had to wrestle the microphone back from her because she did not want to stop?

DIRECTOR TOTH: She was so awesome. Just this little thing, you know. Just -- she really wanted to get her

safety message across, and it was beautiful.

UNIDENTIFIED SPEAKER: Future board member.

DIRECTOR TOTH: Huh?

UNIDENTIFIED SPEAKER: Future board member.

MR. ROEHRICH: Yeah.

DIRECTOR TOTH: Yes, exactly. I think a future legislator or councilmember for sure.

So speaking of the holiday season, we're headed into the end of the year, and it's only natural to kind of look back over the past year. I don't want to give you a full rundown of everything we've accomplished, but I do want to call out that 2024 has been a very productive year for ADOT and the State Transportation Board. We saw a big emphasis on new grant funding. We've moved forward with I-17, with I-10 and a number of other projects. In total, we advertise 89 new projects in 2024 as of earlier this month. Pavement preservation, obviously, is a big focus, as was engaging with the public, local businesses, municipalities and other government agencies and groups.

This year, we celebrated our 50th anniversary. We also launched the Arizona Transportation Institute. We opened back State Route 88 and repaired the US-191 overpass in Cochise County.

So very importantly, our agency was renewed by the Legislature for eight years, and we completed our five-year

update to the Strategic Highway Safety Plan, and continue to play a crucial role when it comes to safety. From wildfires that impact our roads to snowstorms, we have daily incidents across the state. Our crews are out there helping people get to where they need to go.

I'm proud of what we have done in 2024, and I thank our Board for the support and guidance that you've all provided. We're really looking forward to 2025.

So with that, in terms of a legislative report, we're looking forward to an upcoming legislative summit on January, 2- -- on January 8th, not 28th, 8th. We sent out the invitations, I believe, yesterday, to the Board, and we're gearing up for the upcoming session.

On the federal level, I have to rib our federal partners, because I see they stepped out of the room for a meeting, but the federal government is due to shut down today after midnight. Congress has been working on different stopgap funding measures to extend the prior continuing resolution that was brokered in late September of this year. Today, it's expected that the House of Representatives will introduce, actually, a third continuing resolution, which is set to preserve our current spending levels through March of next year. Although details of that measure are sparse at the moment, negotiations definitely are still ongoing, and we're closely monitoring the activity in DC. I do want to say that we do not

anticipate much, if any, disruption from a potential shutdown due to the fact that we have a long-term authorization IIJA which is in place.

So that concludes my report, and I'd be happy to take any questions.

CHAIRMAN SEARLE: Any questions for Director Toth? Seeing none.

Thank you very much.

DIRECTOR TOTH: Thank you.

CHAIRMAN SEARLE: Item Number 2, district report, Mr. Emery, Southeast District Administrator.

MR. EMERY: Good morning, Mr. Chair, members of the Board, Director Toth. It's good to be with you this morning. I have a brief presentation to go through to give you an update on our current construction projects in the Southeast District.

The first project is the US-60 Queen Creek Bridge. This project is a bridge replacement project on US-60 at Milepost 227. This is just east of Superior. Contractor is Ames Construction. The contract bid amount was about 40.7 million. The project is about 19 percent complete. The ongoing and upcoming work that we have going right now includes shoring, work on the westbound roadway cut and excavation at pier two.

The next project is --

CHAIRMAN SEARLE: Mr. Emery, on that -- on that Queen Creek Bridge, when is -- how long is that project going to be up and going? I mean, are we looking for two years?

MR. EMERY: At least another year and a half to two years.

CHAIRMAN SEARLE: Okay,

MR. EMERY: The US-60 -- the next project is the US-60 Waterfall Canyon Bridge. This is a bridge replacement project, also on US-60, at Milepost 229.5. This is just east of the Queen Creek (inaudible) and Queen Creek tunnel. Contractor is Ames Construction. The contract bid amount is about 3.9 million. This project is about 15 percent complete, and they're currently working on the box culvert walls.

The next project is the US-191, 7th Street to Milepost 173 project. This is a pavement rehabilitation project on US-191 from Milepost 163 to Milepost 173. This is in the Clifton and Morenci area. The contractor is FNF Construction. Contract bid amount is about 10.1 million. The project is about 28 percent complete. The upcoming work includes milling and paving work beginning in March of 2025. They're currently on winter shutdown.

The next project is the US-191 Tabletop Road to 7th Street project. This is a pavement preservation project on US-191 from Milepost 160 to Milepost 163. This is just east of Clifton. Contractor's FNF Construction. The contract bid

amount is about 1.2 million, and that project is about 10 percent complete. That is a microseal project, and that work is scheduled to start in the spring of 2025.

The next project is the US-191 at State Route 75 and State Route 78 project. This is a construct roundabout project on US-191 at Milepost 154. This is at Three Way. The contractor is Granite Construction. Contract bid amount is about 6.5 million. Project is about 42 percent complete, and the ongoing and upcoming work includes curb work and continuing to pour Portland cement concrete pavement.

CHAIRMAN SEARLE: Mr. Emery, when is that project projected to be completed?

MR. EMERY: That project will be done in 2025, towards the end of 2025.

I wanted to show you some pictures of three of our projects and kind of show you the work that's being done. Wanted to start with the US-60 Queen Creek Bridge. The picture on the top left, that shows you the excavation work that they're doing at pier two. So pier two is one of the -- one of the large piers, and you can see the challenge in getting that area ready for the foundation for that pier.

The picture on the top right, that kind of gives you an overall view of the project area. Of note is all the different access roads that the contractor has had to build in order to get access to the work areas for this project.

The picture on the bottom right, if you can see the two dump trucks that are coming down from the hill there, that is the westbound rock cut that they're currently working on. So that area is pretty much going to remove a lot of that rock right next to the westbound part of the highway.

And the bottom left picture, that shows you one of the access roads that they were building to get access to do work on one of the piers and the abutment of the new bridge. That also shows the shoring work that they have to do. This is right next to the existing highway, so they had to do some shoring work in order to build that access -- that access road.

The next project, and for me, this is one of the more challenging projects I think that we have, is the US-60 Waterfall Canyon Bridge. And as you can see the -- on the picture on the left, you can see we're essentially building two new box culverts under the existing bridge while traffic is still using the existing bridge above.

So you can see on the left, they've began putting the reinforcing steel for the floor and the walls. You can see that picture on the top right shows the two box culverts and the reinforcing steel for the floor and the walls. And then one of the big challenges, the picture on the bottom right there shows you there's not a lot of room to work. So you have -- to the left, you have Queen Creek, which we have -- we can't get into, and on the right, you have the highway. And so that access road

was really the only access that there was to get down to the work area.

And then I wanted to show you the US-191 at State Route 75 and State Route 79 -- 78 roundabout at Three Way. So this area sees a lot of large trucks and vehicles that are going up to the mine in Morenci. So this is a large roundabout there at Three Way, and because of the large trucks, the decision was made to use Portland concrete pavement as the pavement material, as opposed to a hot mix asphalt. So if you go out there, you're going to see a lot of -- a lot of concrete for this roundabout. So that's what this -- those three pictures are showing all of the concrete for proportions of that roundabout.

MR. MAXWELL: (Indiscernible) I've got a quick question on that. Why was a roundabout the decided plan in that area? I mean, sometimes -- I mean, obviously, through a highly trafficked area, you have it a lot, but out in the rural, you don't -- at least I'm not aware that you tend to use roundabouts. So I'm just curious why that was the approach.

MR. EMERY: Mr. Chair, Board Member Maxwell, it's a great question. I sure wish the designers were here right now.

What I think is roundabouts are very good, very good traffic operations, intersection. Because of the way the intersections work with 191, 191 comes from US-70 and then turns to the towards Morenci and Clifton. Then you have State

Route 78, State Route 75 coming at the same intersection. Most of the traffic movements are also tied to 191. So I think the decision was made that the roundabout would serve everyone best to ensure good traffic operations and the safest. There's also some interesting vertical curves coming in and out of this intersection, and I think that's the -- I think that's why the decision was made that this would be the best -- the best intersection, best operations, and the most reasonably safe.

MR. MAXWELL: It looks like an incredible project one day. I definitely want to make the drive up there sometime and see it, because the big truck traffic on roundabouts doesn't fit, you know. I just imagined somebody getting stuck, you know. It takes time for the truck to pull out, but it does look -- the size of it looks like it's going to have sufficient room for trucks to enter.

MR. EMERY: I can tell you we spent a considerable amount of time, and we included the mine in those discussions, basically asking them, what is the largest vehicle that you can see coming through here? And that's -- it was designed to accommodate that.

MR. MAXWELL: Thank you very much. Thank you Mr. Chairman.

MR. EMERY: We do have two other projects that are currently in construction. These two are just starting, so -- but I did want to mention them.

The first is the US-60 Schulze Ranch to the town of Miami. This is a drainage improvement project on US-60, from Milepost, 241.41 to 242.23. This is just west of the town of Miami. The contractor is Meridian Engineering Company. The contract bid amount is about 4.7 million. The project is zero percent complete. So it's just starting. The contractor intends to mobilize the first week of January.

And the last project is the I-10 East Willcox TI UP bridge. This is a bridge rehabilitation project on I-10 at Milepost 344.5, just west -- or just east, excuse me, of Willcox. The contractor is Granite Construction. The contract bid amount is about 1.1 million. This project is also just starting. It's 2 percent complete. And the contractor will be continuing to mobilize and will be closing the bridge overpass the week of January 6th.

CHAIRMAN SEARLE: January 6th?

MR. EMERY: January 6th. Yeah.

And with that, I thank you, and be happy to answer any questions.

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

Any questions for Mr. Emery on this?

All right. Thank you very much.

And Mr. Casselman, welcome to Sierra Vista. Anthony is the director for the Southcentral District in charge

of the Highway 90 project, and I think there's people here in Sierra Vista who would like to know what's going on.

MR. CASSELMAN: Absolutely. Good morning, Mr. Chairman, Board Members. Yep, Anthony Casselman. You might remember me from my previous role. I've attended a number of board meetings. Just took over as the Southcentral District administrator about two months ago. Maybe a little over two months ago now.

Just a quick update on the SR-90 paving project. It is ongoing right now. Still slated to finish in the summer of 2025. They started the project with the curb, gutter, sidewalk work, and the paving actually started just this past week. So you probably saw it as you were driving down here. They're working on the paving. They're going to work from north to south. Right now they're -- the paving is going to be done during the daytime, so 6:00 a.m. to 6:00 p.m. for that north part. Then when they get into the town limits, it will be done during the evening time.

So that's my update on SR-90. I'd be happy to answer any questions.

CHAIRMAN SEARLE: All right. Thank you very much. Any questions for Mr. Casselman on Highway 90?

All right. Thank you for being here.

And that will conclude Item Number 2.

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

consent agenda. Is there any item on the consent agenda that any board member would like removed and discussed? Seeing none.

I would entertain a motion for the consent agenda.

VICE CHAIR DANIELS: So moved.

MR. MAXWELL: Second.

CHAIRMAN SEARLE: A motion by Ms. Daniels and a second by Mr. Maxwell.

As there's no discussion, all those in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: Thank you.

And for -- that was Transportation Board Member Howard saying aye, so --

MS. HOWARD; Yes, it was.

CHAIRMAN SEARLE: All right. So I'm going to -- I'll forego a poll.

MR. ROEHRICH: I would ask if there's any negative. I don't -- I don't know if everybody said aye.

CHAIRMAN SEARLE: Yeah. I think it was unanimous.

MR. ROEHRICH: Okay.

CHAIRMAN SEARLE: All right. We'll now move to Item Number 4, which is the financial report with Ms. Kristine Ward.

MS. WARD: Well, good morning, board members. It's nice to be down here in Sierra Vista. Mr. Searle, I want to start out by saying it has been a pleasure and we'll miss you.

CHAIRMAN SEARLE: Well, if it's all right with Ms. Daniels, I'll hang around for a little bit.

VICE CHAIR DANIELS: (Inaudible.)

MS. WARD: I'll start off giving you a report on the Highway User Revenue Fund, and these will be kind of brief, because we are right within target range, with about $727 million collected. So we're very happy we came back within our forecast range, and that's about all I have to say about that.

If you look at the individual categories, one thing that you'll notice is that, you know, we had a -- we had a week through (inaudible) in gas tax collections, and we were higher in our -- strong in our vehicle license tax collections. Oh, the vehicle -- on the gas tax collections. That's kind of the result of some refunds associated with exports. Whenever we -- whenever suppliers take money to take money -- take fuel out of the racks, they're taxed. If they then export those, that fuel, then they get a refund of those taxes paid.

In terms of VLT, we just had a really strong month, and we're -- I'm kind of wondering why, and I've asked the team. So we're not going to turn it down for sure, but

that's where we are there.

Going on to the Regional Area Road Fund. The same thing. We had a lovely -- it's been a lovely month for coming back into target range on our -- on our revenues, and for RARF, we're right -- we're at $246 million collected year to date.

Now, let's talk about our individual categories for a minute, because last meeting, a few of you asked about this -- the "other" category, and what is going on in the "other" category when you see, for October, we're 55 percent behind last year, and we're 17 percent behind forecast. I kind of want to give you a little more detail on that.

So that "other" category is made up of a number of types of adjustments, amended returns, where a taxpayer will just make an amendment, submit those returns, and they will get categorized. Some of them will get categorized as in the "other" category. I'll explain more as to the why. And then you've got audits that DOR, Arizona Department of Revenue, is actually -- they are initiating the audit. You've got collections cases where they've got a whole collections division in DOR. When they collect on those funds, they will sometimes end up in the "other" category. And then refund requests. You'll get taxpayers and that will come in afterwards, and there will be refund requests.

Now, how the things get categorized is the second

part here. Some things will actually -- some of these types of adjustments will actually get categorized in the specific revenue category that they are associated with, but when you've got a multi-year situation in which the funds are -- cover a number of periods, a number of months, a number of years or situations of that nature, or they will cover either multiple periods or they will cover multiple categories, the Department of Revenue, it's easiest for them to do -- process those transactions and place them all in the "other" category. If it's one specific period or one specific category, they plop it in that category. It's multiple. They throw the entire transaction into the "other" category.

And then you've got some where there are some -- there are some tax categories where there are so few taxpayers that if they were to put them in the individual tax category, it would reveal who the taxpayer is, and so they keep those confidential, and they put those in that "other" category.

Now, you'd also asked me about what kind of -- what our experiences have been in terms of the volume of dollars, and you can see on the -- on the chart that we have -- this depicts the adjustments that were in the "other" category, the category of "other" for the past five years. DOR doesn't have control over this. This is -- this is -- there's nothing predictable here. You can see in 2023 they had a very large year. So when we came in and projected this year, it's just

substantially below, and we're at about 3.8 million, I think, is what we projected on this. I hope that answers the questions on this issue, but --

CHAIRMAN SEARLE: Are you opening for -- any questions, clarification from board members on this?

MS. WARD: (Inaudible.) Oh, good. Okay. Cool. Let's see. Moving on.

So I'm not going to -- thank you, Director, for giving the federal update. We have been in quite a bit of -- there's been quite a bit of activity in the last day to make sure that the potential shutdown doesn't impact the department, and we're very pleased to say we don't anticipate any impacts from a potential shutdown.

And then there's one last thing I'd like to report on. I spoke with Ms. Daniels, and I thank you for that conversation since our last meeting, and at the last meeting, I believe it was Ms. Daniels, maybe others as well, asked about expenditure reporting. Per that conversation, we are developing a report. The team is developing a report. We will be reporting out on expenditures on a quarterly basis, and that first report is after -- we will report back to you the first board meeting after the close of the quarter. If there are no more questions, I would be -- no more issues, that's -- concludes my report. So I will be happy to take questions. (Inaudible.)

CHAIRMAN SEARLE: Any questions for Kristine at this time?

All right. Thank you very much for your report, Kristine.

MS. WARD: Thank you.

CHAIRMAN SEARLE: Now move to Item Number 5, our Multimodal Planning Division report. Audra Merrick.

MS. MERRICK: So good morning, Chair, members of the Board. First of all, happy holidays. I don't know if you heard the Christmas caroling in the background when we first started.

CHAIRMAN SEARLE: Yeah.

MS. MERRICK: I don't hear it now, but it was kind of fun, especially going along with the director's slides with kids and the holiday (inaudible).

Anyway, I'm going to present Items 5 and 6 to you today. So Item 5 is the Multimodal Planning Division report tribal transportation update. And we do like to share some fun things -- some fun thing -- some fun things with you when we can, so today, that is the Pueblo of Zuni governor extended an invitation to ADOT to attend the Zuni Shalako ceremony, an important yearly cultural event held in the Zuni Pueblo, and the ADOT Native Nations ambassador and the Environmental Planning Group tribal liaison had the unique opportunity of attending and observing the sacred event. So this event was held prior to the

start of the two-day meeting with the Tribal Council and administrative staff, and it was truly an honor for our staff to attend that ceremony, and they were very gracious for that opportunity.

Highlighting the actual two-day meeting, two-day event, to highlight that they were actually able to learn, to absorb the Zuni culture, and then also to learn about the tribe's infrastructure, development and improvement plans, and then ADOT shared its ADOT program and its processes as well. So it was more opportunity to share information.

This slide is just a list of the tribal engagement activity since our last meeting. I'll spare you me reading through all of this. It's really just to show our interactions and engaging in the various tribes.

And then lastly, the Governor's Office on Tribal Relations will convene the 30th annual -- I know the slide says 29, but I believe it's the 30th Annual Indian Nations and Tribal Legislative Day Event on January 15th, and it's at the State Capital lawn. The event does pay tribute to the history and the culture of the American Indian people. ADOT plans to do a booth at the event to share information, answer any questions folks might have on transportation and what we do. Members of the State Legislature, the Governor, other elected officials and state and tribal agency representatives are invited to attend, and the registration information can be found on the slide here,

and that does conclude the tribal transportation update.

CHAIRMAN SEARLE: Any questions for Ms. Merrick on this update?

All right. Are we ready to move into Item 6?

MS. MERRICK: Sure.

CHAIRMAN SEARLE: All right. Item 6, there's -- I've got quite a few items here, and I think we've all had opportunity to review them on the agenda, and what I would -- just to kind of move the meeting along, if there's any questions on any of the specific projects. I would like to get an update on 6C, if you would, the parking, truck parking, that's a significant increase.

MS. MERRICK: I'd be more than happy to answer your question, and then I do want to make note of the yellow star on the new project (inaudible). Would you like me to take your question first?

MR. ROEHRICH: Yes, please. Would you? Yeah.

MS. MERRICK: Thank you.

So yes. 6C is the I-40, I-17, various locations. It's the truck parking. And so we did have some challenges with this truck parking. So there was -- it's an $8.5 million difference. And so to sum it up, we have the I-40 Parks and Christensen rest area have been closed for many years, and there's some extensive rehab that's needed. That -- because they've been closed for so many years for safe park -- for some

safe truck parking, and those minimal amenities that will be needed at those two rest areas.

And then also the recent completed statewide truck plan does identify Parks rest area as a hotspot for truck parking, and so they're looking at somewhat of a slight expansion to that rest area. Also, the -- there's four, by the way. Number three, the original, the original estimate was based on gravel lots, and it's since been determined that a more resilient surface is required for the rest areas. And then the last one is there are -- there are four rest areas but seven sites. So there's four rest areas, but three of those rest areas have two sites, so there's an increase to traffic control and mobilization costs.

CHAIRMAN SEARLE: Okay. Thank you very much.

VICE CHAIR DANIELS: Can I just clarify one thing?

CHAIRMAN SEARLE: Yes.

VICE CHAIR DANIELS: You said a dish -- a different type of surface treatment was going to be required. What's the requirement versus the -- like, required versus desired.

CHAIRMAN SEARLE: Yeah.

VICE CHAIR DANIELS: What's the differential?

MS. MERRICK: It's AB versus AC, and there's been some asphalt AC, and there's some erosion issues at one.

There's some freeze/thawing issues and snow plowing concerns on some of the others.

MR. MAXWELL: A follow-up question, Mr. Chair --

CHAIRMAN SEARLE: Yes.

MR. MAXWELL: If I could, I mean, the same thing. The part that jumped out to me about it was the fact that Flagstaff, and we -- just now are realizing that we need something that can withstand freezing temperatures. So I guess my question more is there's still a lot more work we need to do on truck parking. This is seven sites, and there's a lot more in the future. Have we adjusted anything in our process to make sure going forward we won't see, you know, a 60 percent increase when we take a look?

MS. MERRICK: Yeah, we'll definitely --

MR. MAXWELL: Because some of those I think we shouldn't have missed is my point.

MS. MERRICK: Yes. We'll definitely look at lessons learned on this project and implement those on the other ones for sure.

MR. MAXWELL: Thank you.

MS. MERRICK: Uh-huh.

CHAIRMAN SEARLE: Okay. If there's no other questions, were there other items you wanted to address on this or would you be interested in taking a motion?

MS. MERRICK: Yes, if I may just make one note,

because there is a difference between your agenda packet and what I do have on the slide.

CHAIRMAN SEARLE: Okay.

MS. MERRICK: And that's the -- if you take note of the yellow star at 6F and 6G. Items 6F and 6G are correctly shown on the slide as new projects. These two projects were mistakenly included in your agenda packet as project modifications. So the slide is correct, and that was the minor adjustment. It was a clerical error.

CHAIRMAN SEARLE: Okay. Any questions on that? All right. Seeing none.

I would entertain a motion then to approve Items 6A through 6T as presented.

MR. MAXWELL: So moved, Mr. Chair.

CHAIRMAN SEARLE: I have a motion by Board Member Maxwell.

MR. ELTERS: Second.

CHAIRMAN SEARLE: A second by Board Member Elters. If there is no other questions or comments on these items.

MS. Howard, if you would let me ask your vote separate so it doesn't get blended in with the rest of us.

All those in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: Ms Howard.

MS. HOWARD: Aye.

CHAIRMAN SEARLE: All right. Any opposed? Hearing none. The motion passes unanimously.

Thank you, Ms. Merrick.

MS. MERRICK: Thank you, Mr. Chair. Thank you, members of the Board.

CHAIRMAN SEARLE: We'll now move to Item Number 7, which is...

MR. ROEHRICH: Mr. Chairman, Item 7 is going to be presented by Lisa Danka, and she has -- had to be remote for the --

CHAIRMAN SEARLE: Okay.

MR. ROEHRICH: -- for the meeting.

MS. DANKA: Good morning, board members. For the record, this is Lisa Danka, and I am here to present some information and one action to you regarding AZ SMART. We're going to start today with the action.

Next slide, please.

This is related to an award made to Santa Cruz County by the Board on March 13th of this year. They were awarded the Reconnecting Communities Pilot Program federal grant in the amount of 6.6 million for the Ruby Road Bridge over Potrero Creek and Union Pacific Railroad. Excuse me. This grant requires a 50 percent local match, and the application indicated the match would be used for construction only. Now,

this federal grant can actually be used on all phases of the project and not just construction. As a result, the County has requested that the Board change the AZ SMART match to apply to all project bases, which will provide greater flexibility in funding the project.

This -- pardon me. This change is consistent with the SMART statute, which only limits match to be used on a federal grant and does not indicate any specific phase. The AZ SMART grant of 3.3 million, nothing about it changes, and the funds will still be used only to match the federal grant. The change will just enable the match to be used for the same phases that the federal award applies to.

And for your consideration, the requested action is to approve the expansion of the 3.3 million match award made on March 15th, 2024, from construction only to all phases of the project.

CHAIRMAN SEARLE: You know, to make things simple, as that's my district, I'll go ahead and make the motion as requested. A second? A second by Ms. Peshlakai.

Any questions on this change in the SMART fund grant request? No questions.

All those in favor of the motion say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: Ms Howard?

MS. HOWARD: Aye.

CHAIRMAN SEARLE: Thank you. Any opposed? Hearing none. The motion passes unanimously.

VICE CHAIR DANIELS: Can I just ask a follow-up question?

CHAIRMAN SEARLE: Go ahead.

VICE CHAIR DANIELS: Ms. Danka, is there any reason that an applicant wouldn't just always look for the flexibility in the SMART grant? And I'm just thinking that maybe this is an education piece that's helpful for the applicants that they, you know, allow for that flexibility at the initial, or is there a specific reason they might be limiting where they're going to be putting those dollars?

MS. MERRICK: Mr. Chair, Board Member Daniels, at times, the projects that we've received are already designed. The right-of-way has already been purchased. There is only one phase left where they would -- they would need AZ SMART match.

At the time they applied for this, the plan was to use it for construction, and there was no consideration that the funding would be used elsewhere, because they have different types of funds on this project, including, I believe, a legislative appropriation, a federal earmark. They have some of their own funding. And it just wasn't apparently anticipated at the time they applied. They wanted to use it all for construction.

VICE CHAIR DANIELS: Yeah. No, I understand what

you're saying, but I'm not talking specifically on this particular project, but just thinking about an applicant coming forward in the future just to allow themselves the flexibility of the dollars, recognizing that there are some unknown factors or perhaps, you know, as we piece together the funding for these projects, they may need to shift money around. Would -- wouldn't it serve the applicants better moving forward if they always just said for any phase of the project or for any...

MR. MAXWELL: Mr. Chair, I agree. I think for -- if you know, it's for the projects just beginning, I think that's a good idea. My concern would be, we always have people looking where our grant money is going, what we're doing, who we're giving it to, and there is a phase in there that they can't -- we can't give them grant money. And then they collect other entities, like some of the other ones that were mentioned who will support the same thing we gave them grant money for. In theory, we're supposed to pull the grant money back at that point.

VICE CHAIR DANIELS: Okay. So the double -- the double --

MR. MAXWELL: Just fishing in -- fishing in multiple ponds for monies to do the same thing.

VICE CHAIR DANIELS: Okay. Okay.

MR. MAXWELL: I mean, that's the only thing I could think was why --

VICE CHAIR DANIELS: (Inaudible) I was like, is there a reason why they -- not just go, say, let's make it broad and then you never have to come back to us, but I understand now what you're saying.

CHAIRMAN SEARLE: And in -- for just clarification on it, and for auditing purposes, it's not a bad thing to have to come back if there's an adjustment.

VICE CHAIR DANIELS: Sure.

CHAIRMAN SEARLE: So...

VICE CHAIR DANIELS: I just hate to slow people down or make them do extra work.

CHAIRMAN SEARLE: Understood. All right. We -- I think you have a report on how this SMART grant has been used in the data?

MS. DANKA: Yes, Mr. Chairman. Thank you.

I am now going to pivot to map and data options that we prepared for the Board related to the SMART fund, and the data that I'm going to show you today is for the previous program. We have not received any new applications yet. You haven't acted on them. So this is all historical data.

We are working on a dashboard which will be posted on the AZ SMART webpage, and at a minimum, it's going to provide information such as the available funding in each category, the list of applicants, as required by a grant statute, an interactive map which shows all the awards by type,

be it design, match or grant development. Federal grants awarded to date as a result of the AZ SMART awards, along with the program's overall leverage factor and the ability to drill into each project for information related to the specific AZ SMART award, such as the deadline by which each design awardee must apply for their federal discretionary grant or the Board is required to rescind that grant and they're required to pay the money.

So next slide, please.

We're bringing you -- there's a previous slide to that. I'm sorry. Thank you.

We're bringing you three different options for your consideration that we would include both in the dashboard and the materials that will be provided to the Board when there are applications on the agenda. And in addition to the information I present to you today, we'd like to know if there's other data you want to see or other representations.

Next slide, please.

MR. ROEHRICH: Is it this one? Lisa, the one with the little map?

MS. DANKA: Yes. The map. Yes.

MR. ROEHRICH: Okay.

MS. DANKA: So this is the map that we have developed. This is something I believe Ms. Daniels has asked for for a couple of meetings, and again, it's the inception of

the program through September 14th of '24, which is the effective date of the new program. And during that period, we made 23 DOES, which are design awards, that totaled 31.2 million, 18 match awards totaling 17.6 million, and three grant development awards for 55,000. Those individual awards have leveraged federal funds to date in the amount of 33.5 million for design awards and 105 million for the AZ SMART match awards.

The legend for this map, the DOES are the pink awards or the pink dots. We do have a few awards that are either countywide or statewide, and those would be the pink dots with the black circle around it. The match awards are all shown in blue squares. And again, we have countywide and statewide, so they have the black border. And then finally, the green triangle for the three grant development awards. Now, it's a nice visual, but it does not tell the whole story.

So next slide, please.

We've also developed some tables of data for your consideration. This first table is the AZ SMART program itself, and shows the geographic distribution of the awards you've made to date. The table on the far left is showing the information by awardee. So you can see the individual awardees, the number of awards to that entity, and then the total dollar amount of those -- in ADOT's case, those five awards.

Now, a quick comment about Phoenix. They were -- they came into the program before the Legislature made a change

that restricted the program just to rural entities, and their dollar amount of their federal grant kind of skews the information a little bit, particularly the overall program leverage. That's why we've highlighted it, just to bring that to mind that it can change things a little bit.

In addition to the awardee data, we gave you three different presentations here. The first is by board district, and that's the top chart in the middle. Obviously, going forward, Districts 1 and 2 will not have any data, because those two districts, those two counties and the cities and towns within them are not eligible for the new program. The bottom table in the middle shows the information by COG and MPO, and there you get a little bit of a different look at how the distribution is occurring. And then finally, the table at the right shows by county, and that is even a different look.

Now, the awards, I have a footnote here with the asterisk. These are all the awards that remain valid. You may recall that we've had some awards come in over the course of the last two years. For example, if we awarded match and they were not selected for a federal discretionary grant, the match award per statute is automatically returned to the fund -- the sub fund it came from. We've also had to rescind a couple of awards because they got duplicate awards, as was mentioned earlier. So these are the ones that are still active.

Next slide, please.

VICE CHAIR DANIELS: May I ask a question real quick about this slide?

MS. DANKA: Absolutely.

VICE CHAIR DANIELS: You do have some cities listed or counties that have a zero next to them.

MS. DANKA: Yes.

VICE CHAIR DANIELS: Is -- what's that indicative of? Does that mean they applied but didn't receive it? Because we have 91 cities and towns and, what, 15 counties or something, so...

CHAIRMAN SEARLE: I guess the question would be why is the zero being shown?

VICE CHAIR DANIELS: Why are they even on there?

CHAIRMAN SEARLE: Yeah.

MS. DANKA: Because we have not received any applications from entities in that county.

CHAIRMAN SEARLE: Going back to the cities. The active -- on the far left.

MR. ELTERS: Mr. Chairman, I would take that question one step further, if I may, and just ask to Board Member Daniels' question. Why are those four listed as zero number of awards zero dollars, but also, do these cities, did they apply and were turned down? Do they understand why they were turned down? And can they reapply or do they know what next steps are? If they did not apply, then this is a moot

question.

CHAIRMAN SEARLE: Okay.

MR. ELTERS: But I think that -- I think we're all wondering about the same thing.

CHAIRMAN SEARLE: Lisa --

MS. DANKA: Yes. So Bullhead City, for example, if you go back to the table at the far left, Bullhead City came in twice for match on a project, and twice they were turned down for a federal discretionary grant. So they're on the list because they did apply. They did have to release their match, though, because they weren't chosen.

With regard to -- I think the next one is Douglas. We had to take action on this previously. They received that large RAISE grant for their project. Unfortunately, the scope of work for that federal grant covered the scope of work that the Board awarded them funding for, so the Board rescinded that award.

With regard to Gilbert, they're a similar situation to Bullhead City. They came in under the program when Phoenix and, you know, everybody was eligible, basically. They applied for a federal discretionary grant but were not chosen, so that -- those funds immediately came back to the sub fund.

And with regard to Sierra Vista, just I believe it may have been last month or the month before, this is a rescission that the Board had to undertake because they did not

procure their consultant under federal standards, and therefore, we weren't legally able to reimburse them for design. So --

VICE CHAIR DANIELS: So the answer to why they're on there then is because they were awarded and we've rescinded. That's the answer to why the -- why they're on --

MS. DANKA: Or they weren't chosen for a grant, and it automatically was returned to the -- match award was automatically returned to the fund.

VICE CHAIR DANIELS: So I guess the question for the Board is, is in the data, is it helpful for us to see who has applied and how many times they've applied? Even if their answer is zero, they haven't gotten any awards. I mean, Gilbert in the future will no longer be on there. They're within MAG's jurisdiction, so that, like, would cancel them out anyway. But I'm just looking at, like, what additional data is helpful for us? Do we want to see who's applied and not received, even though there's various reasons as to why they haven't, and it won't be immediately evident on the chart?

CHAIRMAN SEARLE: So you're basically asking for another column for applications?

VICE CHAIR DANIELS: I don't know if that's helpful or not.

CHAIRMAN SEARLE: Yeah.

MR. MAXWELL: Mr. Chair.

VICE CHAIR DANIELS: Because we need to see -- I

don't know if we need to see that.

CHAIRMAN SEARLE: Mr. Maxwell.

MR. MAXWELL: I mean, I'm -- I want to see the third version, too, because right now, I like both of the visual description. And --

VICE CHAIR DANIELS: (Inaudible) pick one. We can pick all of them.

MR. MAXWELL: That's my point. I'm more -- I'm preparing her for our answer. We like it all, but I am --

MS. DANKA: I'm glad to hear that.

MR. MAXWELL: I do think the zeros, when they come back to us, don't show us anything.

CHAIRMAN SEARLE: So an additional column that would be application?

MR. MAXWELL: I wouldn't even include that.

VICE CHAIR DANIELS: Yeah, I don't know that we'd include it, but also, if there's a zero, I don't know that -- I don't think it's helpful for us to see it --

CHAIRMAN SEARLE: Well, I think it allows us to know that they are attempt -- who's taking -- trying to take advantage of it. And so Bullhead City, City of Douglas, Gilbert and Sierra Vista all are taking or are trying to take advantage of the program. They just haven't been -- so I think I -- getting back to why there's a zero, I understand why there's a zero, and it's probably good to see who's trying to take

advantage of it.

MR. ELTERS: Mr. Chairman.

CHAIRMAN SEARLE: Mr. Elters.

MR. ELTERS: I would -- I would agree. As a board member, I'm interested in knowing how well this AZ SMART program is working. So it's good to know who's pursuing it and what is taking place. My suggestion on those zeros, just to help us understand them, is an asterisk that explains, you know, this was -- this was, yeah, pull back --

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. ELTERS: Yeah. So it's explained in the process. The asterisks that have -- that are already provided do really a great job in explaining. Just adding one more footnote would take care of it, I would think.

MR. MAXWELL: Mr. Chair, looking at this, I'll tell you I know, as with all things, lots of times we all go with good intentions when we're making changes to the State Legislature. I anticipate there may be some more activity for us to change the SMART fund eligibility again, because I can't look at this and say, Pima County district two, all the cities -- it's huge rural segments. I mean, not small. It's one of the -- it's got a lot of rural segments, and I understand segments, and I understand the intent as it was originally written.

We had a lot of municipalities who were anything

but rural, who were eligible. But now we've -- I look at, you know, outside of -- outside of Tucson, almost the majority of our -- the Tucson region specifically. You get out in Ajo, Why and all that, and they're not eligible to apply because they're in District 2. I mean, so it's -- I think there's still a lot of work to do on that side of the language. I want to work with ADOT. I don't want us putting anything forward, but I can tell you right now, but looking at this, looking at the maps, this is something I'm going to take back to my district and say we need to fix this.

CHAIRMAN SEARLE: Yeah. And it's also -- this type of data is helpful to go back to the Legislature and let them show what it's --

MR. MAXWELL: Absolutely.

CHAIRMAN SEARLE: -- how it's working.

MR. MAXWELL: And that's -- to me, this highlighted --

CHAIRMAN SEARLE: Yeah.

MR. MAXWELL: -- what we thought was by the Legislature a good change. It's got its limitations.

CHAIRMAN SEARLE: Yeah.

MS. DANKA: Mr. Chair --

VICE CHAIR DANIELS: I agree wholeheartedly with the response. Sorry. Go ahead.

CHAIRMAN SEARLE: Lisa.

MS. DANKA: Yeah. My apologies.

The next slide kind of speaks to --

CHAIRMAN SEARLE: Hang on.

MS. DANKA: -- how the program is working.

CHAIRMAN SEARLE: All right. Lisa, hang on one second. Ms. Peshlakai, did you have a comment or question?

MS. PESHLAKAI: Yes. Thank you, Mr. Chair. I think as far as the discussion of the number of awards that were grants -- that were applied for by like, say, Bullhead City, they had the two that they didn't get, that information would be, I think helpful in the --

CHAIRMAN SEARLE: And I guess that --

MS. PESHLAKAI: -- column. Yeah.

CHAIRMAN SEARLE: -- was my question for another column.

MS. PESHLAKAI: And also, another thing, and I don't know if -- my question would be I'd like to know if -- what tribes were -- what tribes are being not directly or indirectly being -- their transportation system is being benefited by the Arizona SMART fund. And we have cities and counties here, but tribal nations are not on there, and I think that information would be helpful, although I know we do get the update from a tribal transportation person here, but -- and I don't know what we're talking out of -- out of -- where it doesn't -- we don't really necessarily need to know, but I think

it would be helpful, so...

CHAIRMAN SEARLE: And I think with the change in the app -- the applicants and who can apply for them now is going to open that up. So there's going to be more data that's available as we go forward.

MS. PESHLAKAI: Okay.

CHAIRMAN SEARLE: If that's right. Lisa, if you want to address that.

MS. DANKA: Yeah. Mr. Chairman, board members, indeed, this is historical data, and at the point -- up until September 14th, only cities, towns and counties were eligible for the program. Going forward, anybody eligible for a federal discretionary grant is eligible for the program. That includes tribal nations. So the list at the far left will actually be much longer, and you will see tribes on there, as well as COGs and MPOs and, you know, what -- probably many other entities that are eligible now. I hope that helps.

MS. PESHLAKAI: Yes. Thank you. That's very informative, and thank you. I look forward to those changes.

CHAIRMAN SEARLE: All right. Lisa, your next slide.

MS. DANKA: My next slide. Yes. Thank you.

So this particular presentation speaks to the effectiveness of the program. And again, we're showing you data by awardee. We're showing you their total AZ SMART awards --

this is the big table to the left -- and now the number of federal grants they have received, along with the total amount of those federal grants. So in ADOT's case, we received four totaling 21.4 million. The AZ SMART leverage is how much that particular applicant has been able to leverage federal funds as a result of the AZ SMART awards.

And again, going down to Phoenix here, I mentioned earlier that -- that it can skew information and calculations in this fund, and you -- indeed, you see that their $437,000 award leveraged a $25 million grant, and their leverage factor is 57 times. So it is -- when you go to the table to the right, at 2.84 times for the entire program, that is impacted by this Phoenix leverage factor, but we have also --

CHAIRMAN SEARLE: Lisa, if I remember correctly on that Phoenix application, they had quite a bit of money that they were leveraging on that project as well.

MS. DANKA: Indeed.

CHAIRMAN SEARLE: We were just a very small piece of it.

MS. DANKA: Indeed. I believe their original request was 3 million. I'd have to verify that, but it was definitely in the million dollar range.

CHAIRMAN SEARLE: And my recollection is they already had an additional 6 or 7 million that went on top of that. So it would change -- it would change the data, but

that -- your point's well made.

MS. DANKA: So this data, again, we're showing it to you by board district.

If we can go to the next slide.

We also are showing it by COG and MPO again and by county. And then the small table in the lower right, I threw in there in case it was something the Board wanted to keep track of, this is the -- tracking the two-year deadline for design awardees by which they must apply for a federal discretionary grant.

Now, the one comment about leverage here. So we see return on investment from the match awards much sooner than we do from our design awards, because it takes 12 to 18 months to design a project, and often the match awards have come in either right before they apply or even after they've applied, their request for match. So that leverage generates much more quickly.

And at this -- next slide, please.

So we're -- we've heard already some of the things that you're interested in, but we would like to know, does this meet your needs? Do you like the breakouts? What is the frequency with which you might want to see this data, and is there anything else you want to see other than what we've already discussed?

MR. ELTERS: Chairman.

CHAIRMAN SEARLE: Mr. Elters.

MR. ELTERS: Can we go back two slides, please, Floyd? One more. Thank you.

On the larger table on this slide, where it says Federal Grants By Awardee --

MS. MERRICK: Uh-huh.

MR. ELTERS: -- there are quite a few where there was an Arizona SMART awards, but there was no federal grants received, and in the columns next to it shows the total dollar of federal grant received being zero, and then in the last column, some say zero times, some say NA. Is there a difference between those two, and can you explain -- or were those dollars were the Arizona SMART awards, dollars were returned in the cases when there was no federal grant received?

MS. DANKA: Mr. Chair, Board Member Elters, it does depend on the situation. In Bullhead or Bisbee's case, that's a design award. So it will be a while before they even apply for a federal discretionary grant, and therefore, we've made an award, but they haven't applied yet. So there isn't -- there's nothing to leverage at this point.

Bullhead City, little bit of a different story. I mentioned previously that they applied twice for AZ SMART to match. It was the same project. They applied twice to match a federal grant and were not chosen for either grant. We can indeed annotate what's going on here, and that's one big

takeaway that I have made a note of is to help you better understand what's going on with the zeros and what it really means.

MR. ELTERS: So, Mr. Chairman -- thank you, Lisa. Mr. Chairman, I -- with that answer, I like what has been provided. I don't know that we need -- I don't need any more. This --

CHAIRMAN SEARLE: Okay. Mr. Maxwell.

MR. ELTERS: -- satisfies my need.

MR. MAXWELL: Thank you, Mr. Chair.

As with all good deeds, they don't go unpunished. I like all the charts. So if you're looking for us to narrow them down, I'd say not. I've also come around listening to everybody talk. I'd like the application numbers from every city, even the ones that have been awarded, stuff as a separate column, because some of the ones who've received three or four may have put in five or six grants. And so they're a community or a municipality that maybe others should look to, hey, how are you doing this? How are you leveraging this, and where you may go for help.

So I do agree. I think adding the applications number for all the towns that are listed -- you know, if somebody's one for one, great, but if they're five -- or three for five, that would be good for us to see as well. And it's -- you did a really great job putting it all together, but as with

all the board members, we're probably going to say we like it all, we want -- we'd like to continue seeing it all. I do think quarterly is sufficient for us, my opinion.

VICE CHAIR DANIELS: Yeah. I agree with the quarterly statement.

I just wanted to clarify, Lisa. NA means that they've applied for a grant and been rejected, but zero means that they have not yet applied?

MS. DANKA: That is true. That is correct.

VICE CHAIR DANIELS: Okay. So instead of saying total dollar federal grants received, maybe that column, instead of having zero dollars, should say, like, NYA, not yet applied, or something that helps us to know that they haven't applied yet, because what that means to all of us is that if they apply and get rejected, those dollars are going to end up back in the pot. And so that would be helpful, I think, for us to see sort of on a cyclical basis. And again, we're sort of going to have to be learning while we go here, since this is the first opportunity --

UNIDENTIFIED SPEAKER: (Inaudible.)

VICE CHAIR DANIELS: -- to work through it. What? What did I say wrong?

UNIDENTIFIED SPEAKER: No. You --

MS. DANKA: So let me just clarify that. Some of these are for design only.

VICE CHAIR DANIELS: Right.

MS. DANKA: And if they -- that's for design only. They do not have to return the funding. If they apply for construction grants and don't receive it, then they have to re- -- you know --

VICE CHAIR DANIELS: So there are instances in this where the zero dollars is not necessarily rejection or not yet applied. It's a not applicable.

MS. DANKA: It could be.

VICE CHAIR DANIELS: Okay. So we just need to change the language, I think, on this to clarify. I think that's probably a pretty simple adjustment. But other than that, I'm grateful for the data and information, and I feel like it'll help us make decisions, assuming that this obviously becomes a lot more competitive, which I anticipate that it will, to spread the dollars geographically across the state, and to be really cognizant of the fact that some municipalities or counties or MPOs might be at an advantage or disadvantage based on the data that we end up...

CHAIRMAN SEARLE: If I could piggyback on that a little bit, Ms. Daniels. I -- you know, this information is, I think, good for us to kind of see how the program is working, but I think it's even better for the Legislature, because they're the ones that are funding this, and this is the one that we need to be able to take to the Legislature to be able to show

that the system is working, the program is working, and that, you know, to keep it funded, and --

VICE CHAIR DANIELS: Data is always intended to inform, to educate and to tell the story.

CHAIRMAN SEARLE: Yeah.

VICE CHAIR DANIELS: Like, that's the purpose for data. So it's up to us as the humans taking the data to make sure that we are using it for that purpose.

CHAIRMAN SEARLE: Yeah.

VICE CHAIR DANIELS: And I think that every time we have these conversations, we're getting better at it.

MR. MAXWELL: Mr. Chair, could I ask the director one question? They just --

CHAIRMAN SEARLE: (Inaudible) I don't know.

MR. MAXWELL: No, go ahead.

UNIDENTIFIED SPEAKER: That's true. You don't know.

MR. MAXWELL: Can I have the floor? Mr. Chair, appreciate it.

You spurred a thought in my mind. When we award design dollars, there's no requirement for them to apply for a grant, or is the intent -- because I thought the intent was we would supply them the design dollars knowing they then were going to go after a grant. So if what we're bringing up is -- we might need to track that, to your point --

VICE CHAIR DANIELS: Yeah.

MR. MAXWELL: -- Jenn, is -- differently, because we may never see any number in there, but I thought the intent was they were going to use the money we gave them to go after grants.

MS. DANKA: Correct. However, if they don't receive that grant, there's no requirement for them to return the funding.

VICE CHAIR DANIELS: I know.

MR. MAXWELL: I understand that part. I just didn't know -- just wanted to make sure it -- the intent is they are required to try to receive a grant using it.

MR. ROEHRICH: They are within that two-year period, and there was a table that Lisa had back in --

MS. DANKA: At the very --

MR. ROEHRICH: -- one of these areas. I don't remember where it was.

MS. DANKA: It's on the last slide.

MR. ROEHRICH: It's on --

MS. DANKA: That one.

MR. ROEHRICH: Oh, there it is.

UNIDENTIFIED SPEAKER: That one there.

MR. ROEHRICH: But yeah --

UNIDENTIFIED SPEAKER: The bottom one there.

MS. DANKA: Yeah.

MR. ROEHRICH: If they get the design funds within the two years, they have to apply for the full grant.

UNIDENTIFIED SPEAKER: Right.

MR. ROEHRICH: And if they don't, then the design funds come back. If they apply and they're unsuccessful, that's fine. They don't have to pay it back.

MR. MAXWELL: Appreciate that clarification, because --

CHAIRMAN SEARLE: All right. And --

MR. MAXWELL: -- just wanted to make sure (inaudible).

VICE CHAIR DANIELS: One more just thought. When we're looking at this number of 2.84 times, because the whole purpose of this is to be able to leverage those federal dollars, do we want a goal? Like, should we be aiming towards a goal when it comes to what we want our X factor to be? I --

MR. ELTERS: Mr. Chair.

VICE CHAIR DANIELS: -- throw it out there as a thought.

MR. ELTERS: Mr. Chair, I would suggest to you, Board Member Daniels, to wait for additional data before you try to set a goal, because this goal is an artificially inflated goal because of that Phoenix number.

UNIDENTIFIED SPEAKER: Yeah, we got to --

MR. ELTERS: And so maybe another year under our

belts -- our belt before we attempt to set a goal to make it meaningful and attainable. Otherwise, it will either be too easy to attain or we will never get there.

VICE CHAIR DANIELS: I think they took that number out of this data, just if I'm doing quick math.

MR. MAXWELL: Well, the overall impact on the amount of the money that was put in there for the total, it's only 437,000. This is a straight 2.8 off --

VICE CHAIR DANIELS: Oh, yeah.

MR. MAXWELL: -- the entire amount funded.

VICE CHAIR DANIELS: Yeah. I see what you're saying.

MR. MAXWELL: So it doesn't have as much influence as you think. It's minimal, actually. I mean, it's only 1 percent of the entire fund, less than 1 percent. So the 40 -- the 57 times is only less than 1 percent, including that 2.8.

I'm very -- my big concern is we want to encourage, we want to help the communities that don't have the funds to do it. So the idea that we're only going to start judging in order to meet our goal design funds that we know are going to be successful, I don't think that's the intent. We want -- we want to give those smaller communities opportunities to go out and design, which is a wish, and then try to hopefully get some federal funds, but if we set a goal, and to Chair

Searle's point, the legislators are going to eat this up, and then we start going, well, why are we doing all these that people aren't being able to leverage anything? And that's not the original intent, I don't think, of what the SMART funds were set up for.

All right. Lisa, the one thing -- you wanted direction, and I think you've heard input on that all of the slides were beneficial and how to improve it. The one question is, how often we should -- this should be presented? Mr. Maxwell said quarterly. I personally think annually would probably be -- suffice, and I think as a board, we need to weigh in how often we want to see this.

MR. ELTERS: Mr. Chairman, I thought quarterly was a good benchmark.

CHAIRMAN SEARLE: All right. Ms. Daniels?

Quarterly, but at a minimum, biannually.

CHAIRMAN SEARLE: All right.

MS. PESHLAKAI: Quarterly.

CHAIRMAN SEARLE: Quarterly? Ms, Howard?

MS. HOWARD: I think quarterly as well, and I'd also like to add that it's so good to see all of the information in one place so we can see the direct impact of this program, and so that other communities can see the direct impact, because it shows that the money's there, it's being awarded, and I'm hoping it will entice other rural areas and small towns to

apply.

CHAIRMAN SEARLE: Very good.

MS. DANKA: Mr. Chair.

CHAIRMAN SEARLE: Yes.

MS. DANKA: If I may, I -- we will indeed provide this to you quarterly.

The other question I have about frequency, though, is when there are applications on the agenda, would you also like to have this information at that time?

MR. ROEHRICH: That will be monthly then.

CHAIRMAN SEARLE: I don't -- we're putting a lot on your plate, and that would be my concern, and that's why I thought annually would probably be a little easier to do, and it gives us a kind of a way of looking at it each year, how we're making progress, but it's pretty much -- quarterly seems to be the answer.

MR. MAXWELL: I do have a question. It's actually for Lisa. You talked about this being on the SMART AZ website. So how often are you going to update the website for it? And if that makes it available, it doesn't put much on your plate, I might say it would be beneficial to have, but if we know it's in real time or it's updated every -- monthly on the website, then it's an easier ask.

CHAIRMAN SEARLE: Yeah.

MS. DANKA: Yes. So the intent is to update at

least monthly and possibly more frequently. The data is actually generated as a result of the applications we receive. It's -- a lot of it is automated, I guess I would say.

Now, I have to think through how we put in the additional information about, you know, the number of times they've applied and the story behind it, but for the most part, it's kind of a turnkey, automated process.

CHAIRMAN SEARLE: All right. So the question is -- back to the Board is do we want to see this information every time we have a SMART grant application. And I don't know that it's -- I'm seeing a no?

VICE CHAIR DANIELS: We can refer to the dashboard.

CHAIRMAN SEARLE: We can refer to the dashboard there. Very good. So, Lisa, I think the answer is no, you don't have to worry about it for every SMART grant application.

MS. DANKA: Okay. Then what we'll do is bring up the dashboard when you deliberate so that you at least have the month -- the information available if you need it.

CHAIRMAN SEARLE: Very good.

MS. DANKA: Thank you, members.

CHAIRMAN SEARLE: All right. And I think that concludes -- which item we're on?

VICE CHAIR DANIELS: Seven.

CHAIRMAN SEARLE: Seven.

MR. ROEHRICH: I think that's done with Item 7, Mr. Chairman.

CHAIRMAN SEARLE: Yes. All right. Thank you.

MR. ROEHRICH: I hope so.

CHAIRMAN SEARLE: Get back on -- get back on track. Let's go to the item we've been waiting for all morning. Item 8. Mr. Byres. And this is, just for the record, our state engineer's report.

VICE CHAIR DANIELS: Greg gave it away.

CHAIRMAN SEARLE: Yeah.

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

For Item 8, we have 98 projects that are under construction, worth $2.9 billion. 11 projects have been finalized in the month of November, worth $91.4 million, and fiscal year to date, there's 45 projects have been finalized.

So going on to -- you've heard the Southeast update, but we'll go ahead and go through all of the other districts that we've got.

So starting with Southcentral District, we have SR-87 and Skousen traffic signal. That project is currently 57 percent complete. We have the I-10 widening, Ina to Ruthrauff. That project is going real well. It is at 71 percent complete. We have the I-10, Country Club, Kino. That is a design-build project. At this point in time, we're into the notice of

proceed number one. So it is ongoing, but we're still waiting for data, as well as some of the procedures on that design-build. We also have the I-19 and Irvington TI, which is in final design at this point in time. We're anticipating that construction to occur in late 2025. And then we have the SR-90 Border Patrol station to Wellton, which Anthony had kind of given us an update on. We're about 20 percent complete on that project.

For the Northcentral District projects that we have there, US-89 and North Lake Powell Boulevard roundabout. Construction is supposed to be starting in -- or it started it in October, and we're looking at completion would be probably early summer 2025. Drainage -- the US-89 drainage and erosion control improvements. That particular project will be starting in April of 2025. We're looking at completion of that sometime in November of '25. The next one we have is I-17, Willard Springs to wildlife overpass, or the wildlife overpass. That one, that project, is about 95 percent complete, in the design phase. We're looking at advertising it later on this month.

For the Southwest District, we've got the I-10 Scaddan Wash to Plomosa pavement preservation project. It is about 60 percent complete. We also have SR-95, Tyson Street to north of Quartzsite. That is a pavement preservation project as well. It's about 2 percent complete. The I-10, Dome Rock Road to Scaddan Wash is a pavement preservation project. It's about

99 percent complete, almost finished up. And then we have the I-10 truck parking. That's the availability system. Right now that's at about 87 percent complete. We've run into some problems with the technology on that, and so it's kind of on hold at this point until the technology we have -- basically, 'til the cameras can talk to the computers. We're still working on that. So we have two different vendors that are currently working together to try and remedy the issue that we have on that. So we also have the -- which one is that one? That one --

CHAIRMAN SEARLE: On that item, Mr. Byres.

MR. BYRES: Yes.

CHAIRMAN SEARLE: The other states that have currently got the system up, apparently they're not having a problem with the software.

MR. BYRES: Each state -- each state is using different technology.

CHAIRMAN SEARLE: I see.

MR. BYRES: So it's part of that pilot is testing the different technologies.

CHAIRMAN SEARLE: Okay.

MR. BYRES: So some of them are fairly rudimentary. Some of them are much more complex. Ours is much more complex.

CHAIRMAN SEARLE: Figures. Okay.

MR. BYRES: We also have US-95, Aberdeen-Castle, Dome Mine Road. It's a pavement preservation project, and currently we're doing some final paving and markings on that project. We also have the US-95, Rifle Range Road to Wellton Mohawk Bridge. That project is about 95 percent complete at this time. We have the statewide port of entry barrier protection project. Those concrete barriers that are being installed are at about 12 percent complete. And then we also have the SR-85, I-8 project. Those are drainage improvements with the box culvert. We're about 21 percent complete on that project.

CHAIRMAN SEARLE: And getting back to your statewide port of entry barrier protection, just so people remember it, you know, they become a target every once in a while, and this is definitely a safety issue, so... And I think Yuma experienced that couple years ago.

MR. BYRES: Yep. We have had several scales wiped out, and we've had a couple of our -- what we call dock houses, wiped out as well, so...

MS. PESHLAKAI: Mr. Chair, Chair, could you clarify for me what you mean by safety?

CHAIRMAN SEARLE: There's been trucks or vehicles that have run into the facilities, and it --

MS. PESHLAKAI: By accident or --

CHAIRMAN SEARLE: Well, I guess I'm not sure

whether it was by accident or just carelessness or whether they were actually targeting somebody. It's kind of -- but...

MS. PESHLAKAI: Okay. Yeah. I don't get to the area much, so I don't hear the news.

CHAIRMAN SEARLE: Yeah. That was -- that -- the Yuma one there was a semi that basically wiped out some of the facility.

MS. PESHLAKAI: Okay. Thank you.

CHAIRMAN SEARLE: Okay. Not my district, though.

MS. PESHLAKAI: Oh, okay.

CHAIRMAN SEARLE: But I guess Mr. Elters (inaudible).

Go ahead, Greg. Sorry.

So in the Northwest District, we have the California border to Needle Mountain Road on I-40. That's a pavement pres. project. That's about 17 percent complete. We have the West Road -- rest -- West Road by North to Paulden. That is a safety project that we're working on. It just got started, and it's about 3 percent complete. And then we have the Centennial Wash Bridge. That's on US-60, and that one's about 61 percent complete.

The Northeast District, we have the I-40, Pinto to McCarrel project. That's a pavement preservation project, and it also has the Dead River Bridge included in it. That project's about 70 percent complete. That's held over for the

winter at this point in time. We also have the Crestview to Joy Nevin in Holbrook project. That project is about 10 percent complete. It's a pavement preservation project that also is currently in the winter shutdown. And then we have the SR-77, Taylor to Rodeo Road in Snowflake. That project is about 80 percent complete.

And then in Central District, we have the I-17 diamond grinding that has been going on. That's currently -- the diamond grinding is 100 percent complete on that project. SR-101, the Pima Freeway. We're rebuilding the ramps on that -- on that section of the 101. That is 70 percent complete. The SR-101, Agua Fria, we're currently working on bridges for that project. The drilled shafts are currently under construction. SR-303, US-60 TI, we're putting in a third turn lane on that project. And that project at this point in time, is about 74 percent complete. The SR-202, right now we're working on the removals and the drilled shafts for that project. That's at about 16 percent complete. And then we have the I-10 Gila River Bridge. That project right now is about 31 percent complete. They're just finishing up the last of the diaphragms and the abutments on that project.

CHAIRMAN SEARLE: Mr. Byres, on that project, I notice that the new bridge is a little bit higher than the existing bridges. Are we going to have to raise everything up?

MR. BYRES: So it is almost exactly four feet

higher than the existing bridges. The reason for that is when the hydrology was rerun for the bridge itself, we needed to be able to raise it to handle the maximum flood that bridge is rated for. So yes, the approaches on both sides are also going to be raised.

CHAIRMAN SEARLE: Okay.

MR. BYRES: So we're winding up having to go back on either side of the bridge about three-quarters of a mile. So (inaudible).

UNIDENTIFIED SPEAKER: It's going to be fun.

MR. BYRES: So the next item I have is the Naco Highway. It's the transfer of the Naco Highway from the County to ADOT. We've had several conversations with the County. At this point in time, we're waiting for the County to give us a proposal on what roadways they would be willing to take in from the State's system. So they've got about three or four different options that they're looking at at this point. We had a discussion yesterday, so they're looking and seeing which one they think is more viable for them, as well as for the State.

So the section that we're looking at is basically from the port of entry, running all the way north up to the city limits is what we're looking at now. One of the things that we have to do is make sure on that north end that we have a logical termini. So it basically has to end at an intersection. So we're either going to wind up with a short gap that is still

going to be the County's, and the County can work with the City on that, or we're going to have to go into the city limits, in which case we're going to also have to be working with the City on that. So those are still part of the negotiations that we're working through.

CHAIRMAN SEARLE: Well, this has been an ongoing request from Cochise County and Supervisor English for, I'm going to guess, 30 years. So it's good to see progress moving forward on a request. I guess it does show that ADOT does listen.

MR. MAXWELL: Mr. Chair, quick question.

CHAIRMAN SEARLE: Yes, sir.

MR. MAXWELL: Greg, so the roads that they are currently considering to accept, as we know, we have -- we give up and we take, are those in the condition that they are required to be in for the transfer to occur? Because I know we have to give them -- those roads in a certain level of condition. Are they -- are those roads already in that condition, or are we going to have to expend funding to make this happen?

MR. BYRES: So the statute -- the way the statutes read is if we are to basically accept a turnback, then those roadways have to be brought up to a minimum of no major repairs within five years. Okay? Same versus the other, if we're -- if it's straight cross.

Now, in this particular case, that's a lot of money for the County to try and put out. So what we're looking at is rather than going that straight route of turnback, we're looking at the trade. So by implementing the trade, we can do two things. We can, one, make sure that it's comparable and -- but the other big thing is make sure that the ownership is right.

So in this particular case, we have a county that is going from a national port up into the state and federal system. That's not necessarily the best ownership for that. So what we're looking for is, okay, what roadways do we have that the County can take on that the State currently has ownership that doesn't necessarily match the ownership. So that's what we're looking for. That's the trade. No matter what, it has to be equitable for both parties.

MR. MAXWELL: So this is a trade, not a transfer.

MR. BYRES: Correct.

MR. MAXWELL: That doesn't fall under the language of the statute. Okay. Thank you. That answers the question. Thank you, Mr. Chair.

CHAIRMAN SEARLE: Okay.

MR. BYRES: And that was what I had for Item 8.

CHAIRMAN SEARLE: All right. And before we go to 9, Ms. Peshlakai, you asked about the port of entries, and, you know, it's just not an Arizona issue. I can remember the

port of entry in Lordsburg, New Mexico, getting wiped out about 20 years ago as well.

MS. PESHLAKAI: Thank you, Mr. Chair, for that clarification. And I don't know why, but when you said safety issues, I wasn't thinking so much as engineering and planning, but I was thinking about immigration.

CHAIRMAN SEARLE: Yeah,

MS. PESHLAKAI: And I beg for your --

CHAIRMAN SEARLE: It was --

MS. PESHLAKAI: -- understanding on some of my ignorance, because I'm way northern Arizona, and I only see immigration news, and so I apologize. I didn't mean to offend anybody with that explanation, but it's something that popped into my mind, and I wanted to explain why I needed that clarification.

CHAIRMAN SEARLE: Okay.

MS. PESHLAKAI: Thank you.

CHAIRMAN SEARLE: All right. Greg, Item 9, contracts.

MR. BYRES: Great. We have five projects that we're bringing forth to the Board. Thank you for approving the two that were on the consent agenda.

To date, we're looking at -- we're -- as far as the construction costs that have come through to the Board, we're still in the red at 15.6 percent. We're getting better,

but we're still -- that first month really knocked us down, so -- but we're looking good and getting better as we're going on.

The first project that I have, Item 9A, these are a variable speed limit system. This is on I-40, Transwestern Road to I-17 TI. On this particular project, we had three bidders. The low bid was $4,675,138. The State's estimate was $3,619,437. The difference is $1,055,700, or 29.2 percent over the engineer's estimate.

In looking at the low bid, one of the biggest things that we had was the timeline that they had for much of the work is occurring during monsoon season. They had accounted for that, which made for lower production rates than what we had estimated. The other items were that we have much a higher cost in the -- some of the components for the speed limits for specifically the transformers and a lot of the fiber optic equipment.

But after we took and went through analyzing, after review and analysis of the low bid, the bid was determined to be responsive, and we -- and we recommend award to William Charles Construction Company, LLC.

CHAIRMAN SEARLE: Ms. Peshlakai, this is your district. Would you like to make that motion?

MS. PESHLAKAI: Yes, Mr. Chair. I'd like to move to approve the Item Number 9A for the Transwestern Road.

CHAIRMAN SEARLE: Okay. To William Charles Construction Company.

MS. PESHLAKAI: To --

CHAIRMAN SEARLE: I have a motion by Ms. Peshlakai.

MS. PESHLAKAI: -- Company.

CHAIRMAN SEARLE: Second?

VICE CHAIR DANIELS: Second.

CHAIRMAN SEARLE: Second by Ms Daniels. Any other questions or comments before I call for the vote? Seeing none.

All those in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: Ms. Howard?

MS. HOWARD: Aye.

CHAIRMAN SEARLE: Okay. Any opposed. Hearing. None. The item passes unanimously.

9B.

MR. BYRES: So the next item, 9B, is a safety improvement project. This is in Mohave County. We had one bidder for this project. The low bid was $5,848,155. The State's estimate was $4,755,454, a difference of $1,092,701, or 23 percent over the engineer's estimate.

One of the biggest things that we saw in this was the one bidder that we had said that there was -- had a very

difficult time trying to get subcontractors for this project. We also saw a much advanced or accelerated cost for both the aggregate base and for concrete for the curb and gutter.

Just so everyone's aware on this, this is actually the fourth advertisement of this project, and unfortunately, every time we've advertised it, the differential has grown. So Mohave County has decided to accept the difference on this project, and after review and analysis of the low bid, we see the bid as being a responsive bid, and we recommend award to Technology Construction, Inc.

CHAIRMAN SEARLE: Okay. Mr. Elters, assuming that there's no conflict of interest, would you be interested in making a motion on this?

MR. ELTERS: Mr. Chairman, I do not believe there's any conflict of interest. And with the history that Mr. Byres referenced, four trips and federal dollars and larger county match than anticipated, before somebody else changes their mind, I would be pleased to make that motion.

CHAIRMAN SEARLE: So I have a motion from Mr. Elters to award Item 9B to Technology Construction as presented. Do I have a second?

MR. MAXWELL: Second with a question.

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

MR. MAXWELL: Were all four of the previous

rejections also single bidders or the other three, or was there other reasons they were rejected?

MR. BYRES: Unfortunately, Board Member Maxwell, I don't know how many bidders there were on those.

MR. ELTERS: Mr. Chairman, Mr. Maxwell, I may be able to shed some light. I don't believe all of them were single bidders, but as you heard, four times, it started in '21, '22 and '23 we saw an inflationary period like we were used to. The cost jumped substantially to where the federal dollars, along with the local match, were nowhere close enough to covering the cost. So they stepped back and tried to repackage it and then try it again and repeat that process. And eventually, even this time, the only way it's moving forward is there were some -- fortunately, some federal transportation dollars that made -- were made available to bridge that gap.

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

CHAIRMAN SEARLE: All right. I have a motion. I have a second. I don't think I have any more discussion.

All those in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: Ms Howard.

MS. HOWARD: Aye.

CHAIRMAN SEARLE: Any opposed? Hearing none. The motion passes unanimously.

9C.

MR. BYRES: Item 9C is a roadway and pedestrian improvements. This is on Delaware Drive, 16th Avenue to Broadway Avenue.

CHAIRMAN SEARLE: Can we have the screen on the next slide?

MR. BYRES: Oops. Let me flip that.

CHAIRMAN SEARLE: There we go.

MR. BYRES: There you go.

So the low bid is 4,260,000. The State's estimate was $5,097,078, a difference of $837,078, or 16.4 percent under the engineer's estimate.

One of the biggest items that we saw on this, after talking to -- we had two bidders on this project, by the way -- talking to the low bidder was the storm drain pipe itself, along with the excavation for that storm drain pipe was -- came in much cheaper than what we had estimated, and so therefore everything looked fairly good.

After review of and analysis of the low bid, the bid is determined as responsive and responsible, and we recommend award to Blue Core Contracting, Inc.

CHAIRMAN SEARLE: Ms. Daniels.

MR. BYRES: I do want to make -- I do want to make one announcement on this. There was a differential in the bid for the DBE on this. However, after looking through that DBE, their DBE response, it was a non-material variance, so it

wasn't considered.

CHAIRMAN SEARLE: All right. And you're still being reckoned -- recommendation for award?

MR. BYRES: Correct.

CHAIRMAN SEARLE: All right. Ms. Daniels, I believe this is in your neighborhood.

VICE CHAIR DANIELS: It's close to me, but not in my district.

CHAIRMAN SEARLE: That's what I was -- that's what I was wondering, but then --

VICE CHAIR DANIELS: Yeah. Yeah. Move to approve Item 9C as presented.

CHAIRMAN SEARLE: All right. I have a motion by Ms, Daniels. A second?

MR. ELTERS: Second.

CHAIRMAN SEARLE: Second by Mr. Elters.

Any other discussion or questions? Seeing none.

All those in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: Ms. Howard?

MS. HOWARD: Aye.

CHAIRMAN SEARLE: All right. I guess -- I guess --

VICE CHAIR DANIELS: -- saves us money, actually.

CHAIRMAN SEARLE: All right.

VICE CHAIR DANIELS: Her district's saving us money.

CHAIRMAN SEARLE: Okay. I guess I -- Ms. Howard, I guess I should have allowed you to make that motion on that one. I apologize.

MS. HOWARD: Oh, no worries at all. Thank you.

CHAIRMAN SEARLE: Okay. So I do have a motion and a second. Did I -- did we already --

MR. ROEHRICH: Mr. Chairman, you already called for --

CHAIRMAN SEARLE: Okay. Thank you.

MR. ROEHRICH: -- the vote.

CHAIRMAN SEARLE: Someone threw me for one. All right.

MR. ROEHRICH: It passed unanimously.

CHAIRMAN SEARLE: All right. So passed unanimously, and that concludes Item Number 9. Mr. Byres can sit down, and we'll move to Item Number 10, which is our 2025 board meeting and public hearing dates and locations. Knowing that Ms. Daniels and Mr. Roehrich kind of worked this together, any comments you'd like to make before we go forward?

VICE CHAIR DANIELS: The only comment I'd like to add -- and thank you, Floyd, for all of the work that you did to organize these. It's no small task to get a hold of the right person in each of these jurisdictions and ensure they have the

technology that we need in order to provide these board meetings, virtually and otherwise -- is that there are lots of these locations where I do think it would be helpful as a board if we had sort of a driving map, things to go look at in the immediate jurisdiction surrounding the area that are of particular local interests to that district or to that region, and so I'd be -- I'll be working with Floyd on where those are.

I wish -- and maybe there are some circumstances where we can all sort of travel together, maybe take a couple hours after the board meeting to go do those things. Obviously, they have to be calendared that way and we have to organize appropriately, but I do think it's helpful for us to get out and really see the area that the individuals come and speak to us about.

And I've really loved the continual responses that Floyd and the team have provided once we have public comment, and so I'd like to see that continue as well so that we know we're being as responsive as we can be to the public and to the jurisdictions and areas that we represent. Field trips.

MR. ROEHRICH: So, Mr. Chair, Ms. Daniels, yes, we can work on that. If you see the community profile that send -- that we send you, a lot of times we'll hit the transportation issues that the locals have brought up, but I can see the benefit of having a map or a graphic if people want to look at it, and then if we want to organize some type of a tour

or something, again, as you said, we'd just have to preplan it.

VICE CHAIR DANIELS: Right.

CHAIRMAN SEARLE: As long as there's snacks.

MR. MAXWELL: As long as there's snacks.

MR. ROEHRICH: I'll provide water. Bring your own snacks.

CHAIRMAN SEARLE: Okay.

MR. ROEHRICH: Everybody's got a preference. I'm not buying seven different types of snacks.

CHAIRMAN SEARLE: Okay. Thank you. That was -- that was -- I don't know where that came from, but anyway...

MR. ROEHRICH: This isn't a school trip.

CHAIRMAN SEARLE: All right. I would entertain a motion if there's -- does anybody have -- you know, that's -- it's in the agenda. Everybody's reviewed it. If there's no problems with it, I would entertain a motion to approve the calendar as presented.

VICE CHAIR DANIELS: So moved.

MR. MAXWELL: Second.

CHAIRMAN SEARLE: I have motion by Ms. Daniels and a second by Mr. Maxwell. If there's no other discussion, all those in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: Board Member Howard?

MS. HOWARD: Aye.

CHAIRMAN SEARLE: All right. Thank you. Any opposed. Hearing none, Item 10, public hearing dates, passes unanimously.

All right. Item Number 11.

MR. MAXWELL: Can't skip it.

CHAIRMAN SEARLE: Do I have to run this one.

MR. ROEHRICH: You can't skip it.

VICE CHAIR DANIELS: I'll take over, if that's okay.

CHAIRMAN SEARLE: Okay.

VICE CHAIR DANIELS: I will okay this one.

CHAIRMAN SEARLE: All right. I will turn this over to Ms. Daniels.

VICE CHAIR DANIELS: Thank you. Director, did you have comments as well? I think maybe you were supposed to go first.

DIRECTOR TOTH: Sure. Obviously, as has been noted earlier this morning, Chairman Searle's term is ending, although you probably will stay on for a little while until we find a replacement, but you've been -- as we heard earlier, you've been a long-time leader in Cochise County and definitely have continued to represent this part in the state of -- on the Board, and really appreciate that you've been a strong advocate for I-10 and also US-191, along with our ports of entry, which is greatly appreciated. You understand the value of

transportation to our state's economy, and greatly appreciate and value the time that you've been on the Board. And with that, we'd like to present you with a few things.

MR. ROEHRICH: If you want, I'll say and then you can present it to him.

So the first recognition we have is a certificate of appreciation that is signed by all board members and the director, again, recognizing the term of your service on the Board and for the service that you've provided. So thank you for that.

CHAIRMAN SEARLE: Thank you for that.

MR. ROEHRICH: Next we have a commemorative copper license plate with a personalized term, and the term you chose is "Cochise Three," if you want to explain.

CHAIRMAN SEARLE: You know, you're all going to get a shot at this, and it is -- it's not as easy as you think to come up with a -- with a personalized license plate, because I really was going to come up with, like, Arizona Nuts or something like that, but I didn't think that was really appropriate. But with some thought, Cochise Three.

The obvious one is Cochise County as part of District 3 and the Transportation Board. So that's an obvious one. The second one is, is I did a little math, and I am the third transportation board member from Cochise County in the life of the transportation board. I was -- my predecessors,

well, I believe was Joe Lane in the 1980s and Jim Martin in the early 2000s, and so I'm the third one. So that's -- that was kind of neat. And the third one is when I was in the Board of Supervisors, I represented District 3 for Cochise County. So that's where the story for Cochise Three comes from, and I could digress and give you some more threes, but I think I'll pass. All right.

MR. ROEHRICH: Another gift we have is an ADOT pen and pencil set, hopefully --

CHAIRMAN SEARLE: (Inaudible) interest on this.

MR. ROEHRICH: -- you'll be able to use it. No, none whatsoever. You can use them to your heart's content.

CHAIRMAN SEARLE: Okay.

MR. ROEHRICH: Sign anything that you want. At this point we don't care.

CHAIRMAN SEARLE: Very good.

MR. ROEHRICH: Ms. Daniels will correct it when she takes over.

DIRECTOR TOTH: And (Inaudible) receive a three-year subscription --

MR. ROEHRICH: Yeah. The other gift will be a three-year subscription to *Arizona Highways* magazine, which will start. I obviously don't have a magazine for you, but we gave you a calendar, so...

CHAIRMAN SEARLE: All right. Sounds good. Thank

you.

MR. ROEHRICH: (Inaudible) your gavel. Keep your gavel, by the way. That is yours.

CHAIRMAN SEARLE: All right. It's been a pleasure. You know that it's -- Supervisor English left a little earlier, but, you know, she's the one that recruited me for this position, and she was trying to find an R that she could work with, so I don't know if that's good or bad, but anyhow, it's -- having been critical of ADOT in my county role several times, it's been eye opening just how difficult the job is that ADOT does, and, you know, everything considered, they doing an amazing job keeping the roadways open and going in this state. And I will say that it doesn't hurt to be critical, because we can't improve if we're not, if we don't look at ourselves with some criticism every once in a while. But with that said, it's been -- it's been very educational and eye opening. So thank you.

VICE CHAIR DANIELS: We're not done with you yet.

CHAIRMAN SEARLE: I know.

VICE CHAIR DANIELS: On behalf of the entire Board and Floyd also contributed as well, we have a special gift for you, and you don't have to open it in front of us unless you really want to, but --

CHAIRMAN SEARLE: Doesn't explode?

VICE CHAIR DANIELS: It won't bite, I don't

think.

CHAIRMAN SEARLE: Well, I was kind of looking for the car. I think --

MR. MAXWELL: The car. For the license plate?

VICE CHAIR DANIELS: I just wanted to offer my gratitude to you, and I know the rest of the Board all would like to say something as well, but I have truly appreciated your guidance leadership-wise. I've been on this board. You've been on it the entire time I've been on it, and I've looked to you often. I think I've argued with you often.

CHAIRMAN SEARLE: Yes, we have.

VICE CHAIR DANIELS: But really with the utmost respect of the position that you hold, your knowledge base, your ability to lead, and also the way that you so passionately represent Arizona, and I've just been very grateful for you. So thank you very much, and thank you. It's been a privilege to serve alongside you.

CHAIRMAN SEARLE: Well, thank you, Jenn, and going by my predecessors, Mr. Stratton, Mr. Thompson, and Mr. Knight, I will stay on board until my replacement is named, at least -- at least six or seven months, as long as Mr. Jackie Meck did it, so...

MR. MAXWELL: Unfortunately, you're not done listening to us talk. I know you're trying to set a record. We won't buy that.

CHAIRMAN SEARLE: I'm trying to -- we're adjourned. No.

MR. MAXWELL: I just personally want to thank you, Richard, because when I came on the Board, much like Ms. Daniels, I -- you know, you were kind of aligned with us on the time frame on the Board. But what I really appreciated was what one -- the first couple times I met with the Southcentral District, you came as well, and you were there, and you had a -- you had a -- you and Gary Knight were the two that I would say provided me a lot of guidance and insight on the roles and responsibilities of it.

And if Supervisor English was looking for an R she could work with, she found one, but there's no doubt that over the years you as much as anybody has represented the concerns of rural Arizona through the eyes of somebody who valued the state as a whole. So that's not always easy to do, especially when I know we're in appointed positions, but sometimes people lose perspective of the big picture and what's close to their -- to their heart and their soul, and you've kept that along the whole time you've been here. I appreciate that.

CHAIRMAN SEARLE: Thank you, Mr. Maxwell.

MR. ELTERS: Mr. Chairman, I also would like an opportunity to tell you that I had the unique position of serving with you twice. The first time I was representing District 1, urban Arizona, and now that I represent rural

Arizona four years later, you've -- I've always appreciated and valued your wisdom that you brought, even when we represented different parts of the state, and appreciated your sense of humor. I would say now that that wisdom has even increased and become really even more valuable, and your sense of humor, perhaps, has gotten a little goofier, but it's still there. So it's been a pleasure, and we'll look forward to serving more with you, until that time when the government wants somebody else.

CHAIRMAN SEARLE: All right. And I still oppose that box culvert at Fort Thomas, so...

VICE CHAIR DANIELS: Name it after him.

MR. ROEHRICH: Yeah.

CHAIRMAN SEARLE: So anyhow -- all right.

VICE CHAIR DANIELS: -- say anything, Board Member Peshlakai? And then Jenny.

MS. PESHLAKAI: I was thinking about Jenny first, but I can say thank you for -- we haven't packed a whole lot of getting to know each other in the last three months that I've been on, but I just want --

CHAIRMAN SEARLE: That's because I gave you a three-minute time limit.

MS. PESHLAKAI: But I just want to say thank you. Hearing everybody speak about your public service and your work, I think you're an excellent role model for all of us coming on

board, and you live in a beautiful part of this state, and I'm very glad that everybody appreciates you, and so thank you. I'm just sorry I didn't get to -- get to know you more. You sound like a great guy, and I hope you enjoy your retirement, and I expect you'll be lying on some beach getting a tan and --

CHAIRMAN SEARLE: I don't know that I'm going to be that fortunate.

MS. PESHLAKAI: Thank you. Thank you, Mr. Chair.

CHAIRMAN SEARLE: All right.

MS. PESHLAKAI: Board Member Howard.

CHAIRMAN SEARLE: Ms. Howard, if you've got a -- if -- you can leave anytime you want to.

MS. HOWARD: Well, with respect to Chairman Searle's ability to keep meetings moving along, I do want to echo everyone else's comments. It's been such an honor to serve with you, Richard, and serve alongside you as your rural neighbor, and I think we watch over each other a little bit. And I truly appreciate all of your guidance and expertise the past couple of years that I've served with you, and unfortunately, I can't be there today. There's been some unexpected challenges for me that has kept me away today. So I apologize for that. I really wanted to be there. So, Richard, congratulations. It's been an honor, and we'll see you next month.

CHAIRMAN SEARLE: All right. Sounds good.

There's a bridge I want to talk to you about.

MS. HOWARD: Okay.

CHAIRMAN SEARLE: Sounds good.

Well, guys, thank you very much. I appreciate it. Like I say, it's been a -- it's been an education, and everybody -- it's -- everybody says this that's in this position, but it's amazing how fast time goes by.

MR. MAXWELL: Amen.

CHAIRMAN SEARLE: And -- but that said, we've gotten a lot done. I think looking back at the things we were looking at in our agendas five years ago and seeing how much of it's in progress, you know. Mayor Smith needs to be -- you know, she's going to see something happen on 347, you know. It's just a matter of time. And we're seeing the connector port at Douglas moving forward. Naco Highway. We've made some progress, and so -- so with that, I thank you very much.

And I'm not going to take any suggestions for the next meeting.

VICE CHAIR DANIELS: Do you mind just one?

CHAIRMAN SEARLE: No.

VICE CHAIR DANIELS: I'll be really fast. And my only comment, I just wanted to --

CHAIRMAN SEARLE: It's going to be your meeting, you know, a month --

VICE CHAIR DANIELS: We don't know that yet.

We -- that has not been unanimously decided.

But I just wanted to introduce -- my oldest son came with me today. He doesn't often -- he's just returned home recently from a two-year service mission in Mexico City, and so grateful that he's back. And there's very few 21-year-olds that are willing to come to a State Transportation Board with their mom, and so I appreciate it.

CHAIRMAN SEARLE: So you want to embarrass him.

VICE CHAIR DANIELS: A little bit. It's not the first time.

UNIDENTIFIED SPEAKER: (Inaudible.)

VICE CHAIR DANIELS: Thank you. Sorry, for the indulgence.

CHAIRMAN SEARLE: Yeah.

VICE CHAIR DANIELS: I was grateful that he came today.

CHAIRMAN SEARLE: Good job, Jenn, you know.

So with that, I am going to adjourn this meeting. Merry Christmas and Happy New Year to all of you, and we'll see you next year. So thank you.

(Meeting adjourned at 11:28 a.m.)

STATE OF ARIZONA)
) ss.
COUNTY OF MARICOPA)

BE IT KNOWN that the foregoing proceedings were reported by me, TERESA A. WATSON, Registered Merit Reporter, Certified Reporter, Certificate No. 50876, State of Arizona, from an electronic recording and were reduced to written form under my direction; that the foregoing 104 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 6th day of May 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 December 20, 2024.

Meeting adjourned at 11:28a.m. PST.

Not Available for Signature
Richard Searle, Chairman
State Transportation Board

Not Available for Signature
Jennifer Toth, Director
Arizona Department of Transportation

STATE TRANSPORTATION BOARD MEETING
IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE
9:00am, January 17, 2025
Town of Marana
11555 W Civic Center Drive
Marana, Arizona 85635

Call to Order
Chairman Richard Searle called the State Transportation Board Meeting to order at 9:03 a.m.

Pledge
The Pledge of Allegiance was led by Floyd Roehrich

Roll Call by Board Secretary, Karen Eatherly
A quorum of the State Transportation Board was present. **In attendance (in person):** Chairman Richard Searle, Vice Chairman Jenn Daniels, Board Member Sam Elters, Board Member Jamescita Peshlakai, Board Member Ted Maxwell and Board Member Jenny Howard. There were approximately 47 members of the public on-line and approximately 30 attendees in person.

Opening Remarks
Chairman Richard Searle talked about this past year as Chairman and thanked people.

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.

Item 1: Transportation Board Organization - Board Chairperson and Vice Chairperson designation for 2025 in accordance with A.R.S. §28-303(B)
The Board will designate a Board Chairperson and Vice Chairperson for 2025. (For information and possible action – State Transportation Board Members)
REMARKS
Newly designated Chair – Jenn Daniels and Vice Chair – Ted Maxwell made remarks

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

ARIZONA STATE TRANSPORTATION BOARD

BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

BOARD MEETING

VIA WEBEX AND IN PERSON AT:

TOWN OF MARANA
11555 West Civic Center Drive
Marana, Arizona 85635

January 17, 2025
9:03 a.m.

REPORTED BY:
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PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Original)

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:

Jenn Daniels, Chair
Ted Maxwell, Vice Chair
Sam Elters, Board Member
Jenny Howard, Board Member
Jamescita Peshlakai, Board Member
Richard Searle, Board Member

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CHAIRMAN SEARLE: All right. Thank you, Floyd. And with that, we'll now move to the -- our policy to elect a new chair and vice chair, and I will go ahead and make the motion to appoint Jenn Daniels as chair, and Ted Maxwell as vice Chair.

MS. HOWARD: And I'll second that motion.

CHAIRMAN SEARLE: Thank you, Ms. Howard.

I have a motion and a second. All those in favor say aye.

BOARD MEMBERS: Aye.

CHAIRMAN SEARLE: Chair votes aye.

Ms. Daniels, you are the Chair.

CHAIRWOMAN DANIELS: Thank you so much, and I apologize profusely for being a little tardy today. That is not my M.O. I have never, ever started a meeting late, so I commit that to you from now moving forward.

MR. SEARLE: I wanted to do something that was unique for you today.

CHAIRWOMAN DANIELS: I don't like making an entrance like that. That's not my goal. But I would like to just thank you, Chairman Searle, for the incredible work that you've done and for how you've represented Arizona on so many fronts. And you have big shoes to fill, and I appreciate the opportunity to serve the public in this way. It's a commitment

that I made a long time ago that I was going to make sure that I found the opportunities to serve in various capacities and ways, and I've been really fortunate that I've had some experiences that have allowed me to do that. So I come to this position both humbly and grateful for the opportunity. So thank you for allowing me to do this, and excited to work alongside you as well.

VICE CHAIR MAXWELL: And Madam Chair, would you mind if I take just a moment as well?

CHAIRWOMAN DANIELS: Please.

VICE CHAIR MAXWELL: One, as a former mayor, you understand the importance of the role of the mayor and the full importance of the role of these councils, and I'd be remiss if I did not mention that today we're just going to sit in what's being renamed as the Ed Honea Municipal Complex. Mayor Honea has been an and was and will continue in many of those who he has impacted in both this community and throughout this region a staunch advocate for the importance of infrastructure. You can see it inside the Town of Marana.

We lost Mayor Honea several months ago, totally unexpected action, and it still hit this community. It hits me every day when I think about it, especially knowing the amount of work he put in, not into just working with the State Transportation Board, but into the Regional Transportation Authority, which we're just rounding out our first ten years and

all the infrastructure projects that he led in -- inside the Town of Marana were just truly amazing.

And if it wasn't for him, I might not be sitting here today, because it was Mayor Honea and Mayor Murphy that I think put the squeeze on Governor Ducey to have appointment me to this board. So I appreciate all he's done, but I do think it's worth recognizing that we're sitting in a facility that will bear his name going forward, because he's had so much impact on both this town and from our perspective on the infrastructure throughout not only this region, but throughout the state. So I just wanted to recognize Mayor Honea one more time.

CHAIRWOMAN DANIELS: Thank you, Board Member Maxwell. I echo those comments as well. I had the chance to serve on the League Executive Committee with Mayor Honea for many years and really appreciated his calm and firm demeanor. He held the line on many things for us as mayors, and I just really appreciated that. I couldn't help but think about him what I pulled into the community today and saw some of the earthwork that's being done for the development around here, and thought that he very much planned for and worked towards the growth for Marana, and so it's been great. So thank you for saying that.

We will move now to the call to the audience, and we look to Floyd to assist.

MR. ROEHRICH: Thank you, Madam Chair. Just a reminder. Please remember to use your microphones. I did get a message that they're hard to hear some people on the virtual side. We do have in person as well as a few people online. We'll start with the in-person speakers.

First -- our first man, our first speaker is Mr. Terry Rozema -- Rozema. I apologize if I pronounce your name wrong, but what the hell, man. I did the best I could.

CHAIRWOMAN DANIELS: And Terry, just a quick reminder. We do have a three-minute time limit on public comment.

MR. ROZEMA: Absolutely.

CHAIRWOMAN DANIELS: Thank you.

Mr. ROZEMA: We're working? All right.

Mr. Board, Mr. -- Ms. Chair and Vice Chair and members of the Board, my name is Terry Rozema. I'm the town manager for the Town of Marana. First of all, welcome to all of you to the Mayor Ed Honea Marana Municipal Complex. It's good to have you here.

First of all, I just want to start off by extending my appreciation to the ADOT staff down here in the Tucson region. They've been fantastic for us to work with. Anthony Casselman, Jay Gomes, have just been wonderful helping us deal with some of the issues that we have relative to transportation.

But my primary reason in being here today is to get on the radar an issue for our town, and that is transportation in northern Marana. Of course, I think you all know that Tangerine interchange is underway to have some interim improvements done to it that will greatly assist some of the issues that we're experiencing there right now, and that that interchange is hopefully, when we get the RTA next passed, will be one of the interchanges that will become a grade-separated interchange.

As the town manager and speaking on behalf of the mayor, who has given me a charge to make this one of our highest priorities, if not our highest priority, is to look at transportation in northern Marana and to think ahead and try and get ahead on some of the issues that we will be facing and are facing right now.

And what we'd like to get on the -- before this board is the idea of a Moore Road interchange, because at the point that we need to do a grade-separated interchange at Tangerine and have to shut it down, the people of north Marana will have no other exit other than Marana Road interchange, and that will be woefully insufficient for our folks.

So we, the Town of Marana, coming to the table as partners, willing to have skin in the game. We have skin in the game on the interim improvements at Tangerine, and soon to be at Marana, putting tens of millions of dollars into those

interchanges to address the interim impacts, and I just want to get before this board the idea that a Moore Road interchange grade separated at that location would be highly, highly beneficial to the region and to our town, of course, as well.

And thank you very much for your time.

MR. ROEHRICH: Our next speaker is Mr. John Vorhees. Mr. Vorhees.

MR. VORHEES: Good morning, Madam Chair, members of the Board. Thank you for coming down here and having us speak. My name is John Vorhees. I work for the Tucson Airport Authority. I wish to address the need for increased focus on infrastructure growth around the Tucson International Airport.

Thank you for the present efforts to develop State Route 410, also known as the Sonoran Corridor. Please continue to fund the project to facilitate completion of the tier two EIS and continue the further development of the road.

To that end, I would like to address a corollary to that project. That is the extension of State Route 210, also known as the Aviation Barraza Highway. ADOT plans currently contemplate extending the highway from its termination at Golf Links Road along the Alvernon Way alignment to Interstate 10. The airport and many in the community further request ADOT to extend State Route 210 southward along the Alvernon alignment until it intersects the proposed route for the Sonoran Corridor, State Route 410.

In 2019, our airport CEO, Pima County administrator, City of Tucson manager and mayor of Sahuarita sent a joint letter to then Director John Halikowski for ADOT. The letter advocated this extension and provided some key insight to its benefit. I paraphrased portions of the letter and encourage the Board to read it and to take some action on the issue.

South Alvernon Way is an important regional roadway that connects the Tucson International Airport and the growing business park located east and south of the airport. It connects to the Aerospace Parkway, which was planned to facilitate minimal traffic interruption and commuter traffic for employers. Travel times, congestion, airport access are major factors when a commercial site selector considers a location for business beddown.

Expediting commute times is an important element in our economic development attractiveness to large employers. In fact, large development of the airport's over 5,000 adjoining acres to the road would not be feasible without a major investment in Alvernon Way. Alvernon Way has been identified as the preferred north-south alignment for the Sonoran Corridor project. This decision, along with revised land use priorities for the airport authority, suggests the need for further consideration of the connection between these two important roads, State Route 410 and State Route 210.

The ADOT State Route 210 study redesigns North Alvernon Way as a limited access parkway connecting downtown and the east side of Tucson to Interstate 10. The road south of I-10 through the airport's growing employment center, and eventually through the town of Sahuarita via State Route 410 currently remains proposed as merely a two-lane surface street.

Now that Alvernon Way has become the primary alignment of the Sonoran Corridor, it makes sense to reconsider the extension of State Route 210 south to connect with State Route 410.

Thank you for your time and your careful consideration of this matter for our community.

MR. ROEHRICH: Our next speaker is Ms. Fernanda Quintanilla.

MS. QUINTANILLA: Good morning, Chair Daniels and members of the ADOT board. Thank you for being here. My name is Fernanda Quintanilla. I'm a resident of unincorporated Pima County, and I'm the director of special projects for Diamond Ventures. We're a locally-owned real estate and land development company. I've worked in policy and the regulatory environment for several years, as well as for the City of Tucson. Shoutout to Mike Ortega and Pima County.

I would like to speak today regarding the pressing need for upgrades to the interchanges on state highways in southern Arizona. While Phoenix has seen significant

investments in modernizing and expanding its interchanges to accommodate rapid growth and increased traffic, southern Arizona's infrastructure has unfortunately been left behind.

Interchanges in southern Arizona, and particularly those in and around Tucson, were designed decades ago and often do not reflect the evolving needs of our growing population or economy. In contrast, Phoenix has made substantial strides in improving its highway access points to facilitate smoother traffic flow, enhance safety and support the region's booming economy. These updates in Phoenix have proven to be critical in sustaining its role as a major economic and logistics center.

I wanted to give two examples of interchanges that would benefit from improvements, and that's the intersection of Grant Road and I-10, the southeast corner, which has just broken ground for the newest Pascua Yaqui casino, and is sure to bring a lot more traffic and congestion. And then we also have the intersection of Colossal Cave and I-10, which has a pinch point on double railroad (phonetic) a mile north. So you'll see that when the traffic backs up, sometimes it goes all the way to I-10. And we have two schools right there at the intersection, a middle school and an elementary school, which causes a lot of challenges, and people get stuck, and that can impede the flow of ambulances, safety officers. So these are just two examples of the great need that we have.

We also see that -- at least I find that in Phoenix we have a lot of coordination between the Arizona Maricopa Association of Governments that actively studies specific transportation hubs all along their corridors and closely coordinates with ADOT and the Federal Highway Administration to gage efficacy and synchronize funding resources, and this is the kind of cooperation that we need to see from the various levels of government entities and organizations to bring increased infrastructure here locally into our region.

In upgrading local interchanges, we have the opportunity to mirror the successes seen in Phoenix and provide southern Arizona with the same level infrastructure, resilience and efficiency.

Thank you for your time.

MR. ROEHRICH: Our next speaker is Ms. Priscilla, Storm. Ms. Storm.

MS. STORM: Good morning. You can tell I'm in a different age cohort than Fernanda Quintanilla, because my remarks are on written pieces of paper, and she read hers off of her smartphone.

Thank you for the opportunity to speak to you today. I'm Priscilla Storm. I'm the vice president of Diamond Ventures, and we're locally-owned a real estate development company. We've worked in 25 different jurisdictions and

municipalities in the state of Arizona, and I work both on the project side as -- and the entitlement side as well as the policy side. I wish my remarks today were, you know, witty and innovative, but I'm going to just state the obvious.

I want to thank ADOT, Director Toth, the ADOT staff and the -- and the ADOT board for the legacy work that you do in the state of Arizona. You know, we all want to be part of something that is bigger than ourselves, and I think those of you on the dais and at the staff are truly doing that.

And I think that I want to thank Floyd Roehrich and his team for educating me about the 2024 initiation of the Arizona Transportation Institute. That is amazing, and I think it is a legacy for the future of our state.

And secondly, and really the reason for my remarks today, I'm requesting that ADOT convene, perhaps in conjunction with the Arizona Transportation Institute, the legacy project of all legacy projects, and that is to convene a group which would include representation from private property owners and businesses to analyze, research and identify a variety of options for a sustainable funding -- for sustainable funding sources for Arizona's transportation future.

I'm a realist. I know this has been done before. In '26 and -- in 2016 and '17 with the Surface Transportation Funding Task Force, but I, along with others in this room today, are passionate about coming alongside you to help support our

state leadership as they address and commit to work to resolve our transportation funding and security. With best practices in transportation finance -- with best practices in transportation funding report in hand, we can work to educate and inform. Everyone around the state will work diligently to educate our community leaders, our influential stakeholders, voters and elected officials to reach a statewide consensus.

I understand the daunting nature and the reality of my appeal. I'm a realist. I understand the political reality that we exist in today and all of the financial constraints. That's why it needs to be a campaign and a multi-year campaign. It's a hard dig in an excavation project, to use a construction analogy, and I know that. Those of us here today know that we have to find a solution. Initiating a research-based campaign that results in a sustainable financial future for Arizona's transportation is worthy.

MR. ROEHRICH: I apologize, Ms. Storm, but you are exceeding your three minutes.

MS. STORM: Okay.

MR. ROEHRICH: I'm sorry.

MS. STORM: One more sentence. Okay.

I ask that ADOT take a leadership role in convening our state's best problem solvers. Standing here today and considering our future, I can think of no greater legacy gift to our state. Thank you.

MR. ROEHRICH: Thank you for your comments.

Our next speaker is Mr. Bill Robertson. Mr. Robertson.

MR. ROBERTSON: Thank you, Madam Chair. Congratulations on your appointment.

I'd like to introduce myself. My name is Bill Robertson. I'm a resident of the city of Maricopa. I'm also chairman of the Planning and Zoning Commission for the City of Maricopa, and I serve on the Pinal County Citizen Advisory Committee, as well as the infamous 347facts.com committee that you are probably aware of.

I'm here to express some concerns and to remind you about our problems with State Route 347. Maricopa is roughly 75,000 people, and is now ranked the fifth fastest growing city under 100,000 population in the entire nation. 70 percent of our workforce travels to the Valley for work every day on 16 miles of 347. The 16 miles on 347 can take up to an hour and a half during morning rush hour, getting out of town, and an hour and a half getting back into town. You've heard these numbers before. If there's a crash or other emergency along the highway, it could take three to four hours to traverse that 16 miles, because there are very few safe exits or ways to turn around.

The options have been presented. The plan is in place. The funding is lacking. We know that the City of

Maricopa has skin in the game and is trying to find ways to raise money in various different ways with a new proposition in the future. Maricopa is 42 square miles, but it has a planning district of 250,000 -- 250 square miles, with a population growth in the decades to come of maybe up to 1 million people. We know that it takes decades to get to that 1 million people, but we also know that it takes decades to plan, fund and build highways.

347 problems are not going away. Pinal County Board of Supervisors and their planning and zoning district recently approved 5,000 new homes. 2,000 are under construction already in rural Maricopa, the Hidden Valley and Thunderbird Farms area, which adds more traffic coming into the south end of State Route 347.

We want to try to encourage you to find a way to prioritize this project. We know it's difficult. We know how the sausage is made, and we do have skin in the game, and we're willing to do the work and partner with you to make this happen. So I'm just here to remind you, once again, for the third or fourth time I've been before you to please consider, find ways to prioritize this project for us.

Thank you very much for your time.

MR. ROEHRICH: Our next speaker is Mr. Alton Joe Shepard. Mr. Shepard.

MR. SHEPARD: Good morning, Transportation Board

members. I come to you as a county board supervisor for Apache County District 2. Also as the NACOG Regional Transportation and regional chair, along with RTAC's vice chair to bring you several projects, three main projects in my area.

One is the Concho Snowflake Highway coal in place (phonetic) recycling project CR on County Road 5020. It's about 15.5 miles of road -- roadway and connects Apache County to Navajo County. It's one of our highest volume roads in Apache County. The eastern eight miles have severe traverse, cracking, and affecting -- and affects the roadway safety and comfortability. Cracks continue to widen and subside, causing deep compressions in the road.

Solution is proposed -- proposed solution is a coal in place recycling treatment. It's a lot cheaper than laying down new asphalt. It has proven to mitigate and reflect cracking and reoccurrences from this type of pavement stress, and also, once coal -- once the coal in place recycling is complete, the surface will be overlaid with asphalt, rubber, asphaltic concrete friction course. And the cost of this project is 7,390,000. And also there's a local match of 100,000 into this totaling 7.4.

The second one is very critical, and it deals with the areas and roadways that we have the Rural School Bus Route Enhancement Soil Stabilization Pilot Project. As you know, Apache County has many roads and miles of dirt roads that

are school bus routes, and it affects the kids' attendance to our public schools there in Apache County. And we maintain significant portions of these dirt roads that are mostly on the Navajo Nation. And again, to have the dirt roads are very vulnerable in the extreme -- too extreme weather and due to heavy rains and floodings and snow.

A solution is to conduct assessments and chemical soil stabilization to the dirt that we have up there. Also, it's cost effective to see what we can do instead of putting limestone or gravel roads in place, as opposed to the overall asphalting and pavement. That's a $565,000 cost, and it's on the regional NACOG plan.

Lastly, in Sierra Vista, I brought up to the attention the Stanford Drive Phase 2. Again, this is high on our priority list as we move forward. And again, it's got all the assessments, and hopefully once we get the planning dollars, we're going to be applying for the -- all grants to -- you know, the SS4A grant. So with that -- and the cost is 1.2 million.

And again, thank you. Appreciate all that you do for our people across the state of Arizona. Thank you.

MR. ROEHRICH: Our next speaker is Mr. Greg Mohl.

MR. MOHL: Good morning, Madam Chair and members of the Board. My name is Greg Mohl. I work for Sunbelt Holdings. We're a statewide real estate developer, and

pertinent to this conversation, we have a master-planned community here in Marana. It's called Monarch, that's literally just across the street when you go outside here. That project is at buildout. Going to be about 1,400 homes.

So I'm here to advocate and kind of echo Mr. Rozema's comments about the Moore Road interchange and the need for that interchange. Currently, traffic is, you know, largely heavy through Tangerine and the interchange there. This interchange with these additional homes, as well as the existing Gladden Farms community and the additional homes that we built out there will be critical to the infrastructure in the region, as well as the commercial. Again, as you come down the freeway and you see the tilt-up buildings are there -- they're not occupied yet, but imagine when all the trucks that will service that facility are here, and the in-and-out traffic that they will also contribute to these interchanges. Moore Road will become a critical interchange.

I'm a vice president for Sunbelt Holdings, but I also serve as president of the HOA for the communities that we serve and we develop, and chief among concerns for those folks that are living in those houses are how they're going to get in and out, of course, the traffic and the delays, as well as emergency services. Moore Road interchange would be critical to support for these communities.

You know, I just -- I know, as Priscilla said,

too, funding is always an issue. Our community actually fronts Moore Road, and the way that it's constructed, Clark Farms will actually dump right into Moore Road, and that intersection right there, immediately west of the freeway, again, that interchange will be critical.

So I appreciate your support, and, you know, I'm open to any conversation if needed for additional developments in the future. Thanks.

MR. ROEHRICH: Our next speaker is Mr. Kevin Thorton.

MR. THORTON: Madam Chair, members of the Board, first of all, thanks for coming to Marana today and for all you do to help maintain and improve our state infrastructure.

My name is Kevin Thorton. I live next door in Oro Valley, and I'm here today to talk about the Cortaro TI. The Cortaro TI is the busiest at-grade interchange in the county, and it does get very backed up, both eastbound, westbound, especially if there's a train or multiple trains at that intersection.

Residents in the region are very excited to learn about the town's recent grant win to fully fund the design of the TI, and we think it's very important to get that design going as soon as possible, keep the momentum going for RTA next, as well as potential construction grant funding before the current programs run out.

Basically, we're urging the Board to include the Cortaro TI on the five-year plan. Thank you.

MR. ROEHRICH: Our next speaker is Mr. John Moffitt.

MR. MOFFITT: Good morning, Chair Daniels and board members. I'm John Moffitt. I represent the Southern Arizona Leadership Council. I'm here mainly for thank yous for existing projects and some others, and also to ask for stuff down the road.

You've heard about a number of the needs in Pima County and southern Arizona. Those of us that came out of Tucson, went through the I-10 widening from Ruthrauff to Ina, that's moving along great, but the real key to that is also the cooperation and coordination with ADOT and Pima County, and building the connection from Sunset Road, over the freeway, over to River Road, which will release a lot of traffic on Orange Grove and some of the others. So thank you for that.

I-19 and Irvington, huge retail area. The progress that you're making there is great. The Country Club and Kino interchange on I-10, that project will be extremely helpful for not only traffic, but also the largest economic development P3 project in southern Arizona is going on right there. And again, the collaboration to build a tunnel under I-10 connect the north and south Kino sports complexes is huge, and those are the kind of things that the staff has been very

helpful on.

Finally, the other reason that I've been coming here for about ten years is the Sonoran Corridor. You know, Arizona, our largest training -- trading partner is Mexico. There are billions of dollars coming across that border. Most of it comes right up I-19, and we've got to get some relief off of I-19 and make Arizona and Nogales more competitive. A lot of the traffic is going to Texas, so we need to -- we need to bring that back here.

So the work that's being done on the tier two is extremely helpful. Good progress. You've heard about funding today. We understand there's funding issues there. We're actually working on some P3 solutions. We have some P3 interest, some funding interest, but we need to get the tier two completed, or at least further down the road, in order to have the term sheet to put that deal together. So we encourage that working to continue to move forward well.

Thank you very much for your time.

MR. ROEHRICH: Our next speaker is Mr. Michael Ortega.

MR. ORTEGA: Good morning, Chair Daniels. Thank you for the opportunity to address you all. It's like homecoming week this morning. Really appreciate seeing all of you, and thank you for being here in southern Arizona.

I am the vice president of development for HSL

Properties, and we are a real estate investment firm. I'll get to that in a minute. But first of all, I want to say thanks. In my former role as city manager of Tucson, we advocated for some of the improvements you've already heard about. And I can tell you the one that's most significant is the Kino Road interchange, because that has been a disaster, if you will, for many, many years. You heard Mr. Vorhees, I believe, talk about a joint letter. That letter was written over nine years ago for Kino Road.

And so as we hear and talk about projects, we know how long they take to develop, but I heard a couple things here today that I think are important for you to consider. First of all, skin in the game. And I think that you heard that from Manager Rozema, Marana, there is a willingness to come to the table and say, hey, let's, let's try to figure out how to solve these challenges.

The second thing is the congestion and the challenge of the mainline. Mainline I-10 will be shut down if we don't do something now, because if you look at the projections, the main line congestion will be such a problem that the rear-end accidents and the safety will continue to be a challenge far into the future.

So my request and my support is for consideration of that Moore Road interchange. Now, keep in mind that we understand the time it takes to address those types of projects,

the development, et cetera, but placing it on the plan, just like we did on Kino Road many, many years ago is the first step, and I would encourage you to consider that as you go forward.

Lastly, I would suggest that as you come down that you -- I believe one of the board members mentioned soliciting comment from the public. I think that's a wonderful idea, and maybe letting folks know that you're open to public comment. I'm not sure exactly how to do that, but I can assure you that there are a lot of transportation needs here in the southern part of the state, and oftentimes we feel forgotten. That's just a reality for us down here. So I would encourage you to keep that in mind as you're talking to folks and soliciting public comment.

And it's nice to see you all. Thank you for the opportunity to comment. Have a great day.

MR. ROEHRICH: Madam Chair, that's the in-person requests. We do have two virtual requests. The first request is Mayor Nancy Smith.

Mayor Smith, please raise your hand.

WEBEX HOST: You are now unmuted.

MAYOR SMITH: Are you able to hear me?

WEBEX HOST: Yes, Mayor Smith.

MR. ROEHRICH: We can hear you.

MAYOR SMITH: Okay. Perfect.

So thank you very much for the opportunity to

speak this morning. I hope you're all doing very well.

I first want to start off with something very positive, as I'm putting together my State of the City address for January 29th, which you're all are invited to. I'd be happy to make sure you have all the details.

I came -- I wanted to put together the list of what low-hanging fruit has happened on 347 during 2024, and I talked a little bit about it last time, and it's an amazing list of low-hanging fruit that has helped significantly on 347, but I want to talk about one thing that just happened in regards to an ADOT town hall where they came and they asked, what can be done, and here's what 347 looks like, and my two comments were talking about sensors at the intersections and then the middle lane coming off of I-10 onto southbound 347.

And they sent me an email just about two weeks before Christmas, ADOT did, and said, hey, there are sensors at the intersection. So that problem is solved. And I said, well, I respectfully disagree that if they're there, they're not working. And so they came out on Christmas Eve and checked those sensors and found that they weren't working and narrowed them in, and the help that that has made on two of the intersections has been significant. So thank you very much.

Now I want to go into -- you heard from Mr. Bill Robertson, and he gave you some wonderful statistics. I want to remind you that Maricopa is the fifth fastest growing city in

the nation, and I also want to remind you that we have two of the ten most deadliest intersections in western United States on 347.

And when we talk about skin in the game, I love that phrase. We have skin in the game. For 16 years, our mayor, our council and members of the citizens like Mr. Robertson have been coming to the State Transportation Board meeting talking about the problems on 347, and it continues to grow year after year after year. Each of you should have received over 1,000 emails from our citizens, and you can expect those to continue coming until this road is fixed.

When we talk about skin in the game, the City of Maricopa has been a great partner. We have found funds for the intersections. We have found -- we have worked with MAG to make sure there's $90 million for the Maricopa County portion of widening 347, and we continue to be a partner by taking over miles of roads for State Route 238 and 347 in the city of Maricopa. We have skin in the game, and we need your help.

Board Member Searle, I hung on until the very end of the last State Transportation Board meeting, and I heard your words, and they brought me pure joy when you said, Mayor Smith, we will get something done for 347. I'm asking for your support during this five-year plan review. Let's get something done. It's time to get something done. The City of Maricopa creates a beautiful model for how to partner with ADOT, and I want to make

sure that we find a way to make that happen in this year's five-year plan. I'm counting on all of you to really, seriously take that into consideration. If you lived within a city that had two of the most deadly intersections --

MR. ROEHRICH: Mayor Smith, you are -- exceeded your three minutes.

MAYOR SMITH: Okay. Thank you. I'm looking for your support, and I hope to talk to each of you before you start talking five-year plan. Thank you very much.

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

WEBEX HOST: You are unmuted.

MR. ROEHRICH: Ms. Figueroa, can you hear us?

MS. FIGUEROA: Good morning, Madam Chair Daniels, members of the Board, ADOT staff. Can you hear me?

MR. ROEHRICH: Yes, ma'am.

MS. FIGUEROA: Thank you.

My name is Crystal Figueroa, Yuma MPO Director. I'm here to express, once again, my gratitude and appreciation for the significant improvements already made along US Highway 95 corridor northeast of the city of Yuma. The completion of the first seven miles of widening and safety enhancements represents a critical step in ensuring the safety and efficiency of the vital transportation route.

As you continue to prioritize projects in the

state's current and tentative five-year facilities construction program, I respectfully urge the Board to allocate funding to complete the remaining ten miles of widening and safety improvements, especially to the shovel ready segment, Imperial Dam Road to Aberdeen Road for full completion.

This undivided two-lane highway constructed in 1957 no longer meets the demands of transportation needs, especially given the role in serving this fourth largest US military installation in the world. Enhancing this stretch of roadway is not only a matter of public safety, but also an investment in supporting the mission of the Yuma Proving Grounds, which release heavily -- which -- sorry -- relies heavily on safe and reliable infrastructure for its operations. The proposed improvements would reduce traffic congestion, mitigate the risk of accidents, and ensure a safer, more efficient corridor for the many military and civilian users who help -- who depend on this route daily.

The completion of this project would have a profound impact on the community, the state and our national defense capabilities. I'm confident that the Arizona State Transportation Board shares a commitment of fostering safety, mobility and economic growth for all Arizonans.

Thank you once again for your continued leadership and dedication to improving Arizona's transportation infrastructure. I hope the Board will strongly consider

programming funds to advance the much needed improvements on the rural US Highway 95 in Yuma County. Thank you so much for the opportunity to speak.

MR. ROEHRICH: Madam Chair, that is all the requests to speak that I have received.

CHAIRWOMAN DANIELS: Thank you, Floyd. Appreciate your help.

And we will move on to Item 2. Just a quick reminder before we go to Director Toth. Because none of the items that were referenced are agendized as part of our agenda, we cannot comment on the -- on the public's call to the audience. And I just want to remind people that we wish we could a lot of times, because it would be far more productive if there was a dialogue than just sort of sitting here listening, but I do want to assure you that it is our intention and effort that each one of you gets followed up with individually after the meeting so that we can have those one-on-one conversations that can help move that needle. So that is the intention of the Board, and we will continue to pursue that.

So with that, Item 2, Director Toth.

DIRECTOR TOTH: Good morning. I want to thank the town of Marana and Pima Association of Governments for welcoming us, and obviously we're very happy to be here today.

So it's the first board meeting of the new year, and I want to welcome Chair Daniels and Vice Chair Maxwell to

their new roles, and of course, thank you, Mr. Searle, for finishing out your term and staying on to continue serving. We appreciate all of our board members and really look forward to working with you in 2025.

I want to let you know that last week, we held our second annual legislative summit. The event is focused on transportation, and it gives us a chance to partner with industry professionals, such as the Arizona Rock Products Association, to educate legislators on a variety of different ADOT topics. It went extremely well. We received a lot of great feedback. We actually had 13 legislators who joined us this year, which is four times as many as last year. So we're very excited, and it's fun to say second annual, you know. Anthony really helped us initiate the one last year, and I really appreciate his hard work and Amy's work this year.

So in attendance were both chairs from the House and Senate Appropriations Committee, the chair of the Senate Public Safety Committee, which will be the venue for infrastructure bills this year, as there's not a Senate Transportation Committee, and the vice chair of House Transportation. So several other members of both parties attended and asked great questions. They were very engaged with our team, and we were also pleased to have Board Members Daniels and Howard, to join us as well. So thank you for your attendance.

So moving on to safety, I just want to recognize what our neighbors in California are going through with the severe fires in Los Angeles. Here in Arizona, we certainly know about the destruction and devastation that wildfires bring. The Horton Fire recently, northeast of Payson, is something that has been near and dear to our hearts. Our crews out of Payson were tapped 24/7, manning closures on State Route 260 from December 16th until just last Sunday. So I want to recognize them for their work in keeping our motorists safe.

Last year was particularly dry, which means we still have to be vigilant, even in the winter. This is very unusual that we're seeing these winter fires. So just to share a few reminders for all drivers that can help prevent these wildfires. Don't throw cigarettes out of your vehicle windows. Don't park in the tall grass after you've been driving, because the heat from the vehicle can cause vegetation to catch on fire. Make sure to secure your tow chains before heading out to avoid those sparks as well, and check your tire pressure, because exposed rims can also cause those sparks.

One final reminder to share are great options for finding real-time highway conditions. There's AZ511.gov, a 511 phone line, and then the 511, app on your phone.

And finally, as you know, the legislative session kicked off this past Monday with the Governor's State of the State address, and committees have already begun to meet. So

with that, I'm going to hand it off to Amy Love to talk about a legislative update.

MS. LOVE: Good morning, board members. Thank you, Director. I apologize. I'm a little bit under the weather today, so I'm not on camera.

But yes, as the director mentioned, the Legislature has convened, and there are, roughly, I think, about 2,500 House bills that have been introduced and several hundred Senate bills. We are continuing to move through those and track them.

We've also -- I have an update that we'll be giving later today to our internal staff, and begin receiving feedback on all of the bills.

At this point, I don't have any specific bills to address with you, but just wanted to let you know that we are continuing to track those, and we'll provide an update at the next meeting with specific bills of interest. And if any of you have any questions, please don't hesitate to reach out to me. I know I've spoken briefly with -- congratulations, Chair Daniels. Good to see you there -- about some of the SMART funds, and there are some bills related to that that we'll be happy to speak to you about. But certainly we are continuing to track those and get feedback from our divisions.

CHAIRWOMAN DANIELS: Thank you, Director Toth, and thank you, Amy, for your contribution as well. It's been

interesting to see some of the transportation bills that have been dropped already thus far, and I can -- think we can probably agree to the fact that many of them we would like to see some amendments of before they make any additional progress. But all that being said, it should be an interesting session, particularly with some of the projections for funding allocations and additional dollars that may be available for one-time infrastructure projects. So look forward to that continued conversation as well.

Does anybody have questions for Director Toth or Amy?

Okay. Seeing none, we'll move on to Item Number 3, which is not an item for us today. There is no district report, I understand. So we'll move to Item 4.

We have several items on our consent agenda, Items 4A through 4E, as well as our minutes. Does anybody have -- any member want to have anything removed from the consent agenda? Seeing none.

I will entertain a motion.

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

MS. HOWARD: I'll second.

CHAIRWOMAN DANIELS: We have a motion by Board Member Searle and a second by Board Member Howard.

All in favor, please say aye.

BOARD MEMBERS: Aye.

CHAIRWOMAN DANIELS: Any opposed? That motion passes unanimously. Thank you.

We will move to Agenda Item 5. It's for information and discussion only, and look to --

MR. ROEHRICH: So, Madam Chair, I do have to apologize, because I made a mistake on the agenda. So on Item 5 we posted, it has no financial report, but there's a financial report. So I would ask that we amend the agenda with your concurrence to include the financial report for, as you said, discussion only.

CHAIRWOMAN DANIELS: Please amend the agenda. Mine actually says we have a financial --

MR. ROEHRICH: I know. We posted two different places. One said what -- one said no report, and the other said yes. So that was my mistake. I was inconsistent in posting that.

MR. SEARLE: (Inaudible) a motion to amend the agenda?

MR. ROEHRICH: No, I do not. The chair can -- has that at her discretion.

CHAIRWOMAN DANIELS: Yes, and we also have a financial report in our packet as well, but we'll ask Kristine Ward to come forward and present Agenda Item 5 for us.

MR. ROEHRICH: Thank you, Madam Chair.

CHAIRWOMAN DANIELS: Thank you.

MS. WARD: Good morning. Well, the discussion about the agenda item will be longer than the financial report. I am happy to report we have a very short financial report. I don't have a click- -- I do have a clicker. There we go.

All right. Let's start off with the Highway User Revenue Fund. We had -- a lot of our categories had some strong declines this month, but I'll report further on that in a moment.

So we're six months into the year, a little below target range, 1.6 percent, and we are about $886 million collected. There's no reason -- I don't see any reason for concern there. The impact to the actual State Highway Fund, that is what's in support of the program, is about $6 million. So there's no reason for concern there.

We did -- like I said, we had a lot of negative categories that were -- that caught my eye this month. Went back and looked month by month back to 2021 to look at what kind of volatility we typically experience, and I found that this was not unusual. So piqued my interest, learned a little bit, and -- but found out where, you know, this is not uncommon.

Regional Area Road Fund. You can't get much better than this. You can't even see the little blue line bar variance from target because there is virtually no variance from target. So nothing to report there. This shows you the

individual month for the Regional Area Road Fund. Again, nothing of significance to report.

And like I said, this is brief. I'll take any questions.

CHAIRWOMAN DANIELS: Thank you, Kristine.

Any questions for Kristine today?

Kristine, it might be helpful, I think, for the Board to be able to see the financial presentation that you provided to the legislative body last week. I thought it was really informative and could be helpful to all of us as we sort of look at how they make the projections, so...

MS. WARD: Absolutely. We can get that out today.

CHAIRWOMAN DANIELS: Appreciate it. Thanks.

MS. WARD: Take care.

CHAIRWOMAN DANIELS: All right. We'll move to Agenda Item 6 and invite Audra Merrick to come to the podium. Oh, not Audra. Thanks for being here and taking over for Audra.

MR. HOSSAIN: Thank you.

Good morning, Madam Chair and the members of the Board. I hope everyone is doing well this morning. My name is Iqbal Hossain, Deputy Director of the Multimodal Planning Division. I will present today Items 6 and 7. I will start with Item Number 6, tribal transportation updates.

The ADOT project teams in coordination and

consultation with the ADOT Tribal Relation Team continue working with tribal governments on these listed items, listed projects there.

Our current efforts include collaboration with the Gila River Indian Community, Tohono O'odham Nation, Hopi Tribe and White Mountain Apache Tribe. These partnerships focus on a variety of projects, including studies, design concept reports and corridor improvement initiatives.

Additionally, ADOT's recent and upcoming tribal outreach activities involve cultural resource discussions, legislative events and partnership meetings. ADOT remains committed to building a strong relationship with tribal government and addressing tribal transportation needs. MPD will continue to report to the Board on major progress.

This concludes our presentation on tribal updates. I'll be happy to answer any question you may have.

CHAIRWOMAN DANIELS: Thank you, Mr. Hossain.

Any questions for (inaudible)?

Thank you. Moving on to Item 7.

MR. HOSSAIN: Thank you.

CHAIRWOMAN DANIELS: And this is for discussion and action.

MR. HOSSAIN: Correct. Then I'll move on to Item Number 7. So now I will present Item Number 7, the Priority Planning Advisory Committee action items to the Board for

discussion and possible action. We have three types of projects: Project modifications, new projects and airport projects. I plan to group the project modifications and new projects under one motion and address the airport projects under a separate motion.

Madam Chair and the members of the Board, for your consideration, I would like to present the proposed changes to the FY 2025 through FY 2029 State Transportation Facilities Construction Program, Items 7A through 7K are project modifications. And item L is a new project.

With that, for the Board's consideration, the requested action is approve Priority Planning Advisory Committee Item 7A through 7L.

CHAIRWOMAN DANIELS: Thank you, Mr. Hossain.

Are there any questions from the Board on 7A through 7L?

Okay. We'll entertain a motion.

MS. HOWARD: So moved.

VICE CHAIR MAXWELL: Second.

CHAIRWOMAN DANIELS: Thank you. We have a motion by Board Member Howard and a second by Board Member Maxwell.

All in favor, please say aye.

BOARD MEMBERS: Aye.

CHAIRWOMAN DANIELS: Any opposed?

Thank you. That motion passes unanimously.

We'll move to Item 7M through 7Q.

MR. HOSSAIN: Thank you, Madam Chair and the members of the Board.

Then Items 7M through 7Q are airport projects for the Board's consideration. The requested action is approved Priority Planning Advisory Committee Items 7M through 7Q.

CHAIRWOMAN DANIELS: Thank you. Any questions? All right.

Do we have a motion?

VICE CHAIR MAXWELL: I move we approve 7M through 7Q.

CHAIRWOMAN DANIELS: Second?

MR. SEARLE: I'll second that.

VICE CHAIR MAXWELL: And Madam Chair, if I can make one quick comment. One thing, you know, sometimes we get -- we forget that the community doesn't realize that we do manage the airport state transportation fund. But what is important to me about all this is if you look at how much federal dollars these projects leverage, and we have to have this kind of funding, the general aviation community is larger than most people would think. You know, you look -- talk about trying to get hangar space even here in Marana and it's difficult to do, because there's a lot of folks that have planes out there.

And there's a lot of economic development

opportunities around some of these smaller airports. So I do think it's a big point. We need to also continue to drive with our legislators that the funding is not just for the transportation inside when you're funding ADOT, but you're also supporting the airports in the community as well. So enough of my soapbox. Thank you.

CHAIRWOMAN DANIELS: We appreciate it, Board Member Maxwell, as I think the only pilot on the Board. Am I right? Yeah. We look to you for some insight and guidance in that area.

MR. SEARLE: Licensed pilot.

VICE CHAIR MAXWELL: That's not supposed to be said on the Board.

CHAIRWOMAN DANIELS: I tell my children often, moms aren't supposed to know, and I'm going to say board members aren't supposed to know right now.

All right. We have a motion by Board Member Maxwell and a second by Board Member Searle for Items 7M through 7Q. All in favor, please say aye.

BOARD MEMBERS: Aye.

CHAIRWOMAN DANIELS: Any opposed?

Motion also passes unanimously. Thank you.

MR. HOSSAIN: Thank you, Madam Chair, and the members of the Board for approving these items.

CHAIRWOMAN DANIELS: Thanks.

All right. We'll move to Agenda Item 8 of the AZ State Match Advantage For Rural Transportation, also known as AZ SMART Funds. It's been a hot topic of conversation over the last year. And you are also not Audra Merrick.

MS. DANKA: No.

CHAIRWOMAN DANIELS: Just going to pull you up here. I'm really sorry. I'm just reading the agenda.

MR. ROEHRICH: I obviously made more than one mistake on the agenda.

CHAIRWOMAN DANIELS: I wasn't pointing that out, Floyd.

MR. ROEHRICH: What the heck, man?

CHAIRWOMAN DANIELS: All good. Welcome. Thank you.

MS. DANKA: Mr. Chairman, members, for the record, I'm Lisa Danka. I am the Programming and AZ SMART manager for ADOT.

We have three items on the agenda today. We're going to talk about the first redistribution of funds in the AZ SMART fund. We do have a couple of new applications, and we committed to you to disclose those as they can -- as they come in. And then finally, we do have a dashboard. It's not quite done yet, but we do have a working model to show you.

We're going to start with the redistribution. You may recall that at your option in the new AZ SMART law, you

can redistribute funds in January and July, and these funds have to be redistributed equally across all five categories. So it's a very simple math equation. We totaled up all the funding that is available. It is 18 -- it is 18,705. Under the Total column, just above the yellow highlighted line. Divide that by five, and each fund gets $3,741,000 and change.

Now, to make them all equal, you will see that the ADOT category, munis under 10 and counties under 100,000 all gave funds in to munis over 10 and counties over 100,000, and -- but they all -- they're all going to start equal again.

And we do have, at your option, if you're prepared, we do have a requested action, which would be to approve the redistribution of the total amount of awards in January 20- -- or available for awards in January 2025, equally across all five categories as shown in the previous slide.

Happy to answer any questions.

CHAIRWOMAN DANIELS: Board Member Maxwell.

VICE CHAIR MAXWELL: Madam Chair, thank you.

So I understand the equalization of the redistribution in January. Is that also required in July, if we redistribute? So is every redistribution we do required to equalize them? Because we've seen so much activity in the -- you know, the munis under 10 and the munis above 10. Is there any flexibility allowed by the legislation that allows the Board to redistribute those where we believe they're getting both the

most use and the most bang for the buck?

MS. DANKA: Mr. Chair, Member Maxwell, no. It would take a legislative change --

VICE CHAIR MAXWELL: Understand, and that --

MS. DANKA: -- to enable that.

VICE CHAIR MAXWELL: I think it's something worth considering from -- not for the Board, obviously, we've got to be cautious what we advocate for the Legislature and how we go about it, but for the communities out there that take advantage of this and the intention of what the intent to them of SMART funds, that may be something we want to take a look at in the future.

MS. DANKA: Indeed.

VICE CHAIR MAXWELL: Thank you.

CHAIRWOMAN DANIELS: Just to clarify, Lisa. Our choices as a board are either to redistribute equally or not redistribute --

MS. DANKA: Correct. This is an optional activity for you. The only thing that the -- that the statute requires is that it can happen in January or July.

CHAIRWOMAN DANIELS: Not both.

MS. DANKA: No, it can happen in both.

CHAIRWOMAN DANIELS: Okay. Yeah. January and --

MS. DANKA: That was a conjunctive "or."

CHAIRWOMAN DANIELS: I got it. Yeah.

MS. DANKA: Sorry.

CHAIRWOMAN DANIELS: My mom was an English teacher, so here we go. I know. I can hear her yelling at me right now.

So any other questions from the Board on AZ SMART funds?

And we did receive a letter from the City of Flagstaff requesting that we do proceed with some redistribution, and thank you for providing us what those two options are. So any other questions from the Board?

MR. SEARLE: Only a comment that -- thank you. The only comment that I -- you know, considering Mr. Maxwell's comments, I do think it's appropriate to redistribute at this time evenly like being proposed. It's makes sense. We have that one category that is just about empty. So I think -- I think I support this, and will make a motion if it's all right with you.

CHAIRWOMAN DANIELS: Anyone have any other questions before we make a motion?

MS. HOWARD: I do, Madam Chair.

CHAIRWOMAN DANIELS: Please.

MS. HOWARD: I agree with that. I think that the entities that are taking advantage of the SMART grants, therefore depleting the balances, and those balances that are sitting there with lesser interest. I really think we need to

look at that and provide a benefit to those who are using it. So I agree with redistribution.

MS. PESHLAKAI: Sure. I was actually just trying to turn it on.

(Inaudible conversation.)

CHAIRWOMAN DANIELS: Do you need (inaudible)?

MS. PESHLAKAI: No, no.

CHAIRWOMAN DANIELS: Okay.

MS. PESHLAKAI: I was going to second once we get to the action. Okay.

Madam Chair, thank you. I second the motion. Thank you.

CHAIRWOMAN DANIELS: We'll have Richard -- excuse me -- Board Member Searle, provide his motion first.

MR. SEARLE: Yes. I'll --

CHAIRWOMAN DANIELS: And then we'll take the second.

MR. SEARLE: -- make a motion to approve the Arizona SMART Fund redistribution of the total amount available for awards in January 2025 equally across all five categories of the cumulative Arizona SMART Fund report.

Thank you, and I believe we have a second.

MS. PESHLAKAI: I second.

CHAIRWOMAN DANIELS: Thank you, Board Member Peshlakai.

All right. We have a motion and a second. All in favor, please say aye.

BOARD MEMBERS: Aye.

CHAIRWOMAN DANIELS: Any opposed? Thank you. That motion passes.

MS. HOWARD: Thank you, Madam Chair.

We do have two applications in the door under the new program, and according to the grant statute, we do need to reveal these publicly. So we have received an application both from NACOG and for Apache County.

These applications are currently going through their eligibility and technical reviews. We hope that we'll be able to get them scored next week so that they can go to PPAC in (inaudible) February and then come before you in February. I'm doing my best to make it work out that way, but not only is it a new program to our external stakeholders. It's also a new program internally. So we'll do our best to get here in February.

Next, I want to just show you quickly the live dashboard. It will be up on the AZ SMART website within the next week, and this is a shot of the home page. As you can see, we are trying to tell a story here. So across the top, in gray, you see the funding categories and the total amount of funding and how much this is anticipating that you would have done the redistribution. So you see each of the categories is currently

at $3.7 million and change. And in the left-hand column, we have awarded -- we have active 42 AZ SMART awards. You've actually awarded more, but they have either been rescinded or those applicants did not get the federal grant and the funds came back.

The amount of AZ SMART funding awarded to date is the 48,750,000. Those are the actual active applications. We have leveraged 16 federal grants today, for a total of 138.6 million, which you see at the bottom. Let's see if I can...

This is a -- you see on this particular chart, instead of the pie chart, we have a bar graph. Both of them will be available, depending on the user's desire to -- how they want to see the data.

Across the top in the pale aqua, you see the dark aqua right now is the home page, and that's where we're at.

On new applications, you see the slide that I showed you earlier. On the federal grant submission deadlines, you have a list here that -- this is where the two-year deadline for design applicants is important. So we are -- we're including that here so that it's front and center.

Applications to date, this is all of the applicants. You can filter this by who the applicant is, by the federal grant they pursued, or by the type of award, and you can also export the data. I think it's this little guy up here.

No. That guy. Yeah. It can be exported to Excel if someone wanted to take it out and administer it.

This shows all of the activity, including if something's been canceled. We provided the footnotes and the detail to help people understand what went on there.

The last pill across the top -- they call those pills -- is by area. So we had seen at the last board meeting data by board district, by COG or MPO, by the counties, and then if you want to look at all applicants together, you got the whole shooting match there.

So the dashboard should be up on the AZ SMART page sometime in the next week, and I'm happy to take any questions.

CHAIRWOMAN DANIELS: Thank you very much, Lisa. Any questions? Board Member Maxwell.

VICE CHAIR MAXWELL: Of course I have one. Thank you, Madam Chair.

So if you could go back to the home page, so the AZ SMART map award. I just want to try to clarify my understanding of the terminology. So so far, we've got 40 AZ SMART grants that are awarded to date, and those are the ones that are currently still active, right? So that removes the ones that were -- for some reason did not qualify or did not get their grant. So we put the money back into the program.

MS. DANKA: Right.

VICE CHAIR MAXWELL: So we've awarded 48 million active. Now, not all those -- my understanding, not all those 40 have yet received their federal matching? So the federal grant money -- my -- I guess the point of my question is the federal grant 2.41 leverage is based on all we've awarded and what we've received.

MS. DANKA: Yes.

VICE CHAIR MAXWELL: So there's still potential of that 48 million. It's not going to change. If we don't award any more, it would not change, but the 138 million of the federal money could change, because there's still people waiting their activity for the grant.

So my only concern is there's something people that are going to look and go, oh, 2.41, that's not bad of a match --

MS. DANKA: Right.

VICE CHAIR MAXWELL: -- when you go to federal government. But the reality is that number can only grow. It's not going to get any lower based on our current awardees already.

MS. DANKA: Indeed. As a matter of fact, we have -- it's not up here yet because we're still developing, but we have developed a footnote to address exactly that.

VICE CHAIR MAXWELL: Okay. That will be helpful.

MS. DANKA: That design takes 12 to 18 months.

Most of our awards have been for design. And, you know, therefore there's a lot of activity. What you're looking at here is I sorted this by the AZ SMART award type for design. And you see that there are federal grants submitted, nothing yet, not applied for. That's because they're still working on their design.

VICE CHAIR MAXWELL: Right. Since it's still in work, I might suggest you consider changing that last -- that 2.41 to showing what the leverage on the ones that have already won money, because the money doesn't go away if they don't ever get to submit, they don't -- we -- it could -- the money will stay if they don't get their grant or their ability to move on with the project.

So I just think we're underselling the impact of this with -- by showing the 2.41 based on current money we've already allocated, when we've got all those people that don't know yet if they're going to bring any money. So we don't know if they're -- what their leverage is going to be.

MS. DANKA: Sure.

VICE CHAIR MAXWELL: So I just -- it just -- just some further consideration --

MS. DANKA: Okay.

VICE CHAIR MAXWELL: -- because you can break that out so that that really shows of the money that we've given that knows the response, this is how much leverage it is.

MS. DANKA: Right.

VICE CHAIR MAXWELL: I think it would be a little more impact.

MS. DANKA: Absolutely. We can do that, and I already have an idea about how to do it. I can't do it through a leverage factor, because we don't know how much they're going to apply for at this point, right? But I can certainly come up with a -- I have an idea on how to do that.

VICE CHAIR MAXWELL: I'd be more than willing to help talk through it, too, as well, because I understand what you're talking about doing now and I'm thinking a little differently. So let's talk maybe after the meeting.

MS. DANKA: Yeah. Sure.

VICE CHAIR MAXWELL: Okay. Thank you.

MS. DANKA: Absolutely.

VICE CHAIR MAXWELL: Thank you, Madam Chair.

Thank you. Any other?

MS. HOWARD: I just have a comment.

CHAIRWOMAN DANIELS: Member Howard.

MS. HOWARD: Thank you.

Please thank staff. It's a great tool, and I really think it's going to have a huge impact on those that are seeking funding. So we really --

MS. DANKA: So I will indeed.

MS. HOWARD: Thank you.

MS. DANKA: We have some hardworking wizards. I just stand up here and talk.

CHAIRWOMAN DANIELS: I doubt that, but thank you.

Appreciate everyone's contribution to this and the ongoing dialog about AZ SMART, and as with any data set, it's the story you tell with the data set that actually really does make the biggest difference. So I would continue -- have us continue to tell the story of what these dollars are really doing, particularly when we talk about the federal match and the leverage. So thank you.

MS. DANKA: Thank you, members.

CHAIRWOMAN DANIELS: All right. We will move on to Agenda Item 9 is our state engineers report, and it is Greg Byres that will be giving that.

MR. BYRES: Good morning, Madam Chair, board members. So for Item 9, we have 94 projects that are under construction worth $2.9 billion. Two projects were finalized in the month of December at 8.4 million, and fiscal year to date, we have 47 projects that have been finalized.

So kind of give you an idea of what we've got going across the state currently.

So for the Southcentral district, we currently have SR-87 and Skousen, the traffic signal. That project is at about 57 percent complete. The I-10 widening at Ina and Ruthrauff is currently at 73 percent complete, and anyone that's

driven through there has kind of seen some of the closures that we've had lately. They're working on the interchange ramps as we're going through that project. The next one is Country Club and Kino. That project is currently the -- that's a design-build project. So the design-build builder on that is Sundt and Jacobs. They're currently working on the design, and the construction costs are due come June of this year. So we'll have an idea of exactly where that's going to come out. The next project we have is I-19 and Irvington. That's anticipated to start construction early in '26. And then the next one we had is SR-90, Border Patrol Station to Moson Road. That one is currently at 20 percent complete.

The next project -- or the next district we have is Northcentral. Projects that we have there is the I-40 broadband project. They have kicked that off. They're starting at the California border and working their way east on that project. They will wait until spring. They're going to jump out of that and go over to Flagstaff and pick up that portion while they can during the summer. Once they've completed that, they'll jump back to where they were on the west side and then continue further east. The I-40 variable speed limit signage we've got, that project is set to start up in June of '25. And then the next one we have is SR-87, a pavement rehab project, and that's expected to advertise in the third quarter of '25.

The next one we have is Southwest District. We

have the I-10, Salome Road to Tonopah. That project is just kicking off. It's right now zero percent, but they're getting going on it. We have the I-10 Scaddan Wash to Plomosa. That project is 70 percent complete. Sr-95, Tyson Road to just north of Quartzsite. That project is 20 percent complete. We have the I-10 Dome Rock Road to Scaddan Wash. That project is almost complete. We've got it listed at about 99 percent. We also have -- do this here. We also have the I-10 truck parking. That one is at 90 percent complete. US-95, Aberdeen-Castle Dome to Mine Road. That's a pavement pres. project that's about 90 percent complete. We have US-95, Rifle Range Road to Wellton-Mohawk Canal Bridge. That one is at 96 percent complete. The statewide port of entry barrier protection, installation of concrete barriers is at 28 percent complete. And then we have the SR-85, I-8 drainage project, and that one is at 33 percent complete.

So the next one we have is the Southeast District. So for it we've got a project on US-191 at SR-75 and SR-78. That project is a roundabout project that's about 45 percent complete. We have the County Road 220 to Yellowjacket Road. That project is under design. We're looking at advertisement on it coming about the end of March. And then we have the East Willcox TI. That is a bridge rehabilitation project, and the project is just getting going. It's about 3 percent complete.

So the next one we have is Northwest District, which will start off with the West Kingman TI. That project is going along very well. We're currently looking at a lot of -- there's actually quite a bit going on on that project, but it is going fairly well. It's at 3 percent complete. Needle Mountain TI to Lake Havasu TI on I-40, that's a pavement preservation project. That's about 14 percent complete. And then the Prescott Lakes Parkway to Heather Heights, and that one is at 33 percent complete.

Next one we have is the Northeast District. The first project we have is Eighth Avenue Bridge, Holbrook, on I-40. That's currently under winter shutdown. We have the I-40, 8th Avenue Bridge. Well, actually, let's go to the Taylor Road. Taylor Road one, which is currently at 99 percent complete. And then we also have SR-73 at 260, which is currently under winter shutdown as well.

In Central District, we have the I-17 Happy Valley project at 99 percent complete. It's getting -- it's just closing out and finishing up. SR-101, Princess to Shea, that project is at 53 percent complete. SR-101, I-17 to 75th Avenue, that one is at 11 percent complete. SR-303 to US-60, the interchange improvements on that is 74 percent complete. US-60x Sossaman to Meridian is at 41 percent complete. SR-202 is at 17 percent complete. And then the I-10 Gila Bridge is at 31 percent complete.

So that's all that we have going currently across the state. We've got a lot going on.

CHAIRWOMAN DANIELS: I was going to say, that's all? Seems like a lot.

MR. BYRES: That's really not all, but it's the ones that they picked.

MS. HOWARD: I have a quick question, if you don't mind.

CHAIRWOMAN DANIELS: Please.

MS. HOWARD: The passing lane near Yellowjacket on 70, is that for eastbound traffic or westbound? Do you know off the top of your head? Or both?

MR. BYRES: I don't know, right off the top.

MS. HOWARD: No worries. I'll email and if I could find that out.

MR. BYRES: I'll certainly check into it.

MS. HOWARD: Thank you so much.

CHAIRWOMAN DANIELS: Board member.

VICE CHAIR MAXWELL: Just one -- I wanted to give your office some kudos on dealing with the change of the Irvington Road timeline. We've got a lot of attention, got attention in the press down here. I thought the talking points you put out made it easier for folks like myself to also help explain to them what's going on down there, but it's been, overall very well received that the movement of the delay of a

handful of months is good for both business and the community. So I appreciate the -- your work on that one.

MR. BYRES: You bet.

CHAIRWOMAN DANIELS: Terrific. We'll move on to Agenda Item 10.

MR. BYRES: So Item 9 -- so we've got -- with it, we actually only had one project that was actually approved by you in the consent agenda, so thank you very much.

I do have a -- there's an error in this slide, in case anybody didn't catch it. I think Mr. Elters, you did. The -- under the total for this month, it should be the same as the one project that we had. So there's an error in this slide so -- but as we go through for the --

MR. SEARLE. (Inaudible.)

MR. BYRES: I had a talk with (inaudible), but it's -- it will not happen again. I can guarantee it.

So far to date, we're actually looking pretty good. We've been fairly consistent with our cost estimating. We're actually looking fairly good for going into this this year. A lot of the costs have leveled out, so we're not seeing big spikes or anything. Oil is staying fairly consistent, so we're not seeing any big changes in it. So we're looking pretty good for the -- for the start of the year.

CHAIRWOMAN DANIELS: Thank you.

MR. BYRES: So that's all I have. So thank you.

CHAIRWOMAN DANIELS: Thank you, Greg. Appreciate it.

Just to clarify, we did approve Item 4E, which was the change, contract change as part of the consent agenda. So I should have highlighted that earlier and I apologize.

Any other questions for Greg? All right.

MR. BYRES: Thank you.

CHAIRWOMAN DANIELS: You are released. (Inaudible.)

Finally, we have Agenda Item 11. Are there any suggestions for future agenda items or items of note that the Board would like to share?

All right. Seeing none, we look forward --

MR. ROEHRICH: Madam Chair, could I just -- I just want to real quick remind everybody a couple of things. The next meeting is actually a virtual meeting. It's Thursday, February 6th, and that's where the staff presents the framework for the draft tentative program. So we can bring it to you at the February 21st regular board meeting, which is at the City of Surprise, and that's where we will ask the Board to approve the tentative program so we can send it to the public and start the public comment period leading up to the public hearing in May.

So the next meeting is a virtual meeting, and we'll be getting the agenda out and the other information, and hopefully it's an agenda that's correct.

So Greg, you shouldn't make promises that the agenda's correct. I've still got to do it, so I don't know what you're going to get at this point, but just a reminder.

MS. HOWARD: Chair.

CHAIRWOMAN DANIELS: Yes, please.

I do have a request.

CHAIRWOMAN DANIELS: Yes. Board Member Howard.

MS. HOWARD: I would like to have very extensive and in-depth conversations on 347 and some possible or new discussions that have arisen and possibilities. It's going to take a while. I wish we could have this workshop in person. I really think it's going to be some in-depth and long discussion. So I would like to see that.

CHAIRWOMAN DANIELS: Thank you, Board Member Howard. I actually have on my notes here, I was going to ask ADOT staff if there is an option or a possibility of those who can attend in person for the February 6th study session that they do so, meeting at probably your offices.

MR. ROEHRICH: Madam Chair, we can go back and look. Our -- the place where the Board would traditionally meet, our auditorium, is actually down. They're remodeling it, and they're doing some work. So we -- I have to go back and find a suitable facility, but if your desire is to meet in person, that we can go back and start working. I've just got to find a facility where the public can attend.

CHAIRWOMAN DANIELS: Sure.

MR. ROEHRICH: So if you meet in person --

CHAIRWOMAN DANIELS: -- just down the street has a facility that we could possibly use or even the City of Phoenix, make something centrally located. Thank you. Yeah, we'll look into that and communicate directly with all of you.

VICE CHAIR MAXWELL: Madam Chair, one more comment, too. It's -- we heard talk about the -- and we've talked the Board -- it's been said many times from this dais about the getting more, more and more information on potential future funding sources for infrastructure. So I'm -- 347 is obviously at the top of our mind, the organization and the emails and that. We know we have to have a thorough in-depth, and we've asked for that.

We've also been asking for further study on what are the options, you know, nationwide, just a comprehensive exam, because a lot of this is going to take legislative action at some point in time. So I think it's important that we do get to those, and those have been lingering requests. So I would also ask the ADOT staff and team to look at where can we make that work. Might be hard on the January -- the February 6th unless we want to commit for a full day meeting, which maybe is the answer to go if everybody can give that amount of time.

CHAIRWOMAN DANIELS: Yeah. I'm inclined to think that perhaps we keep the February 6th as is, as a study session,

and prepare maybe a future in-depth with -- I would -- I would imagine there's going to be more than just the 347 that we want to discuss, and we may not know that until after the February 6th meeting which ones we would like to have a more in-depth discussion on.

So if it's okay with the Board, let's plan for February 6th being the virtual meeting that will be just as planned, and then let's work with ADOT staff outside of the existing scheduled board meetings for perhaps an additional study session before the February 21st State Transportation Board meeting in Surprise.

Does that sound amenable to everybody?

MS. HOWARD: Yes.

MS. PESHLAKAI: Yeah.

Thank you. Appreciate everyone's indulgence there.

Without any more questions, I am happy to say, and again, thank you to Chairman Searle for all of his many years. We're glad we're keeping you at least as long as you'll let us keep you, and with that, the meeting is adjourned. Safe travels everyone.

(Meeting adjourned at 10:34 a.m.)

STATE OF ARIZONA)
) ss.
COUNTY OF MARICOPA)

BE IT KNOWN that the foregoing proceedings were reported by me, TERESA A. WATSON, Registered Merit Reporter, Certified Reporter, Certificate No. 50876, State of Arizona, from an electronic recording and were reduced to written form under my direction; that the foregoing 63 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 6th day of May 2025.

/s/ Teresa A. Watson

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

Adjournment

Chair Jenn Daniels adjourned the State Transportation Board Meeting on January 17, 2025.

Meeting adjourned at 10:34a.m. PST.

Not Available for Signature
Jenn Daniels, Chair
State Transportation Board

Not Available for Signature
Jennifer Toth, Director
Arizona Department of Transportation

AZ SMART Application Review and Scoring

Evaluation Date: 4/21/25

PPAC date: 5/7/25

Board date:

Applicant	***Responses***	***Evaluator Comments***
App Date	2/6/2025 15:52:37	
Applicant	Gila County, Arizona	
Project	Young Road (FSH 512A) is 24'-wide dirt road, MP 316.45 to MP 329.91; Project Length: 13.46 miles.	
Applicant Type	County	
Funding Category	County under 100K population	
Board District	4	
COG/MPO	CAG	
County	Gila	
AZ SMART Request		
GDS		
DOES	**$814,632**	
Match		
Cash monies provided by Applicant	$49,241	
Total	**$863,873**	
Can project proceed if awarded less?	No	
Project and Federal Grant Information		
Brief Description	Final design to pave, improve drainage and install guardrails for 13.46 miles. Prepare 100% plans, specifications, and cost estimate. We currently have 60% design plans completed as are part of an Environmental Analysis update which will be completed in June 2025.	
Budget	young road cost calculator.xls	
Estimates developed how?	Developed by an engineering consultant	
Estimates in YOE?	Yes	
Federal Grant		
Grant Pursued	NFLTP Program	
Grant Status	We plan to apply for the Federal Grant more than 6 months from now	
Submitted how?	Applicant requests ADOT to submit	
Intended Administration	Request ADOT administration (PDA and/or construction administration fees will apply)	
Technical Capacity (previous federal grants or formula funded projects?)	Fed grant: NA; Formula:TA Grant - Golden Hill Sidewalk, $579,869	
Financial Capacity (>1.0 = applicant can meet short term obligations)	*Most current audit year* / *Ratio*	
	FY 23 — NA - governmental entity requesting ADOT administration	
	FY 22	
	FY 21	
Federal Grant phase(s)	Construction	
Current Construction Estimate	$20,477,500	

Priority Criteria and Scores		*Points*
Project addresses safety improvement(s)	Roadway lane departures	5
Evidence of public support for the Project	Current approved Regional or Tribal Transportation Improvement Program	15
Life Cycle costs or Long-term impacts	Gila County will be responsible for maintaining the road after completion. Gila County maintenance will maintain the new pavement by crack sealing, chip seals, etc. The expected costs are expected to be less than $25,000 per year	5
Population of Project location	Gila County	5
% cash monies from Applicant	5.70%	1
Partnering (count of letters of support submitted; maximum of five per project)		3
	Total points	**34**
	Application Rank	**1**

We, the undersigned evaluators, attest the scores above to be a true and accurate representation of our review of the application(s).

DocuSigned by:
Iqbal Hossain
F4610FD580FA4DD...

	4/21/2025
Iqbal Hossain	*Date*

DocuSigned by:
Matt Moul
4277854F018B416...

	4/22/2025
Matthew Moul	*Date*

DocuSigned by:
James Windsor
E5A3C02FD5FB4F3...

	4/22/2025
James Windsor	*Date*

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 *

astaten@gilacountyaz.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.

Gila County, Arizona

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
- [x] 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. *

Dropdown

Central Arizona Governments (CAG)

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.

NA

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.

https://www.azauditor.gov/gila-county-june-30-2023-annual-financial-related-reports
https://cms3.revize.com/revize/gilaaz/government/finance/audits/GilaCountyJune30_2022FinancialReport.pdf
https://cms3.revize.com/revize/gilaaz/government/finance/Docs/GilaCountyJune30_2021FinancialReport.pdf

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.

~~Tom Goodman, County Engineer~~ Troy White, Interim Public Works Department Director

Authorized Representative 10-digit office phone number, including area code and extension, if any. *

~~928-200-6340~~

Authorized Representative work email address *

~~tgoodman@gilacountyaz.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.

Tom Goodman, County Engineer

Project Administration Contact's 10-digit office phone number, including area code and extension, if any *

928-200-6340

Project Administration Contact's work email address *

tgoodman@gilacountyaz.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.

Aimee Staten

Agreement Administration Contact's 10-digit office phone number, including area code and extension, if any *

928-402-4392

Agreement Administration Contact's work email address *

astaten@gilacountyaz.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.

Carrie Kittrell

Financial Administration Contact's 10-digit office phone number, including area code and extension, if any. *

928-402-8521

Financial Administration Contact's work email address. *

ckittrell@gilacountyaz.gov

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.

Young Road (FSH 512A) is 24'-wide dirt road, MP 316.45 to MP 329.91; Project Length: 13.46 miles.

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.

- [x] 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
- [x] 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. *

FH-12 2023 Pavi...

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.

CAG Support Let...

Add file

Evidence of Public Support - Identify the document(s) which include the Project. Select all that apply. *

- [x] 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://www.cagaz.org/Departments/tpt/TIP/CAGTIP_FY24FY29Approved.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

Resolution No. 2...

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.

Gila County has made the design and paving of Young Road (FSH 512) a top priority. Young Road is currently a two-lane, native surface, rural minor collector road. This project would complete the design phase for paving and that would include plans, specifications, and cost estimate.

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.

Project Begin: MP 316.45; Project End: MP 329.91; Project Length: 13.46 miles. Young Road/NFSR 512 is the ingress and egress for the community of Young, and the primary access for recreational activities. It provides access for economic activities: cattle, mineral, timber, tourism, agriculture, and wine production within the Pleasant Valley Ranger District. The project would improve response times for wildland firefighters and Tonto National Forest's ability to protect valuable resources. The project is within the Colcord Fireshed that is a top priority fireshed in the Southwestern Region. Improving road conditions would enhance Tonto's ability to treat hazardous fuels. In addition to regional and local use, Young Road is utilized by visitors from Phoenix during the summer months, hunters in the fall, or vacationers in the winter. This project would reduce impacts on the road surface and adjacent land from erosion, reducing maintenance costs.

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.

- [x] ~~Safety of non-motorized users~~
- [ ] Intersection safety
- [x] Roadway lane departures
- [ ] Project does not address safety improvements
- [ ] Other:

DELETED AT REQUEST OF APPLICANT

Roadway lane departures:1. In addition to the paving which will improve traction on a road that historically become washboarded to the point of loss of traction control, it will encorporate guard railing and proper drainiage. FS512 between Hwy 260 and Young has annual snow fall and with a paved road and proper drainage the amount of traffic that loses control on that section of road will be reduced.
2. With the added traction there will decreased stopping distance for turning off onto the other FS roads that connect to FS512.

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.

Final design to pave, improve drainage and install guardrails for 13.46 miles. Prepare 100% plans, specifications, and cost estimate. We currently have 60% design plans completed as are part of an Environmental Analysis update which will be completed in June 2025.

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	☑	☒	☐	☐
Design/Final Design	☑	☒	☐	☐
Right of Way	☑	☐	☐	☐
Environmental	☐	☐	☑	☐
Utilities	☑	☐	☐	☐
Construction	☑	☐	☐	☐

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.

Tonto National Forest-Gila County has approval from owner

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.

Young AZ ADOT ...

Add file

How were the cost estimates in Project Budget developed? *

- [ ] Developed by the Applicant
- [x] 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.

Gila County will be responsible for maintain the road after completion. Gila County maintenance will maintain the new pavement by cradk sealing, chip seals, etc. The expected costs are expected to be less than $25,000 per year.

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.

FSH 512 Yound ...

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.

$814,632

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.

$49,241

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.

0

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~~

An appropriation has been requested to construct this project. If approved, the County understands it must vacate and repay any AZ SMART award for DOES if it is no longer pursuing a federal discretionary grant.

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
- [x] ~~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
- [X] Other: **Nationally Significant Federal Lands and Tribal Projects**

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~~

[X] 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 RFGAA. 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.

FS letter of supp...

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.

Gila County-Cline...

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.

PVVR 512 Suppo...

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.

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

December 5, 2024

To: Ms. Ruth Garcia
Regional Planner
Arizona Department of Transportation
1611 West Jackson Street
Phoenix, AZ 85007

RE: **CAG FY24-FY29 (Amendment #24) GIL24-05D** Young Road (FSH 512) Smart Grant *(pending approval/award)*

Dear Ms. Garcia,

This letter is to inform the Arizona Department of Transportation Multimodal Planning Division of the following TIP Amendments to the CAG FY24-FY29 Transportation Improvement Program (TIP).

The following TIP amendments have been administratively approved:

1. Young Road (FSH 512) SMART Grant, Federal Funding – (**Project #GIL 24-05D**)
   a. Add a SMART grant (FY24) in the amount **(Federal) $530,000.00**, with a local match of $150,000.00 for a grand total of **$680,000.00**

Gila County is in the process of applying for a SMART grant to assist in the designof the aformetioned project. Although the SMART grant is not approved/awarded, the member agency has indicated that this grant needs to be shown on the CAG TIP. In the event the grant is not awarded to the Gila County, CAG will remove this item from the TIP.

This amendment represents a change to a previously approved amendment by lowering the requested SMART Grant Funds request from $588,000.00 with no local match to $530,000.00 with a local match of $150,000.00. This change came at the request of the project sponsor after finalizing the cost estimates of the project with a third party engineering design consultant.

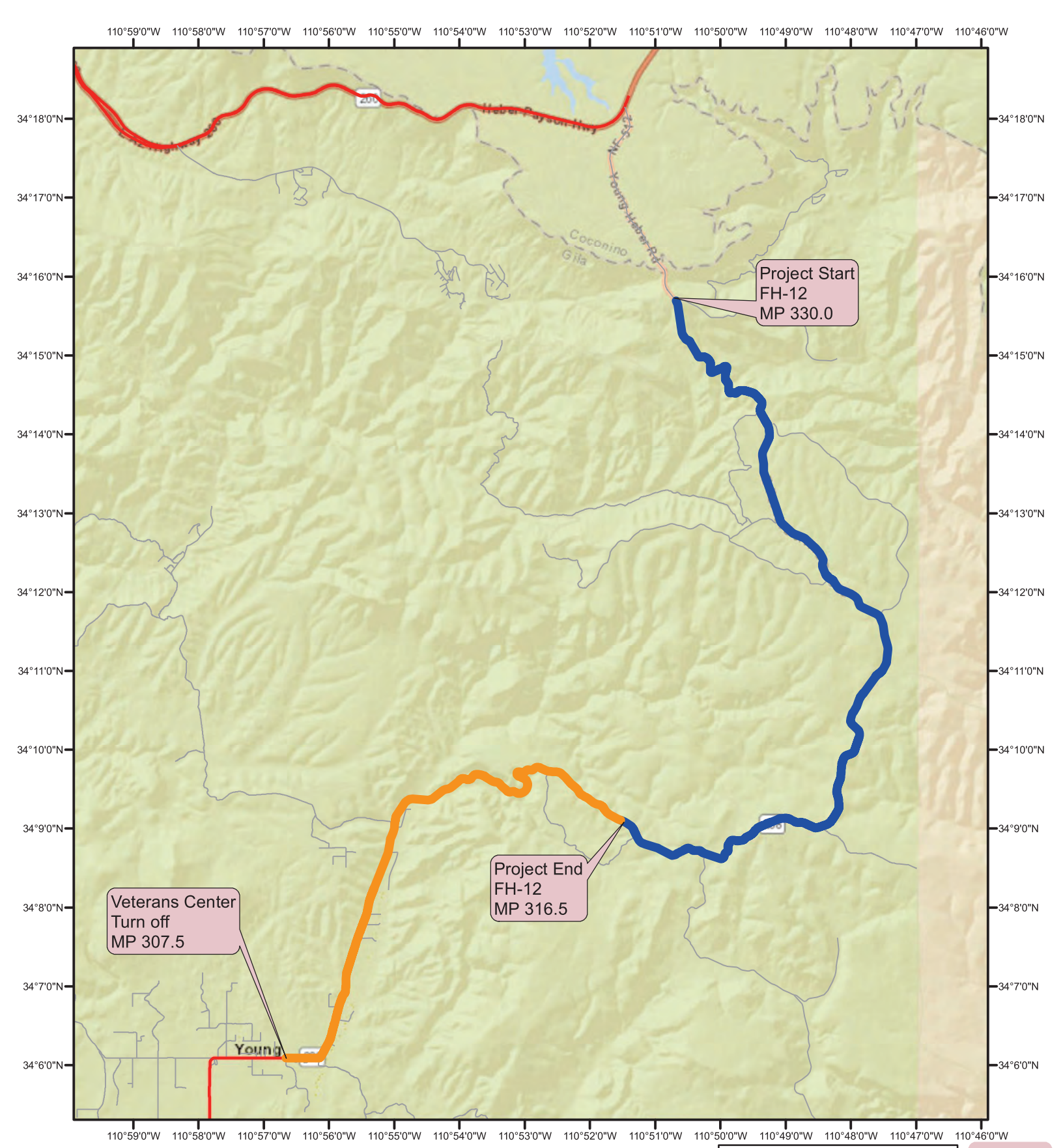
A copy of the Approved CAG FY24-FY29 TIP administrative changes has been provided as an attachment. If you should have any questions or concerns, please feel free to contact me at (480) 474-9300, or by email at sabraham@cagaz.org

Serving Regionally,

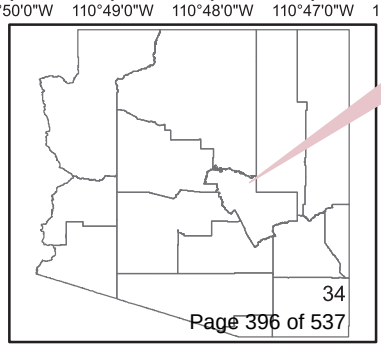


Steve Abraham
Transportation Director
CC: Larry Halberstadt – Payson (TTAC Chair)
T. Goodman – Gila County;

Project #	TRACS #	Sponsor	Project Type	Project Name
GIL 24-03D		GILA COUNTY	PLANNING/ DESIGN	RUSSELL ROAD RECONSTRUCTION -
GIL 24-05D		GILA COUNTY	PLANNING/ DESIGN	Young Road (FSH 512) (PENDING Award)
GLB 25-01P		Globe	Demonstration	Broad Street Demonstation Grant Assitance Local Match SS4A Grant
GIL 22-02C	SS718	GILA COUNTY	CONSTRUCTION	TONTO CREEK BRIDGE & ROADWAY IMPROVEMENTS - (FY22) - BUILD GRANT
GLB 25-01P		Globe	Demonstration	Broad Street (SS4A Grant)
GLB 22-02C		GLOBE	CONSTRUCTION	HILL ST IMPROVEMENTS - (FY 22)
GLB 23-01C		GLOBE / GILA COUNTY	CONSTRUCTION	GLOBE/GILA COUNTY SIDEWALK IMPROVEMENTS
WKL 23-01C		WINKELMAN / HAYDEN	CONSTRUCTION	WINKELMAN/HAYDEN GOLF COURSE ROAD IMPROVEMENTS
SUP 24-01C		SUPERIOR	CONSTRUCTION	SUPERIOR NEW BRIDGE ON PANTHER DRIVE
PAY 24-01C		PAYSON	CONSTRUCTION	INTERSECTION: W. LONGHORN & S. MCLANE RD - (ROUNDABOUT)



Young Road Paving Project
Project Limits



N

Estimated Project Costs

INSTRUCTIONS: List all items necessary to develop and construct your project. The applicant is responsible for verifying all costs and their accuracy. Construction cost overruns will be the responsibility of the sponsoring agency.

Enter values into GREEN CELLS.	The program will automatically calculate the Totals and Federal Share at 94.3%

LOCAL PROJECTS: Please note that the Stage I Costs shown below are to be funded by the sponsoring agency and are not eligible for Federal Reimbursement.

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
STAGE 1 – SCOPING (15% Preliminary Design)						
SCOPING COSTS Costs cannot be applied toward the federal participation or local match						
SITE TOPOGRAPHIC SURVEY (2%-5% of constr. cost) ***(Enter $0 in Unit Price column if none required)***	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	$472,000.00	$472,000.00		
HAZARDOUS MATERIALS ASSESSMENT Including heavy metals & asbestos (If an assessment is necessary, anticipate $1,500. ***Enter $0 in Unit Price column if none required)***	LS	1	$0.00	$0.00		
SUBTOTAL – PROJECT SCOPING COSTS				$ 472,000	$445,096	$26,904
STAGES II, III, IV - DESIGN (30%, 60%, 95%-100% Design)						
DESIGN COSTS Note: The use of federal funds for design is optional and subject to authorization. Design should not go beyond Stage II (30%) without environmental approval.						
PS&E's - Plans, Special Provisions, Cost Estimates & Schedules (10%-20% of construction cost.) (Shall be refunded if project is not constructed)	LS	1	$614,686.00	$614,686.00		
GEOTECHNICAL INVESTIGATION (If a report is necessary, anticipate 5% of construction cost) Includes testing, Geotech Report, Materials & Pavement Design Report) ***Enter $0 in Unit Price column if none required.***	LS	1	$36,243.00	$36,243.00		
DRAINAGE REPORT (If a report is necessary, anticipate 5% of construction cost) ***Enter $0 in Unit Price column if none required)***	LS	1	$0.00	$0.00		
STORM WATER POLLUTION PREVENTION PLAN (Required if there is over 1 acre of total disturbance, 1% of construction cost) ***Enter $0 in Unit Price column if none required.***	LS	1	$212,944.00	$212,944.00		
SUBTOTAL – PROJECT DESIGN COSTS Federal Funds for design are calculated at 94.3% of the total design cost. If requesting less than 94.3% Federal Funds for design, enter new total or 0 in the Federal column.				$ 863,873	$814,632	$49,241
STAGE V – CONSTRUCTION						
SITE ACQUISITION & HARDSCAPE CONSTRUCTION						

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
RIGHT-OF-WAY ACQUISITION (if necessary)	LS	1	$0.00	$0.00	$0.00	$0.00
INSTALLATION OF STORMWATER POLLUTION PREVENTION MEASURES (If over 1 acre of disturbance, 5% of constr. costs) ***Enter $0 in Unit Price column if area of disturbance is less than one acre.***	LS	1	$276,000.00	$276,000.00	$260,268.00	$15,732.00
SITE PREPARATION (Clearing and grubbing, plant salvage)	LS	1	$85,000.00	$85,000.00	$80,155.00	$4,845.00
DEMOLITION						
Sawcut	LF			$0.00	$0.00	$0.00
Remove Structures and Obstructions	LS	1		$0.00	$0.00	$0.00
Remove Pipe	LF	180	$35.00	$6,300.00	$5,940.90	$359.10
Remove Structural Concrete	CY			$0.00	$0.00	$0.00
Remove Asphaltic Concrete Pavement	CY	4	$2,312.50	$9,250.00	$8,722.75	$527.25
Remove Concrete Sidewalks, Slabs	CY			$0.00	$0.00	$0.00
HAZARDOUS MATERIALS ABATEMENT (If applicable; include heavy metals & asbestos; 5% of construction cost) ***Enter $0 in Unit Price column if none required.***	LS	1		$0.00	$0.00	$0.00
UTILITY RELOCATION (If necessary) Only the cost of utilities needing relocation as a direct result of the enhancement project are eligible for federal reimbursement. Because of the costs involved, the undergrounding of overhead utilities is not eligible	LS	1		$0.00	$0.00	$0.00
RETAINING WALL (Concrete; SF of face above the footing)	SFF			$0.00	$0.00	$0.00
EARTHWORK						
General Excavation	CY	49,836	$35.00	$1,744,260.00	$1,644,837.18	$99,422.82
Drainage Excavation	CY			$0.00	$0.00	$0.00
Structural Excavation	CY			$0.00	$0.00	$0.00
Structural Backfill	CY			$0.00	$0.00	$0.00
Borrow (In Place)	CY			$0.00	$0.00	$0.00
CURB & GUTTER	LF			$0.00	$0.00	$0.00
AGGREGATE BASE	CY	34,685	$105.00	$3,641,925.00	$3,434,335.28	$207,589.73
PATHWAY OR SIDEWALK MATERIALS						
Concrete	SF			$0.00	$0.00	$0.00
Colored Concrete	SF			$0.00	$0.00	$0.00
Stamped Color Concrete	SF			$0.00	$0.00	$0.00
Precast Concrete Pavers	SF			$0.00	$0.00	$0.00
Asphaltic Concrete	Ton			$0.00	$0.00	$0.00
Polymer or Resin Stabilized Surface	SF			$0.00	$0.00	$0.00
CROSSWALK ENHANCEMENT						
Concrete Pavers	SF			$0.00	$0.00	$0.00
Stamped Asphalt	SF			$0.00	$0.00	$0.00
Stamped Concrete	SF			$0.00	$0.00	$0.00
Concrete	SF			$0.00	$0.00	$0.00
Integral Color Concrete	SF			$0.00	$0.00	$0.00
PEDESTRIAN ADA RAMP	SF			$0.00	$0.00	$0.00

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
CULVERT EXTENSIONS	LF			$0.00	$0.00	$0.00
PEDESTRIAN LIGHTING (Includes conduit and trenching) Street lighting is not eligible for federal reimbursement.	Each			$0.00	$0.00	$0.00
HANDRAIL						
Standard	LF			$0.00	$0.00	$0.00
Decorative				$0.00	$0.00	$0.00
SUBTOTAL - SITE ACQUISITION & HARDSCAPE CONSTRUCTION				$ 5,762,735	$5,434,259	$328,476
LANDSCAPING & IRRIGATION ITEMS						
TREES (Above 15 gallon in size as required per local code or special design requirements)	Each			$0.00	$0.00	$0.00
TREES (15 GALLON SIZE)	Each			$0.00	$0.00	$0.00
TREES (5 GALLON SIZE)	Each			$0.00	$0.00	$0.00
SHRUBS (5 GALLON SIZE)	Each			$0.00	$0.00	$0.00
SHRUBS (1 GALLON SIZE)	Each			$0.00	$0.00	$0.00
CACTUS (5 GALLON SIZE)	Each			$0.00	$0.00	$0.00
MULCH						
Decomposed Granite	CY			$0.00	$0.00	$0.00
Organic				$0.00	$0.00	$0.00
TOPSOIL	CY			$0.00	$0.00	$0.00
SEEDING	Acre			$0.00	$0.00	$0.00
TURF SOD	SY			$0.00	$0.00	$0.00
BOULDERS	Each			$0.00	$0.00	$0.00
IRRIGATION SYSTEM						
Drip	SF			$0.00	$0.00	$0.00
Turf				$0.00	$0.00	$0.00
SLEEVING FOR IRRIGATION SYSTEM						
Directional Bore	LF			$0.00	$0.00	$0.00
Cut and Patch				$0.00	$0.00	$0.00
LANDSCAPE HEADER CURB	LF			$0.00	$0.00	$0.00
LANDSCAPE ESTABLISHMENT (Typically 4.5% of the cost of landscaping)	LS			$0.00	$0.00	$0.00
SUBTOTAL – LANDSCAPING & IRRIGATION ITEMS				$ -	$0	$0
SITE FURNISHINGS						
BENCHES	Each			$0.00	$0.00	$0.00
SEATWALLS	LF			$0.00	$0.00	$0.00
BIKE RACKS	Each			$0.00	$0.00	$0.00
TRASH RECEPTACLES	Each			$0.00	$0.00	$0.00
DRINKING FOUNTAINS	Each			$0.00	$0.00	$0.00
SIGNAGE (Standard Traffic Control)	Each			$0.00	$0.00	$0.00
TREE GRATES	Each			$0.00	$0.00	$0.00
SUBTOTAL – SITE FURNISHINGS				$ -	$0	$0

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
OTHER CONSTRUCTION ITEMS (List line items)						
Remove Cattle Guard	Each	1	$5,000.00	$5,000.00	$4,715.00	$285.00
Fog Coat	Ton	70	$825.00	$57,750.00	$54,458.25	$3,291.75
Blotter Material	SY	208,106	$0.25	$52,026.50	$49,060.99	$2,965.51
Asphaltic Concrete Misc Struct	Ton	35,202	$125.00	$4,400,250.00	$4,149,435.75	$250,814.25
Pipe, Corrugated Metal, 18"	LF	4	$750.00	$3,000.00	$2,829.00	$171.00
Pipe, Corrugated Metal, 24"	LF	735	$180.00	$132,300.00	$124,758.90	$7,541.10
Pipe, Corrugated Metal, 30"	LF	14	$625.00	$8,750.00	$8,251.25	$498.75
Pipe, Corrugated Metal, 36"	LF	43	$480.00	$20,640.00	$19,463.52	$1,176.48
Pipe, Corrugated Metal, 42"	LF	1,300	$1,200.00	$1,560,000.00	$1,471,080.00	$88,920.00
Pipe, Corrugated Metal, 48"	LF	31	$575.00	$17,825.00	$16,808.98	$1,016.03
Flared End Section, 18"	Each	1	$1,700.00	$1,700.00	$1,603.10	$96.90
Flared End Section, 24"	Each	105	$900.00	$94,500.00	$89,113.50	$5,386.50
Flared End Section, 30"	Each	4	$1,500.00	$6,000.00	$5,658.00	$342.00
Flared End Section, 36"	Each	8	$4,000.00	$32,000.00	$30,176.00	$1,824.00
Flared End Section, 42"	Each	4	$3,800.00	$15,200.00	$14,333.60	$866.40
Flared End Section, 48"	Each	4	$2,500.00	$10,000.00	$9,430.00	$570.00
Contractor Quality Control	LS	1	$140,000.00	$140,000.00	$132,020.00	$7,980.00
Dual Component Epoxy, white	LF	142,160	$1.50	$213,240.00	$201,085.32	$12,154.68
Dual Component Epoxy, yellow	LF	142,160	$2.75	$390,940.00	$368,656.42	$22,283.58
Waterborne, Pavement Markings	LF	284,320	$0.30	$85,296.00	$80,434.13	$4,861.87
Guardrail Allowance	LS	1	$600,000.00	$600,000.00	$565,800.00	$34,200.00
Misc Work (Signs)	LS	1	$140,000.00	$140,000.00	$132,020.00	$7,980.00
SUBTOTAL - OTHER CONSTRUCTION LINE ITEMS				$ 7,986,418	$7,531,192	$455,226
MOBILIZATION AND ADMINISTRATION COSTS						
CONTRACTOR MOBILIZATION (Typically 8% of construction cost)	LS	1	$1,506,000.00	$1,506,000.00	$1,420,158.00	$85,842.00
TRAFFIC CONTROL (0-8% of construction cost)	LS	1	$1,405,375.00	$1,405,375.00	$1,325,268.63	$80,106.38
CONSTRUCTION SURVEY & LAYOUT (Typically 1% of construction cost)	LS	1	$208,000.00	$208,000.00	$196,144.00	$11,856.00
CONSTRUCTION CONTINGENCIES (Typically 5% of construction cost)	LS	1	$802,956.00	$802,956.00	$757,187.51	$45,768.49
CONSTRUCTION ADMINISTRATION (Averaging 18% of construction cost)	LS	1	$2,408,868.00	$2,408,868.00	$2,271,562.52	$137,305.48
INDIRECT COST ALLOCATION	LS	1	$2,023,450.00	$2,023,450.00	$1,908,113.35	$115,336.65
SUBTOTAL – MOBILIZATION & ADMINISTRATION COSTS				$ 8,354,649	$7,878,434.01	$476,214.99
TOTAL STAGE V COSTS (CONSTRUCTION) (Enter this amount in Box A below.)				$ 22,103,802	$20,843,884.81	$1,259,916.69
ADOT REVIEW FEES (Cannot be applied to the federal participation or the local match. On local Certification Acceptance or Self-administration projects, change to $3,000)	LS	1	$30,000.00	$30,000.00	NO ENTRY	
TOTAL PROJECT COST (All subtotals + ADOT review fee)				$ 23,469,675	NO ENTRY	

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.	BOX A	**$ 22,967,675**
TOTAL FEDERAL FUNDS CAPPED @ 94.3% (.943 x amount shown in Box A above). Note: For local projects, the maximum federal funds that can be requested is $500,000 ($1,000,000 for state projects).	BOX B	**$ 21,658,517**

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
TOTAL SPONSOR MATCHING FUNDS (.057 x cost shown in Box A above). Note: The maximum amount that should be shown on this line is $30,223 for local projects ($60,445 for state projects).					BOX C	$ 1,309,157
TOTAL SPONSOR ADDITIONAL FUNDS (OVERMATCH). Enter the amount in Box A in excess, if any, of $530,223 for local projects or $1,060,445 for state projects.					BOX D	$ (0)
TOTAL SPONSOR FUNDS (Sum of Box C and Box D).					BOX E	$ 1,309,157

After recording, return to:
Samantha Trimble, BOS

RESOLUTION NO. 25-01-01

A RESOLUTION OF THE GILA COUNTY, ARIZONA BOARD OF SUPERVISORS, AUTHORIZING THE SUBMISSION OF A GRANT APPLICATION TO THE ARIZONA SMART (STATE MATCH ADVANTAGE FOR RURAL TRANSPORTATION) FUND FOR THE DESIGN AND OTHER ENGINEERING SERVICES, MATCH, GRANT DEVELOPMENT, AND SUBMISSION. PURSUANT TO TITLE 28, CHAPTER 2, ARTICLE 2, ARIZONA REVISED STATUTES.

WHEREAS, in Chapter 322 of the Laws of 2022 ("the Act"), the Arizona Legislature established the AZ SMART Fund and program, and authorized the State Transportation Board, among other things, to award grants to eligible applicants for Design and Other Engineering Services (DOES), Grant Development and Submission (GDS), and match for a surface transportation project for which the applicant will submit a federal grant application; and,

WHEREAS, ARS §28-399. Q.1 as amended in Chapter 120 of the Laws of 2024, defines "federal grant" to mean a federal discretionary grant program administered by any federal agency for surface transportation purposes; and,

WHEREAS, the AZ SMART Fund Request for Grant Applications and Agreement (RFGAA) defines "surface transportation purposes" to mean a road, bridge, transit, or rail infrastructure project, study, or plan document that is eligible for a federal grant;

WHEREAS, applicants for AZ SMART Fund must apply in accordance with the requirements of the Act and the RFGAA; and,

WHEREAS, Gila County has determined that it will apply to AZ SMART for DOES for Young Road (FSH 512) ("Project"); and,

WHEREAS, Gila County desires to submit the Project for the federal discretionary grant identified in the RFGAA;

WHEREAS, the RFGAA requires that applications include a resolution from the governing body of the applicant stating the Project is in the best interests of the residents of the municipality or

county in which the Project is or will be located and requires the resolution to state the commitment of applicant funds, if applicable;

NOW, THEREFORE, BE IT RESOLVED by the Gila County Board of Supervisors as follows:

Section 1: That the Gila County Project described above is in the best interests of

the residents of Gila County.

Section 2: That Gila County requests $530,000 for DOES from the AZ SMART Fund.

Section 3: That $150,000 of cash monies of Gila County are committed to the Project.

This clause relates to DOES requests ONLY

Section 4: That Gila County will apply for the Federal Grant identified in the RFGAA within two years of the date an award is approved by the Board.

Section 5: That the Public Works Department Director is authorized to submit and sign the RFGAA.

PASSED AND ADOPTED this 7th day of January 2025, at Globe, Gila County, Arizona.

Attest:

for James Menlove, Clerk of the Board

GILA COUNTY BOARD OF SUPERVISORS

Stephen Christensen, Chairman

Approved as to form:

The Gila County Attorney's Office

IX.OFFER AND ACCEPTANCE

This Offer must be completed, signed by the Authorized Representative and submitted with the Application. Applications that do not include this completed and signed Offer are not Administratively Complete and will not be further reviewed or processed.

A. **Offer** - To the State of Arizona:

The Undersigned hereby offers and agrees to furnish the material, service or construction in compliance with all terms, conditions, specifications and amendments in the RFGAA and any written exceptions included with the Application and which are accepted by ADOT.

1. Arizona Transaction (Sales) Privilege Tax License No.:
2. Federal Employer Identification No.
3. Entity:
4. Address:
5. City, State and Zip:
6. For clarification(s) of this Offer, contact the Authorized Representative listed in the Application.

B. **Certification** – By written or electronic signature on this Offer, the Authorized Representative certifies:

1. I am the Authorized Representative identified in the Application.
2. I have read and understand this RFGAA and the Questions and Answers page on the AZ SMART website.
3. Under penalty of perjury, the information contained herein and attached hereto is true and correct according to the best of my knowledge and belief after a reasonable investigation of the facts.
4. Submission of the Offer did not involve collusion or other anti-competitive practices.
5. The Applicant shall not discriminate against any employee or applicant for employment in violation of Federal Executive Order 11246, State Executive Order 99-4 or A.R.S. §§ 41-1461 through 1465.
6. The Applicant has not given, offered to give, nor intends to give at any time hereafter any economic opportunity, future employment, gift, loan, gratuity, special discount, trip, favor, or service to a public servant in connection with the submitted offer. Failure to provide a valid signature affirming the stipulations required by this clause shall result in rejection of the Offer. Signing the Offer with a false statement shall void the Offer, any resulting contract and may be subject to legal remedies provided by law.

Written or electronic signature of authorized Representative:



C. **Acceptance –** The Offer is hereby accepted.

1. State Transportation Board award:
   a. Date of Award:
   b. Eligible Use(s) awarded:
   c. Amount awarded for each Eligible Use:

2. The Applicant is now bound to provide the material, service, or construction listed in the RFGAA, including all terms, conditions, specifications, amendments, etc., and the Contractor's application as approved by the State Transportation Board.

3. This contract shall henceforth be referred to as Contract No. _____.

4. The Applicant has been cautioned not to commence any billable work or to provide any material or service under this contract until Applicant receives purchase order, contact release document or written notice to proceed.

5. **Electronic signature of person authorized to accept offer:**

_____

State of Arizona

MEMORANDUM

TO: State Transportation Board

FROM: Lisa Danka, AZ SMART Program Manager

CC: Floyd Roehrich, P.E.

DATE: May 7, 2025

RE: AZ SMART award declinations

Two AZ SMART awardees have recently notified ADOT they are declining their awards. As a result of these declinations, the May 16, 2025 AZ SMART actions include requests to rescind both awards.

Background

- **City of Casa Grande** – The applicant requested $2.5 mil for design and other engineering services (DOES) for the Burris Rd, Clayton Rd to Korsten Rd project. However, only $1.113 mil was available in the Municipalities over 10,000 population Funding Category at the time the Board considered the application on September 20, 2024. The Board awarded the entire $1.113 mil to the City. Unfortunately, the project cannot be designed for less than $2.5 mil and the City is unable to cover the balance.

  Several options were presented to the City, including requesting the shortfall from AZ SMART. However, the City has ultimately decided to decline the award.

- **Apache County** – The applicant requested and was awarded $1.204 mil for DOES for the Stanford Dr (CR 8235), SR 61 to Leighton Rd project on February 21, 2025. The County intended to pursue the Safe Streets for All (SS4A) federal discretionary grant and requested ADOT administration of the construction project.

  Following the award of AZ SMART funding, the Notice of Funding Opportunity was released for the SS4A grant. The NOFO requires SS4A awardees to be Direct Recipients, which would require Apache County to administer the project – ADOT could not do this on the County's behalf. The County has advised it does not have the capacity to administer a large federal grant. In addition, the County cited two additional concerns:

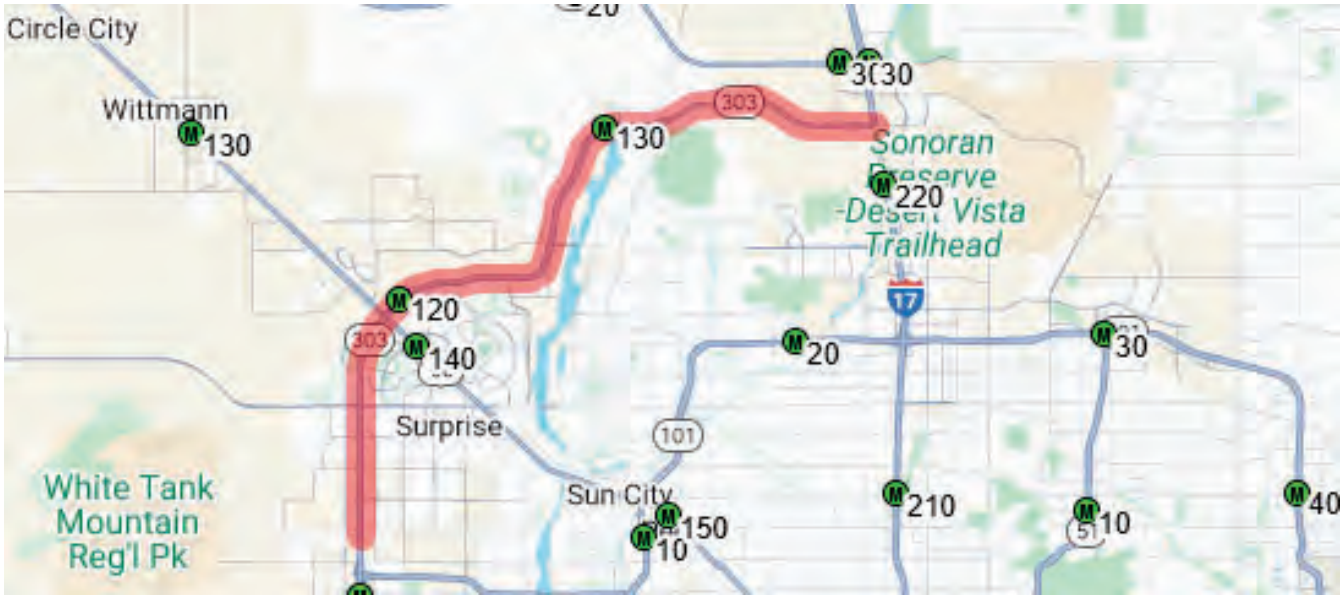
  - Recent policy changes at the federal level are resulting in uncertainty, which is further exacerbated by the upcoming expiration of the Bipartisan Infrastructure Law (BIL) on September 30, 2026. It is unclear to what extent the discretionary grants created by BIL will be continued after this date.

- The two year federal grant submission deadline specified in ARS §28-339 creates a risk for applicants with large design projects. This is due to the requirement to bid design projects exceeding $1 mil as opposed to selecting a consultant from ADOT's approved on-call contracts. This process can take several months, reducing the time available for design before the County must submit the federal grant application.

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

ITEM* 7a

Route & MP:	303L @ MP 112.0
Project Name:	PEORIA AVE - SONORAN DESERT PKWY
Type of Work:	CONVERT HPS TO LED LIGHTING
County:	Maricopa
District:	Central
Schedule:	FY 2026
Project:	F074201C TIP#: 104499
Project Manager:	Rashidul Haque
Program Amount:	$1,072,000
New Program Amount:	$1,822,000
Requested Action:	Advance project to FY25 Increase in budget



PRB Item #:

24

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/8/2025 2. Teleconference: No

3. Form Date / 5. Form By:
4/10/2025
Rashidul Haque

4. Project Manager / Presenter:
Rashidul Haque @ (602) 712-7352
205 S 17TH AVE, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:
PEORIA AVE - SONORAN DESERT PKWY

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 #:
PP1Q	Central	303L	Maricopa	112.0	F074201C ?	27.0	

16. Program Budget: $1,072

17. Program Item #: 104499

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$1,072	$750	$1,822

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
104499	$62	.	State(5.7 pct) CRP
104499	$1,010	.	Federal (94.3 pct) CRP

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
70926	($1,072)	.	.
70925	$1,822	.	.

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 26
22. CURRENT BID READY:
23. CURRENT ADV DATE: TBD

CHANGE REQUEST\NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 25
22A. REQUEST BID READY:
23A. REQUEST ADV DATE: 6/6/2025

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:	YES	24f. MATERIALS MEMO COMP:	YES
24g. U&RR CLEARANCE:	YES	24h. C&S CLEARANCE:	NO
24i. R/W CLEARANCE:	YES	24j. CUSTOMIZED SCHEDULE:	YES
24k. SCOPING DOCUMENT:	NOT APPLICABLE		

25. DESCRIPTION OF REQUEST

Advance project to FY25
Increase in budget

26. JUSTIFICATION OF REQUEST

This project is to convert HPS lighting to LED.
The project is ready to advertise. Capacity exists to deliver this project in FY25.
This request is to advance the project from FY26 to advertise this project in FY25.

The original programmed amount was based on estimates that did not take into account the type of fixtures required and their unit costs. Additionally, traffic control and the Construction Engineering was underestimated.

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:

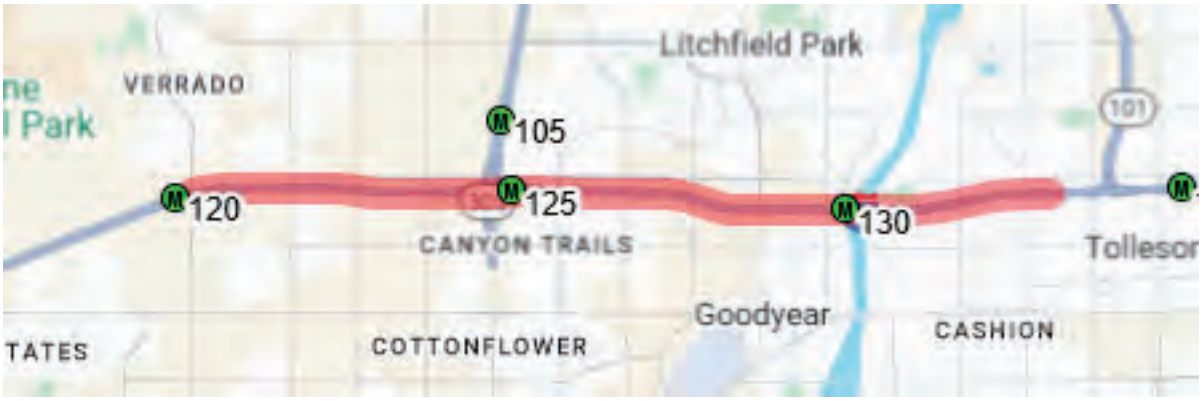
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/7/2025

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

ITEM*7b

Route & MP:	10 @ MP 120.0
Project Name:	VERRADO WAY - 99TH AVE
Type of Work:	CONVERT HPS TO LED LIGHTING
County:	Maricopa
District:	Central
Schedule:	FY 2025
Project:	F074501C TIP#: 104497
Project Manager:	Rashidul Haque
Program Amount:	$540,000
New Program Amount:	$3,000,000
Requested Action:	Increase in budget



PRB Item #:

25

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/8/2025 2. Teleconference: No

3. Form Date / 5. Form By:
4/10/2025
Rashidul Haque

4. Project Manager / Presenter:
Rashidul Haque @ (602) 712-7352
205 S 17TH AVE, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:
VERRADO WAY - 99TH AVE

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 #:
PS1Q	Central	10	Maricopa	120.0	F074501C ?	13.0	010-B(224)T

16. Program Budget: $540

17. Program Item #: 104497

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$540	$2,460	$3,000

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount		Description	Comments
104497	$509	.		Federal (94.3pct) CRP
104497	$31	.		State (5.7 pct) CRP

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount		Description	Comments
72325	$2,320	.		Federal (94.3 pct--$2,318,780)
70925	$140	.		State (5.7pct---$140,220)

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 25
22. CURRENT BID READY:
23. CURRENT ADV DATE: 6/6/2025

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 IV

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 in budget

26. JUSTIFICATION OF REQUEST

This project is to convert HPS lighting to LED.
The programmed amount is incorrect.
The initial estimate was based on a high level overview without field verifications or a detail breakdown. The majority of the fixtures required for the project are high mast, high-powered luminaires. The current estimate takes into account this type of lighting and its higher unit prices. Traffic Control and Construction Engineering were underestimated. In addition, the repair of existing conductors and modifying high mast lowering rings were added to the scope of work.

ICAP is included in this request.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/7/2025

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

ITEM* 7c

Route & MP:	17 @ MP 252.0
Project Name:	SUNSET POINT - SR 69
Type of Work:	PAVEMENT REHABILITATION
County:	Yavapai
District:	Northwest
Schedule:	FY 2028
Project:	F075801C TIP#: 104410
Project Manager:	Olivier Mirza
Program Amount:	$42,179,000
New Program Amount:	$10,000,000
Requested Action:	Advance to FY25.



PRB Item #:

12

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/15/2025 2. Teleconference: No

3. Form Date / 5. Form By:
4/17/2025
Olivier Mirza

4. Project Manager / Presenter:
Olivier Mirza @
, , - *4983 PROJECT MANAGEMENT*

6. Project Name:
SUNSET POINT - SR 69

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 #:
PK1Q	Northwest	17	Yavapai	252.0	F075801C ?	10.0	017-A(264)T

16. Program Budget: $42,179 17. Program Item #: 104410

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$42,179	($32,179)	$10,000

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
104410	$39,792	.	NHPP
104410	$2,387	.	State Match

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
72528	($39,792)	.	NHPP
72528	($2,387)	.	State Match
72525	$9,434	.	94.34pct NHPP
72525	$566	.	5.66pct State Match

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 28
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: 5/30/2025

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

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

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:	NO
24k. SCOPING DOCUMENT:	NO		

25. DESCRIPTION OF REQUEST

Advance to FY25.

26. JUSTIFICATION OF REQUEST

Request to change bid advertisement date from FY28 to FY25. The FY28 project scope has been revised to a 2 inch mill and replace pavement project to extend the pavement life until the full reconstruction project occurs in FY29.

ICAP is included in this request.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN SCHEDULE
CHANGE IN FY
CHANGE IN SCOPE
CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

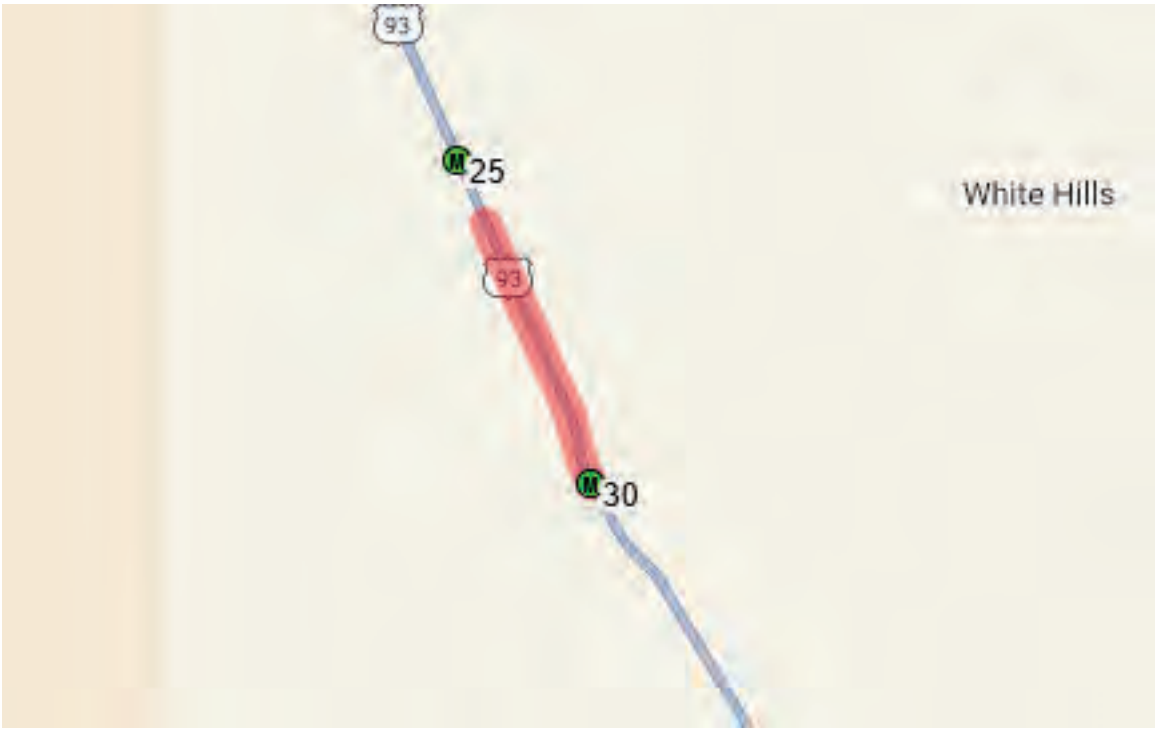
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/7/2025

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

ITEM* 7d

Route & MP:	93 @ MP 28.0
Project Name:	W TONY AVE - W ROCKY POINT AVE
Type of Work:	IMPROVE INTERSECTIONS
County:	Mohave
District:	Northwest
Schedule:	FY 2025
Project:	F069001C TIP#: 103637
Project Manager:	Olivier Mirza
Program Amount:	$1,467,000
New Program Amount:	$2,549,000
Requested Action:	Increase Budget.



PRB Item #:

13

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/15/2025 2. Teleconference: No

3. Form Date / 5. Form By:
4/24/2025
Olivier Mirza

4. Project Manager / Presenter:
Olivier Mirza @
, , - *4983 PROJECT MANAGEMENT*

6. Project Name:
W TONY AVE - W ROCKY POINT AVE

7. Type of Work:
IMPROVE INTERSECTIONS

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
JI1Q	Northwest	93	Mohave	28.0	F069001C ?	2.0	HSIP093-A(213)T

16. Program Budget: $1,467

17. Program Item #: 103637

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$1,467	$1,082	$2,549

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount		Description	Comments
70125	$1,383	.		94.3pct HSIP $1,383,381
70125	$84	.		5.7pct State Match $83,619

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount		Description	Comments
70125	$1,021	.		94.3pct HSIP $1,021,269
70125	$61	.		5.7pct State Match $61,731

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 25
22. CURRENT BID READY:
23. CURRENT ADV DATE: 5/29/2025

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:	YES	24f. MATERIALS MEMO COMP:	NO
24g. U&RR CLEARANCE:	NO	24h. C&S CLEARANCE:	YES
24i. R/W CLEARANCE:	YES	24j. CUSTOMIZED SCHEDULE:	NO
24k. SCOPING DOCUMENT:	NO		

25. DESCRIPTION OF REQUEST

Increase Budget.

26. JUSTIFICATION OF REQUEST

The requested increase in budget is based on the need to add acceleration lanes to the original traffic operation improvements.

ICAP is included in this request.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/7/2025

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

ITEM* 7e

Route & MP:	101L @ MP 0.0
Project Name:	SR101L & I-10 SYSTEM INTERCHANGE
Type of Work:	SYSTEM TI IMPROVEMENTS
County:	Maricopa
District:	Central
Schedule:	FY 2025
Project:	F047501C TIP#: 100228
Project Manager:	Rashidul Haque
Program Amount:	$291,105,000
New Program Amount:	$316,000,000
Requested Action:	Change Funding Type Increase Budget



PRB Item #:

16

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/15/2025 2. Teleconference: No

3. Form Date / 5. Form By:	4. Project Manager / Presenter:
5/7/2025	Rashidul Haque @ (602) 712-7352
Rashidul Haque	*205 S 17th Ave, 295, 614E - 4983 PROJECT MANAGEMENT*

6. Project Name:	7. Type of Work:
SR101L & I-10 SYSTEM INTERCHANGE	SYSTEM TI IMPROVEMENTS

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
MJ1O	Central	101L	Maricopa	0.0	F047501C ?	4.0	101-A(218)T

16. Program Budget: $291,105 17. Program Item #: 100228

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$291,105	$39,895	$331,000

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
100228	$129,051 .		NHPP : MAG Federal Funding $129,050,769
100228	$162,054 .		RARF : MAG Non Federal : $162,054,677

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
49825	$124,912 .		NHPP : MAG Federal Funding : $124,912,193
49925	($85,017) .		RARF: MAG Non Federal :$85,017,639

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 25

22. CURRENT BID READY: 5/12/2025

23. CURRENT ADV DATE: 6/9/2025

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:	YES
24g. U&RR CLEARANCE:	NO	24h. C&S CLEARANCE:	NO
24i. R/W CLEARANCE:	YES	24j. CUSTOMIZED SCHEDULE:	YES
24k. SCOPING DOCUMENT:	YES		

25. DESCRIPTION OF REQUEST

Change Funding Type
Increase Budget

26. JUSTIFICATION OF REQUEST

MAG revision of funding type to increase federal funding and decrease Regional Area Road Fund(RARF)is underway.

The project was underfunded. Additional funding will cover the construction cost for the 91st avenue connector, the 83rd Ave & 91st Ave TI improvements per the original Design Concept Report.

Contingent upon approval by the MAG Regional Council on May 28, 2025.
ICAP is included in this request.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

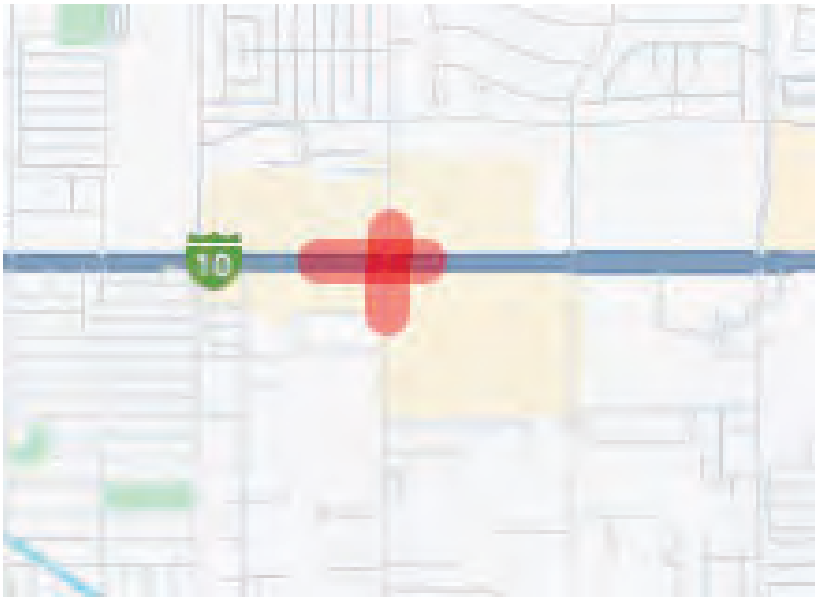
REQUESTED ACTIONS:	APPROVED / RECOMMENDED ACTIONS:
CHANGE IN BUDGET	REQUEST APPROVED SUBJECT TO PPAC APPROVAL - 5/7/2025

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

ITEM* 7f

Route & MP:	0000 @ MP CSG
Project Name:	CITY OF CASA GRANDE; FLORENCE BLVD AND COLORADO ST
Type of Work:	INSTALL RAISED MEDIAN
County:	Pinal
District:	Southcentral
Schedule:	FY 2025
Project:	T047001C TIP#: 103883
Project Manager:	Pei-jung Li
Program Amount:	$412,000
New Program Amount:	$514,000
Requested Action:	Defer Project to future FY Increase budget



PRB Item #:

17

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/15/2025 2. Teleconference: No

3. Form Date / 5. Form By:
4/18/2025
Pei-jung Li

4. Project Manager / Presenter:
Pei-jung Li @ (602) 712-8708
205 S 17th Ave, , 605E - 4983 PROJECT MANAGEMENT

6. Project Name:
CITY OF CASA GRANDE; FLORENCE BLVD AND COLORADO ST

7. Type of Work:
INSTALL RAISED MEDIAN

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
II1Q	Southcentral	0000	Pinal	CSG	T047001C	0.0	CSG-0(213)T

16. Program Budget: $412

17. Program Item #: 103883

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$412	$102	$514

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount		Description	Comments
103883	$389	.		HSIP ($388,624 94.3 pct)
OTHR25	$23	.		$23,491 (5.7 pct local match)

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount		Description	Comments
70125	($389)	.		HSIP ($388,624 94.3 pct)
OTHR25	($23)	.		$23,491 (5.7 pct local match)
OTHR26	$23	.		$23,491 (5.7 pct local match)
OTHR26	$13	.		$12,298 (100 pct local)
OTHR26	$84	.		STBGP from SCMPO ($83,996 94.3 pct)
OTHR26	$5	.		$5,077 (5.7 pct local match for STBGP from SCMPO)
701??	$389	.		HSIP ($388,624 94.3 pct) Future Fiscal Year

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 25

22. CURRENT BID READY:

23. CURRENT ADV DATE: 6/26/2025

CHANGE REQUEST\NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY: TBD

23A. REQUEST ADV DATE: TBD

20. JPA #'s: 23-0009427-I SIGNED: YES ADV: YES

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

24e. ENVIRONMENTAL CLEARANCE:	YES	24f. MATERIALS MEMO COMP:	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

Defer Project to future FY
Increase budget

26. JUSTIFICATION OF REQUEST

This is a local HSIP project to install 300 ft. of raised median on Florence Blvd starting approximately 200 ft. west of Colorado St in the City of Casa Grande. The city requests to defer this project from FY25 to a future FY, due to financial constraints. The SCMPO Board approved adding some of their Federal funds to this project on March 11. The city has secured local matching funds for this project and the IGA is scheduled to go to the May 19 City Council Meeting. The city will provide the local funds to the Department on June 19.

TIP ID CSG-23-01

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:	APPROVED / RECOMMENDED ACTIONS:
CHANGE IN SCHEDULE CHANGE IN BUDGET DEFER TO FUTURE FY	REQUEST APPROVED SUBJECT TO PPAC APPROVAL - 5/7/2025

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

ITEM* 7g

Route & MP:	30 @ MP 57.0
Project Name:	SR 30, TRES RIOS
Type of Work:	RIGHT OF WAY ACQUISITION
County:	Maricopa
District:	Central
Schedule:	
Project:	H687601R TIP#: 8892
Project Manager:	Troy Sieglitz
Program Amount:	$605,255,000
New Program Amount:	$662,655,000
Requested Action:	Increase Budget.



PRB Item #:

02

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/22/2025 2. Teleconference: No

3. Form Date / 5. Form By:

4/24/2025

Troy Sieglitz

4. Project Manager / Presenter:

Troy Sieglitz @ (602) 712-2211

1611 W Jackson St, , -

6. Project Name:

SR 30, TRES RIOS

7. Type of Work:

RIGHT OF WAY ACQUISITION

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
JG1H	Central	30	Maricopa	57.0	H687601R	13.8	

16. Program Budget: $605,255

17. Program Item #: 8892

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$605,255	$57,400	$662,655

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount		Description	Comments
49925	$56,400	.		RARF
49825	$1,000	.		NHPP

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
40208	$15,000	.	
49918	$60,000	.	.
8892	$56,944	SR 303L - SR 202L (SOUTH MOUNTAIN), PHASE I	.
8892	$10,000	SR 303L - SR 202L (SOUTH MOUNTAIN), PHASE I	.
OTHR10	$100	.	.
8892	$66,944	SR 303L - SR 202L (SOUTH MOUNTAIN), PHASE I	.
8892	$52,100	SR 303L - SR 202L (SOUTH MOUNTAIN), PHASE I	.
49822	$27,976	.	.
49922	$60,381	.	.
8892	$32,532	SR 303L - SR 202L (SOUTH MOUNTAIN), PHASE I	
49823	$42,451	.	
49923	$4,108	.	
49923	($3,000)	.	
8892	$1,768	SR 303L - SR 202L (SOUTH MOUNTAIN), PHASE I	5.7pct RARF Match
8892	$36,239	SR 303L - SR 202L (SOUTH MOUNTAIN), PHASE I	100pct RARF
8892	$29,252	SR 303L - SR 202L (SOUTH MOUNTAIN), PHASE I	NHPP
49824	$15,264	.	NHPP
49924	$3,907	.	100pct RARF
49924	$923	.	5.7pct RARF Match
3660-24R	$1,490	.	100pct RARF
8892	$70,568	SR 303L - SR 202L (SOUTH MOUNTAIN), PHASE I	NHPP
8892	$4,266	SR 303L - SR 202L (SOUTH MOUNTAIN), PHASE I	5.7pct RARF MATCH ($4,265,505)
8892	$16,042	SR 303L - SR 202L (SOUTH MOUNTAIN), PHASE I	100pct RARF (16,402,300)

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST\NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO PROJECT FUNDING VERIFIED BY PM

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

24e. ENVIRONMENTAL CLEARANCE:	YES	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 environmental decision document (Environmental Assessment) was approved on 11/06/2019 with a Finding of No Significant Impact (FONSI) allowing for right-of-way acquisition to move forward for the SR 30, Tres Rios Freeway. Right-of-Way acquisition and funding is programmed over several years. This request will add FY 2025 funding for continued right-of -way acquisitions.

Funding for right-of-way and utilities was approved in the MAG TIP.

DOT 25-035
Right-of-Way: $53,197K
ICAP: $4,203K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:	APPROVED / RECOMMENDED ACTIONS:	
CHANGE IN BUDGET	REQUEST APPROVED SUBJECT TO PPAC APPROVAL - 5/7/2025	PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

ITEM* 7h

Route & MP:	30 @ MP 57.0
Project Name:	SR 30, TRES RIOS
Type of Work:	CONSTRUCT NEW FENCING FOR NEW FREEWAY
County:	Maricopa
District:	Central
Schedule:	
Project:	H687602R TIP#: 8892
Project Manager:	Troy Sieglitz
Program Amount:	$3,000,000
New Program Amount:	$8,000,000
Requested Action:	Increase budget



PRB Item #:

03

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/22/2025 2. Teleconference: No

3. Form Date / 5. Form By:
4/24/2025
Troy Sieglitz

4. Project Manager / Presenter:
Troy Sieglitz @ (602) 712-2211
1611 W Jackson St, , -

6. Project Name:
SR 30, TRES RIOS

7. Type of Work:
CONSTRUCT NEW FENCING FOR NEW FREEWAY

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
JG1H	Central	30	Maricopa	57.0	H687602R	13.8	RARF888-A(226)S

16. Program Budget: $3,000

17. Program Item #: 8892

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$3,000	$5,000	$8,000

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
49923	$3,000	.	RARF

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
49925	$5,000	.	RARF

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:
22. CURRENT BID READY:
23. CURRENT ADV DATE:

CHANGE REQUEST\NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:
22A. REQUEST BID READY:
23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO ☑ PROJECT FUNDING VERIFIED BY PM

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

24e. ENVIRONMENTAL CLEARANCE:	YES	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

RARF funding needed for ongoing right-of-way procurement activities related to hazardous materials testing, demolition, maintenance, and other activities.

Right-of-Way 02R - $4,634K
ICAP - $366K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

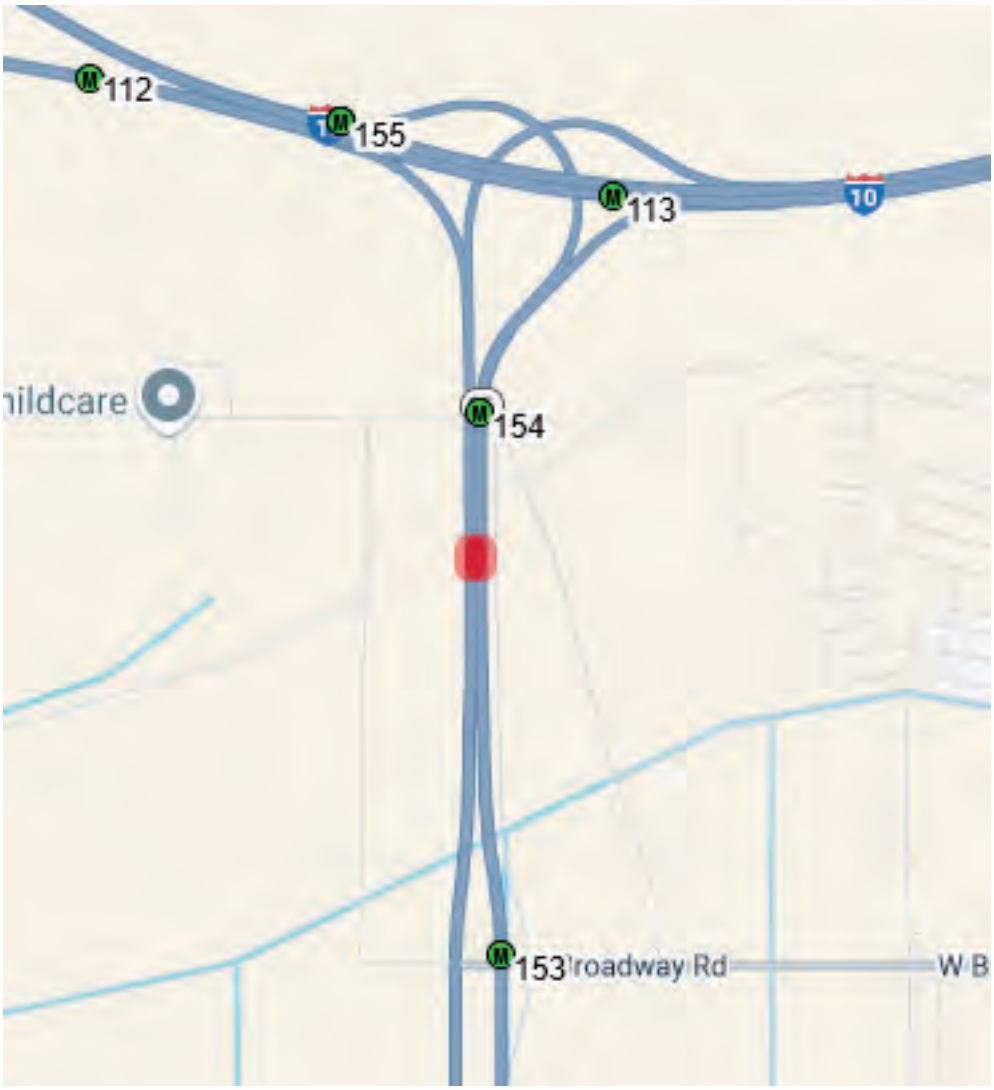
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/7/2025

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

ITEM* 7I

Route & MP:	85 @ MP 153.2
Project Name:	WARNER STREET BRIDGE
Type of Work:	CONSTRUCT NEW BRIDGE
County:	Maricopa
District:	Central
Schedule:	FY 2025
Project:	H800601D TIP#: 44811
Project Manager:	Rashidul Haque
Program Amount:	$200,000
New Program Amount:	$200,000
Requested Action:	Defer Project to FY26



PRB Item #:

08

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/29/2025 2. Teleconference: No

3. Form Date / 5. Form By:
4/30/2025
Rashidul Haque

4. Project Manager / Presenter:
Rashidul Haque @ (602) 712-7352
205 S 17TH AVE, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:
WARNER STREET BRIDGE

7. Type of Work:
CONSTRUCT NEW BRIDGE

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
ZN1J	Central	85	Maricopa	153.2	H800601D	1.0	RARF085-B(204)T

16. Program Budget: $200

17. Program Item #: 44811

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$200	$0	$200

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
44811	$200	.	.MAG RARF

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
49925	($200)	.	.RARF
49926	$200	.	.RARF

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 25
22. CURRENT BID READY: 5/26/2020
23. CURRENT ADV DATE: TBD

CHANGE REQUEST\NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 26
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

Defer Project to FY26

26. JUSTIFICATION OF REQUEST

MAG is deferring the Design of this project from FY25 to FY26 due to change in priorities.
Contingent upon approval by the MAG Regional Council in May, 2025.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN FY

APPROVED / RECOMMENDED ACTIONS:

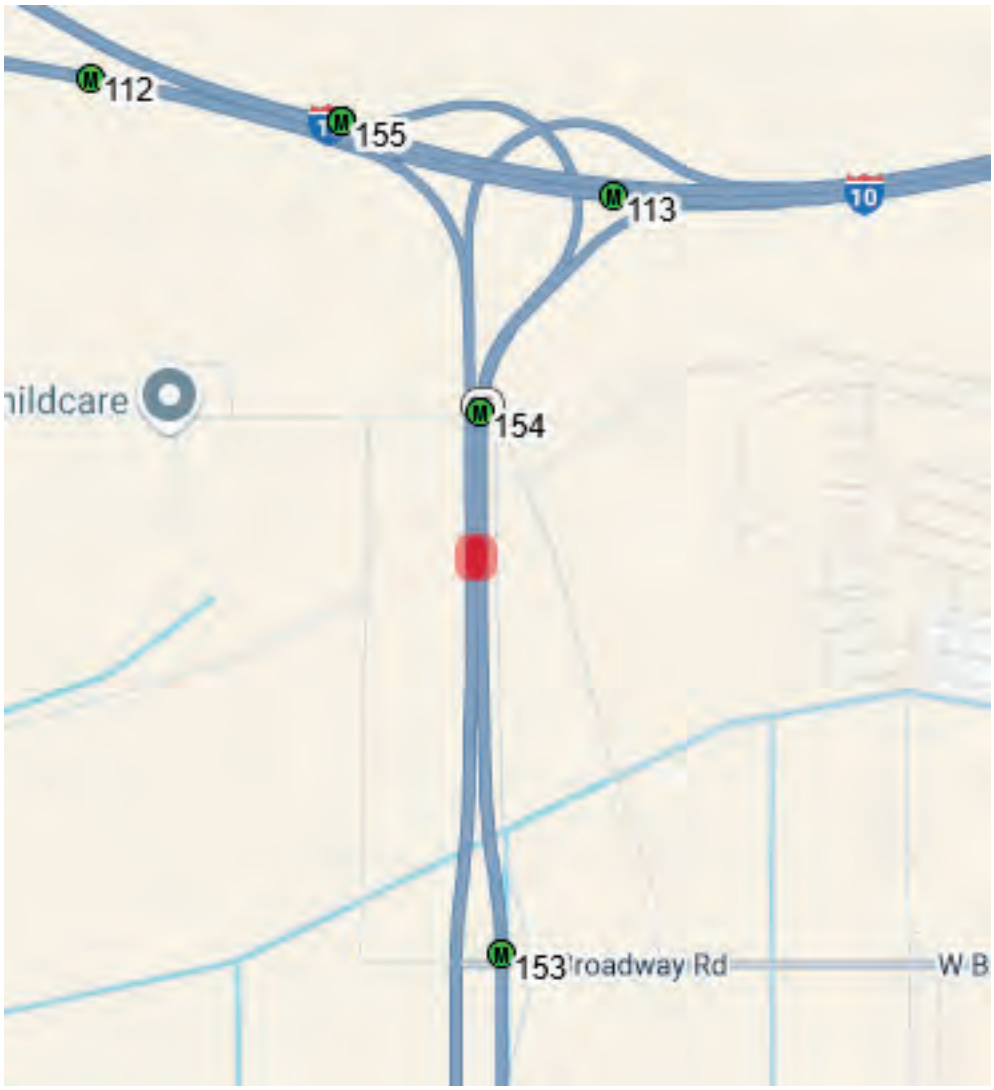
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/7/2025
Contingent upon approval by the MAG Regional Council in May, 2025.

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

ITEM* 7J

Route & MP:	85 @ MP 153.2
Project Name:	WARNER STREET BRIDGE
Type of Work:	CONSTRUCT NEW BRIDGE
County:	Maricopa
District:	Central
Schedule:	
Project:	H800601C TIP#: 44811
Project Manager:	Rashidul Haque
Program Amount:	$0
New Program Amount:	$5,300,000
Requested Action:	Establish Project in FY28



PRB Item #:

09

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/29/2025 2. Teleconference: No

3. Form Date / 5. Form By:

4/30/2025

Rashidul Haque

4. Project Manager / Presenter:

Rashidul Haque @ (602) 712-7352

205 S 17TH AVE, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:

WARNER STREET BRIDGE

7. Type of Work:

CONSTRUCT NEW BRIDGE

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
ZN1J	Central	85	Maricopa	153.2	H800601C	1.0	RARF085-B(204)T

16. Program Budget: $0

17. Program Item #: 44811

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$0	$5,300	$5,300

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
49928	$5,300	.	.RARF

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST\NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 28

22A. REQUEST BID READY: TBD

23A. REQUEST ADV DATE: TBD

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 Project in FY28

26. JUSTIFICATION OF REQUEST

MAG is programming the Construction of this project in FY28.
Contingent upon approval by the MAG Regional Council in May 2025.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

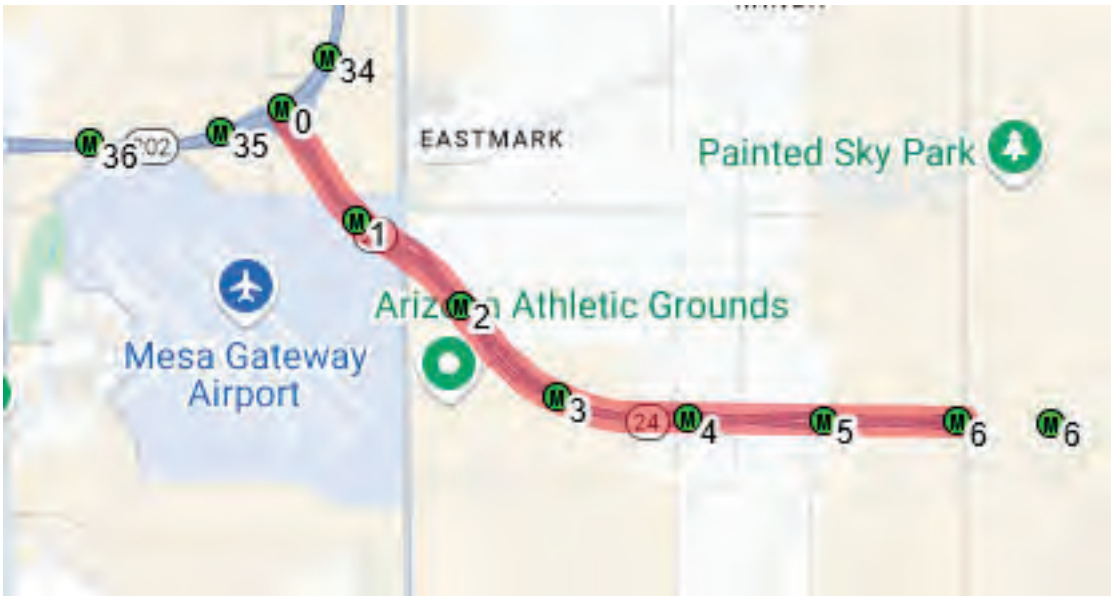
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/7/2025
Contingent upon approval by the MAG Regional Council in May 2025.

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

ITEM* 7k

Route & MP:	24 @ MP 0.0
Project Name:	SR 202L - MERIDIAN RD, PHASE 2
Type of Work:	ROADWAY WIDENING
County:	Maricopa
District:	Central
Schedule:	FY 2025
Project:	F071901R TIP#: 104373
Project Manager:	Tricia Brown
Program Amount:	$385,000
New Program Amount:	$385,000
Requested Action:	Defer subphase to FY 26



PRB Item #:

10

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/29/2025 ☑ 2. Teleconference: (602) 712-7046

3. Form Date / 5. Form By:
4/30/2025
Tricia Brown

4. Project Manager / Presenter:
Tricia Brown @ (602) 712-7046
205 S 17TH AVE, , 614E - 4983 PROJECT MANAGEMENT

6. Project Name:
SR 202L - MERIDIAN RD, PHASE 2

7. Type of Work:
ROADWAY WIDENING

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
MX1Q	Central	24	Maricopa	0.0	F071901R ?	3.1	024-A(201)T

16. Program Budget: $385

17. Program Item #: 104373

18. Current Approved Program Budget: $385

18a. (+/-) Program Budget Request: $0

18b Total Program Budget After Request: $385

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount		Description	Comments
104373	$22	.		$21,945 RARF
104373	$363	.		$363,055 NHPP

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount		Description	Comments
49925	($22)	.		$21,945 RARF
49825	($363)	.		$363,055 NHPP
49926	$22	.		$21,945 RARF
49826	$363	.		$363,055 NHPP

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 25

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST\NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 26

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:	YES	24f. MATERIALS MEMO COMP:	YES
24g. U&RR CLEARANCE:	NO	24h. C&S CLEARANCE:	NOT APPLICABLE
24i. R/W CLEARANCE:	NO	24j. CUSTOMIZED SCHEDULE:	YES
24k. SCOPING DOCUMENT:	YES		

25. DESCRIPTION OF REQUEST

Defer subphase to FY 26

26. JUSTIFICATION OF REQUEST

Right of way funding is not needed in FY 25.

This request is contingent upon MAG Regional Council approval in May.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN FY

APPROVED / RECOMMENDED ACTIONS:

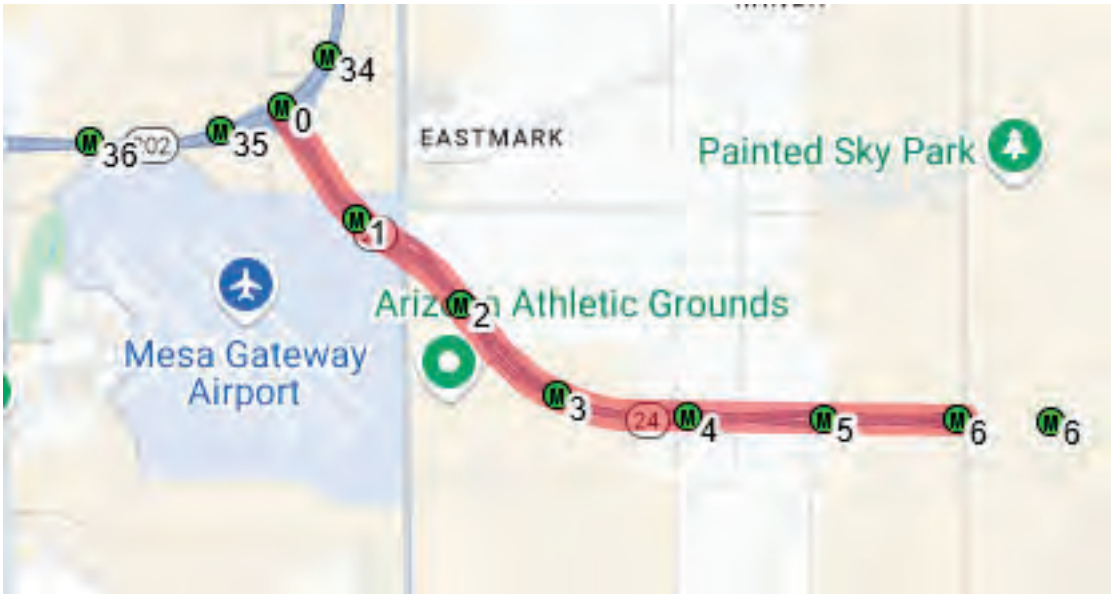
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/7/2025
Contingent upon approval by the MAG Regional Council in May, 2025.

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

ITEM* 7

Route & MP:	24 @ MP 0.0
Project Name:	SR 202L - MERIDIAN RD, PHASE 2
Type of Work:	ROADWAY WIDENING
County:	Pinal
District:	Central
Schedule:	FY 2025
Project:	F071902R TIP#: 104373
Project Manager:	Tricia Brown
Program Amount:	$115,000
New Program Amount:	$115,000
Requested Action:	Defer subphase to FY 26



PRB Item #:

11

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/29/2025 ☑ 2. Teleconference: (602) 712-7046

3. Form Date / 5. Form By:
4/30/2025
Tricia Brown

4. Project Manager / Presenter:
Tricia Brown @ (602) 712-7046
205 S 17TH AVE, , 614E - 4983 PROJECT MANAGEMENT

6. Project Name:
SR 202L - MERIDIAN RD, PHASE 2

7. Type of Work:
ROADWAY WIDENING

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
SD1Q	Central	24	Pinal	0.0	F071902R ?	3.1	024-A(201)T

16. Program Budget: $115

17. Program Item #: 104373

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$115	$0	$115

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount		Description	Comments
104374	$7	.		$6,555 RARF
104374	$108	.		$108,445 NHPP

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount		Description	Comments
49925	($7)	.		$6,555 RARF
49825	($108)	.		$108,445 NHPP
49926	$7	.		$6,555 RARF
49826	$108	.		$108,445 NHPP

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 25
22. CURRENT BID READY:
23. CURRENT ADV DATE:

CHANGE REQUEST\NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 26
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:	YES	24f. MATERIALS MEMO COMP:	YES
24g. U&RR CLEARANCE:	NO	24h. C&S CLEARANCE:	NOT APPLICABLE
24i. R/W CLEARANCE:	NO	24j. CUSTOMIZED SCHEDULE:	YES
24k. SCOPING DOCUMENT:	YES		

25. DESCRIPTION OF REQUEST

Defer subphase to FY 26

26. JUSTIFICATION OF REQUEST

Right of way funding is not needed in FY 25.

This request is contingent upon MAG Regional Council approval in May.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN FY

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/7/2025
Contingent upon approval by the MAG Regional Council in May, 2025.

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

ITEM* 7m

Route & MP:	
Project Name:	Transfer of Sub Program funds
Type of Work:	Funding Adjustments
County:	Statewide
District:	
Schedule:	
Project:	_
Project Manager:	Bret Anderson
Program Amount:	$25,535,000
New Program Amount:	$0
Requested Action:	Change budget

PRB Item #:

12

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/29/2025 2. Teleconference: No

3. Form Date / 5. Form By:

4/30/2025

Bret Anderson

4. Project Manager / Presenter:

Bret Anderson @ (602) 712-8144

206 S 17th Ave, 371, 310B - 4985 PROJECT RESOURCE OFFICE

6. Project Name:

Transfer of Sub Program funds

7. Type of Work:

Funding Adjustments

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

16. Program Budget: $25,535

17. Program Item #:

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$25,535	($25,535)	$0

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount		Description	Comments
70225	$200	.		Tribal Safety
70825	$250	.		Utility Support
71625	$8,202	.		TA ($8,202,311)
72125	$1,100	.		ER Projects Fed
72225	$500	.		ER State
73325	$5,405	.		District Minor
75325	$350	.		Risk Analysis
78825	$76	.		ITS
72725	$1,322	.		Engineering State
76225	$6,294	.		Bridge ($6,293,600)
76425	$1,351	.		OSB W/ MATCH
78625	$300	.		($300,156) REC TRAILS
72625	$185	.		Rail ($185,000)

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount		Description	Comments
72325	($200)	.		70225
72325	($250)	.		70825
72325	($8,202)	.		71625 ($8,202,311)
72325	($1,100)	.		72125
72325	($500)	.		72225
72325	($5,405)	.		73325
72325	($350)	.		75325
72325	($76)	.		78825
72325	($1,322)	.		72725
72325	($6,294)	.		76225 ($6,293,600)
72325	($1,351)	.		76425
72325	($300)	.		78625 ($300,156)
72325	($185)	.		72625 ($185,000)

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

Change budget

26. JUSTIFICATION OF REQUEST

Funds in these subprograms will not be utilized before June 30,2025. Move all remaining funds in each of the above subprograms to Contingency. These funds will be used on FY 2025 Projects that are ready to proceed.

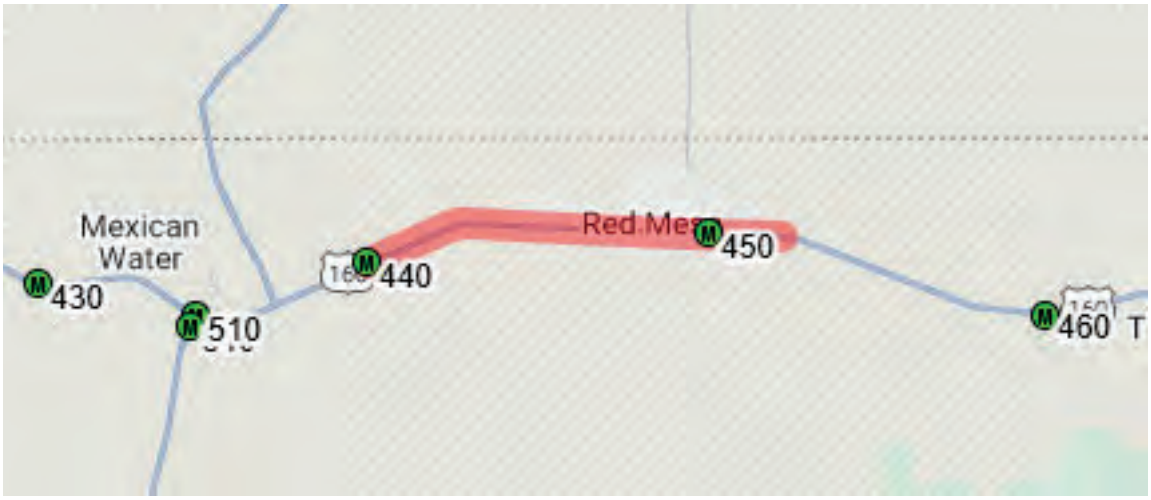
27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS: **APPROVED / RECOMMENDED ACTIONS:**

ITEM* 7n

Route & MP:	160 @ MP 440
Project Name:	MP 440 - COUNTY ROAD 471
Type of Work:	PAVEMENT REHABILITATION
County:	Apache
District:	Northeast
Schedule:	
Project:	F084501D TIP#: 105000
Project Manager:	Patrick O`Leske
Program Amount:	$0
New Program Amount:	$660,000
Requested Action:	Establish new project.



PRB Item #:

02

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/8/2025 2. Teleconference: No

3. Form Date / 5. Form By:
4/14/2025
Patrick O'leske

4. Project Manager / Presenter:
Patrick O`Leske @ (602) 568-3357
205 S 17TH AVE, , - 4983 PROJECT MANAGEMENT

6. Project Name:
MP 440 - COUNTY ROAD 471

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 #:
XG1Q	Northeast	160	Apache	440	F084501D ?	12	

16. Program Budget: $0

17. Program Item #: 105000

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$0	$660	$660

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
72725	$660	.	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

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 request is to establish the design phase of the project. It`s a mill and fill pavement rehabilitation project on US 160.

The construction is scheduled in FY28 in the FY26 - FY30 Tentative Program.

Staff: $488K
Consultant: $124K
ICAP: $48K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/7/2025

PRB APPROVED

ITEM* 7o

Route & MP:	40 @ MP 185.0
Project Name:	BELLEMONT - A1 MOUNTAIN RD
Type of Work:	REPLACE FENCE
County:	Coconino
District:	Northcentral
Schedule:	
Project:	F079001C TIP#: 104963
Project Manager:	Chinwe Iwuchukwu
Program Amount:	$0
New Program Amount:	$1,855,000
Requested Action:	Establish construction phase



PRB Item #:

04

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/8/2025 2. Teleconference: No

3. Form Date / 5. Form By:
4/10/2025
Chinwe Iwuchukwu

4. Project Manager / Presenter:
Chinwe Iwuchukwu @ (626) 222-7982
205 S 17TH AVE, , - 4983 PROJECT MANAGEMENT

6. Project Name:
BELLEMONT - A1 MOUNTAIN RD

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 #:
UC1Q	Northcentral	40	Coconino	185.0	F079001C ?	6.0	

16. Program Budget: $0

17. Program Item #: 104963

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$0	$1,855	$1,855

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
70025	$1,855	.	

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: 6/27/2025

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:	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 construction phase

26. JUSTIFICATION OF REQUEST

Fence replacement in both directions from MP 185 to MP 191
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 - 5/7/2025

PRB APPROVED

ITEM* 7p

Route & MP:	19B @ MP 0.09
Project Name:	INTERNATIONAL BORDER - MARIPOSA / SR 189
Type of Work:	PAVEMENT REHABILITATION
County:	Santa Cruz
District:	Southcentral
Schedule:	
Project:	F084401D TIP#: 104999
Project Manager:	Chinwe Iwuchukwu
Program Amount:	$0
New Program Amount:	$490,000
Requested Action:	Establish new project



PRB Item #:

05

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/8/2025 2. Teleconference: No

3. Form Date / 5. Form By:
4/10/2025
Chinwe Iwuchukwu

4. Project Manager / Presenter:
Chinwe Iwuchukwu @ (626) 222-7982
205 S 17TH AVE, , - 4983 PROJECT MANAGEMENT

6. Project Name:
INTERNATIONAL BORDER - MARIPOSA / SR 189

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 #:
XF1Q	Southcentral	19B	Santa Cruz	0.09	F084401D ?	2.87	

16. Program Budget: $0

17. Program Item #: 104999

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$0	$490	$490

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
72725	$490	.	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

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 is a pavement rehabilitation project in the SC District.

Construction is in FY28 in the FY26 - FY30 Tentative Program.

Staff $124K
Consultant $330K
ICAP $36K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

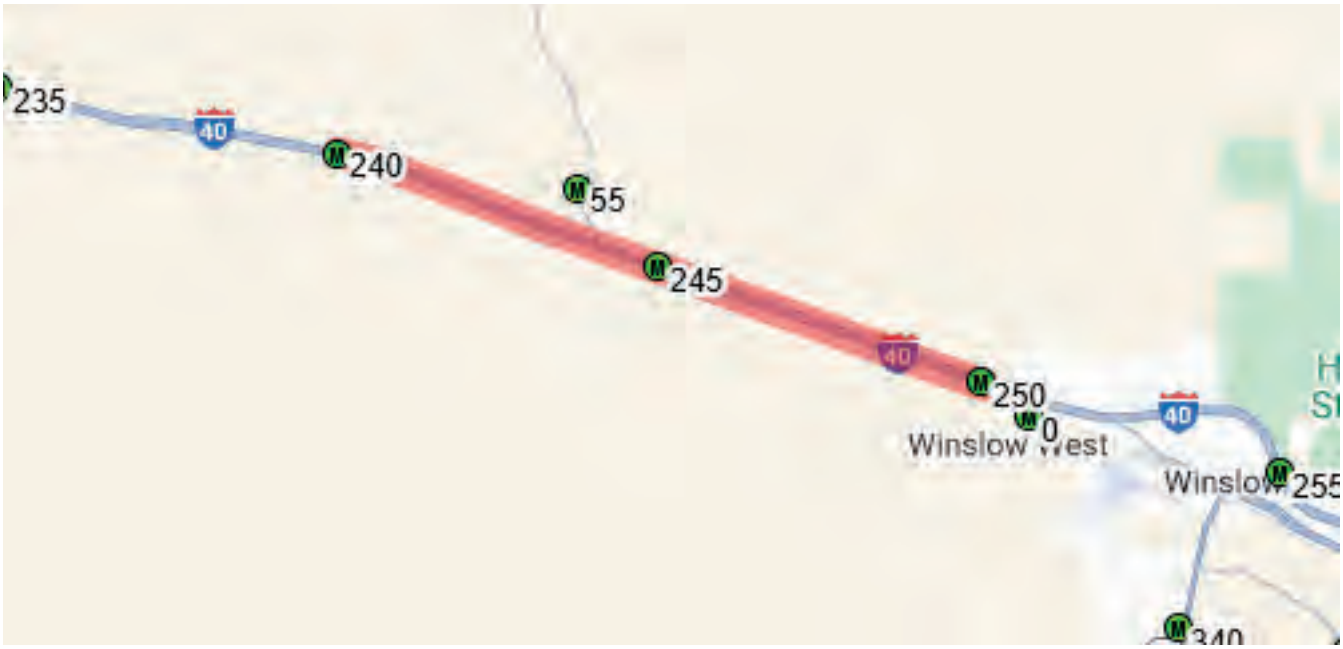
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/7/2025

PRB APPROVED

ITEM* 7q

Route & MP:	40 @ MP 240
Project Name:	DENNISON - NAVAJO COUNTY LINE
Type of Work:	PAVEMENT REHABILITATION
County:	Coconino
District:	Northcentral
Schedule:	
Project:	F084101D TIP#: 105001
Project Manager:	Tricia Brown
Program Amount:	$0
New Program Amount:	$750,000
Requested Action:	Establish design project.



PRB Item #:

06

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/8/2025 ☑ 2. Teleconference: (602) 712-7046

3. Form Date / 5. Form By:
4/10/2025
Tricia Brown

4. Project Manager / Presenter:
Tricia Brown @ (602) 712-7046
205 S 17TH AVE, , 614E - 4983 PROJECT MANAGEMENT

6. Project Name:
DENNISON - NAVAJO COUNTY LINE

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 #:
XE1Q	Northcentral	40	Coconino	240	F084101D ?	10.4	040-D(257)T

16. Program Budget: $0

17. Program Item #: 105001

18. Current Approved Program Budget: $0

18a. (+/-) Program Budget Request: $750

18b Total Program Budget After Request: $750

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
72725	$750	.	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 design project.

26. JUSTIFICATION OF REQUEST

The Project Level Scoping document completed in September 2023 identifies milling asphaltic concrete from the mainline travel lanes and shoulders and replacing with stone matrix asphalt. Additional scope items include mill and replace on the SR 99 / Leupp Road ramps and crossroad; guardrail and fence replacement; seeding; drainage improvements; and bridge deck repair at the Tucker Flat Bridge WB (Str Number 01318).

Staff: $495k
Consultant: $200k
ICAP: $55k

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

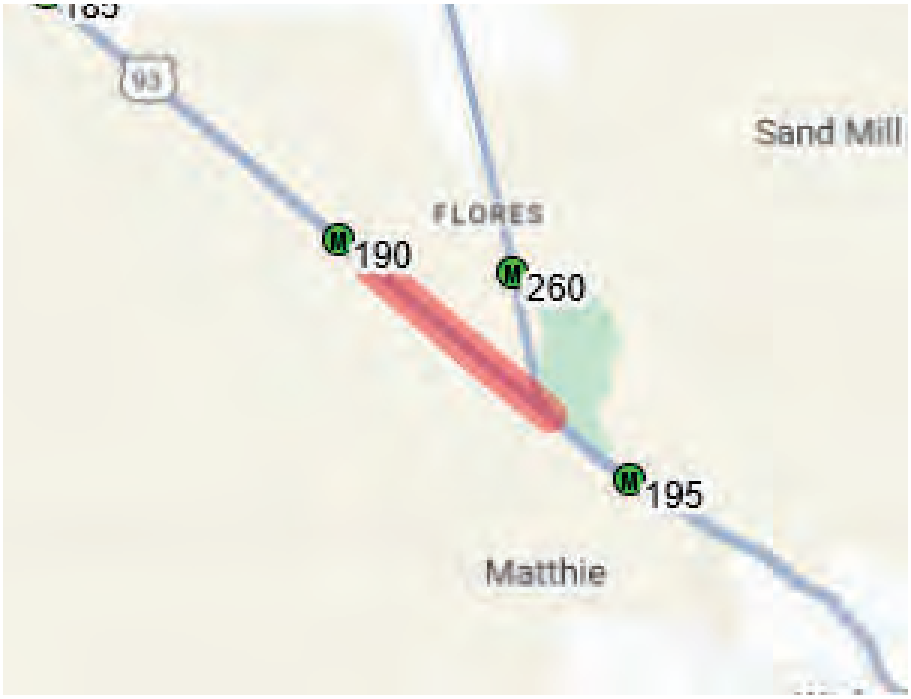
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/7/2025

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

ITEM* 7r

Route & MP:	93 @ MP 190.5
Project Name:	VISTA ROYALE
Type of Work:	CONSTRUCT TO 4 LANES DIVIDED
County:	Yavapai
District:	Northwest
Schedule:	
Project:	F073801R TIP#: 103024
Project Manager:	Tricia Brown
Program Amount:	$0
New Program Amount:	$47,000,000
Requested Action:	Establish Right of Way Subphase



PRB Item #:

08

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/8/2025 ☑ 2. Teleconference: (602) 712-7046

3. Form Date / 5. Form By:
4/10/2025
Tricia Brown

4. Project Manager / Presenter:
Tricia Brown @ (602) 712-7046
205 S 17TH AVE, , 614E - 4983 PROJECT MANAGEMENT

6. Project Name:
VISTA ROYALE

7. Type of Work:
CONSTRUCT TO 4 LANES DIVIDED

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
AE1Q	Northwest	93	Yavapai	190.5	F073801R ?	3.0	093-B(230)T

16. Program Budget: $0

17. Program Item #: 103024

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$0	$47,000	$47,000

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
71025	$393	.	Right of Way
72325	$21,845	.	.
78025	$24,762	.	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:
22. CURRENT BID READY:
23. CURRENT ADV DATE:

CHANGE REQUEST\NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:
22A. REQUEST BID READY:
23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO ☑ PROJECT FUNDING VERIFIED BY PM

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

24e. ENVIRONMENTAL CLEARANCE:	YES	24f. MATERIALS MEMO COMP:	NO
24g. U&RR CLEARANCE:	NO	24h. C&S CLEARANCE:	NO
24i. R/W CLEARANCE:	NO	24j. CUSTOMIZED SCHEDULE:	YES
24k. SCOPING DOCUMENT:	YES		

25. DESCRIPTION OF REQUEST

Establish Right of Way Subphase

26. JUSTIFICATION OF REQUEST

Funding is needed for the acquisition of right of way and temporary construction easements (TCEs) for new northbound mainline, driveway reconstruction, pipe culvert installation, drainage ditch side slopes, and intersection improvements as outlined in the Final Design Concept Report approved in September 2006. A Finding of No Significant Impact (FONSI) was approved by the Federal Highway Administration on April 18, 2005.

R/W Acquisition: $43,558k
ICAP: $3,442k

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/7/2025

PRB APPROVED

ITEM* 7s

Route & MP:	999 @ MP 0.0
Project Name:	Standard Specifications 2025
Type of Work:	Update Standard Specifications
County:	Statewide
District:	Statewide
Schedule:	
Project:	M727701X TIP#: 105188
Project Manager:	Kirstin Huston
Program Amount:	$0
New Program Amount:	$200,000
Requested Action:	Establish New Project.

PRB Item #:

09

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/8/2025 2. Teleconference: No

3. Form Date / 5. Form By:	4. Project Manager / Presenter:
4/10/2025	Kirstin Huston @ 602-320-8397
Kirstin Huston	*205 S 17th Ave, Phoenix AZ 85007 - 4982 CONTRACTS AND SPECIFICATIONS*

6. Project Name:	7. Type of Work:
Standard Specifications 2025	Update Standard Specifications

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
XL1Q	Statewide	999	Statewide	0.0	M727701X ?	0.0	

16. Program Budget: $0 17. Program Item #: 105188

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$0	$200	$200

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
72725	$200	.	.

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST\NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

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

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

24e. ENVIRONMENTAL CLEARANCE:	NOT APPLICABLE	24f. MATERIALS MEMO COMP:	NOT APPLICABLE
24g. U&RR CLEARANCE:	NOT APPLICABLE	24h. C&S CLEARANCE:	NOT APPLICABLE
24i. R/W CLEARANCE:	NOT APPLICABLE	24j. CUSTOMIZED SCHEDULE:	NOT APPLICABLE
24k. SCOPING DOCUMENT:	NOT APPLICABLE		

25. DESCRIPTION OF REQUEST

Establish New Project.

26. JUSTIFICATION OF REQUEST

Update Standard Specifications for Road and Bridge Construction.

Consultant $178K
Staff $22K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/7/2025

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

ITEM* 7t

Route & MP:	70 @ MP 274.5
Project Name:	MEDICINE WAY - MP 275.7
Type of Work:	CONSTRUCT PASSING LANE
County:	Graham
District:	Southeast
Schedule:	
Project:	F069801C TIP#: 104175
Project Manager:	Pei-jung Li
Program Amount:	$0
New Program Amount:	$4,951,000
Requested Action:	Establish new Construction Project



PRB Item #:

10

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/8/2025 2. Teleconference: No

3. Form Date / 5. Form By:
4/10/2025
Pei-jung Li

4. Project Manager / Presenter:
Pei-jung Li @ (602) 712-8708
205 S 17th Ave, , 605E - 4983 PROJECT MANAGEMENT

6. Project Name:
MEDICINE WAY - MP 275.7

7. Type of Work:
CONSTRUCT PASSING LANE

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
LG1Q	Southeast	70	Graham	274.5	F069801C ?	1.1	070-A(226)T

16. Program Budget: $0

17. Program Item #: 104175

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$0	$4,951	$4,951

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
73325	$4,951	.	

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: 5/9/2025
23A. REQUEST ADV DATE: 6/22/2025

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

Establish new Construction Project

26. JUSTIFICATION OF REQUEST

This SE District project involves the construction of a passing lane on US 70, from milepost 274.55 to 275.6. The project will be delivered in the 4th quarter of FY 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 - 5/7/2025

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

ITEM* 7u

Route & MP:	93 @ MP 90.8
Project Name:	I-40 - BLAKE RANCH RD
Type of Work:	PAVEMENT REHABILITATION
County:	Mohave
District:	Northeast
Schedule:	
Project:	F083901D TIP#: 105002
Project Manager:	Maie Elkeshky
Program Amount:	$0
New Program Amount:	$670,000
Requested Action:	Establish New Project



PRB Item #:

15

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/8/2025 2. Teleconference: No

3. Form Date / 5. Form By:
4/10/2025
Maie Elkeshky

4. Project Manager / Presenter:
Maie Elkeshky @ 480-330-4147
1615 W JACKSON ST, , 063R - 4983 PROJECT MANAGEMENT

6. Project Name:
I-40 - BLAKE RANCH RD

7. Type of Work:
PAVEMENT REHABILITATION

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
XC1Q	Northeast	93	Mohave	90.8	F083901D ?	15.0	

16. Program Budget: $0

17. Program Item #: 105002

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$0	$670	$670

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
72725	$670	.	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

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 is a Pavement Rehabilitation Project on US 93, from I-40 to Blake Ranch Rd (MP 90.8 to MP 106).

Staff $481K
Consultant $140K
ICAP $49K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET

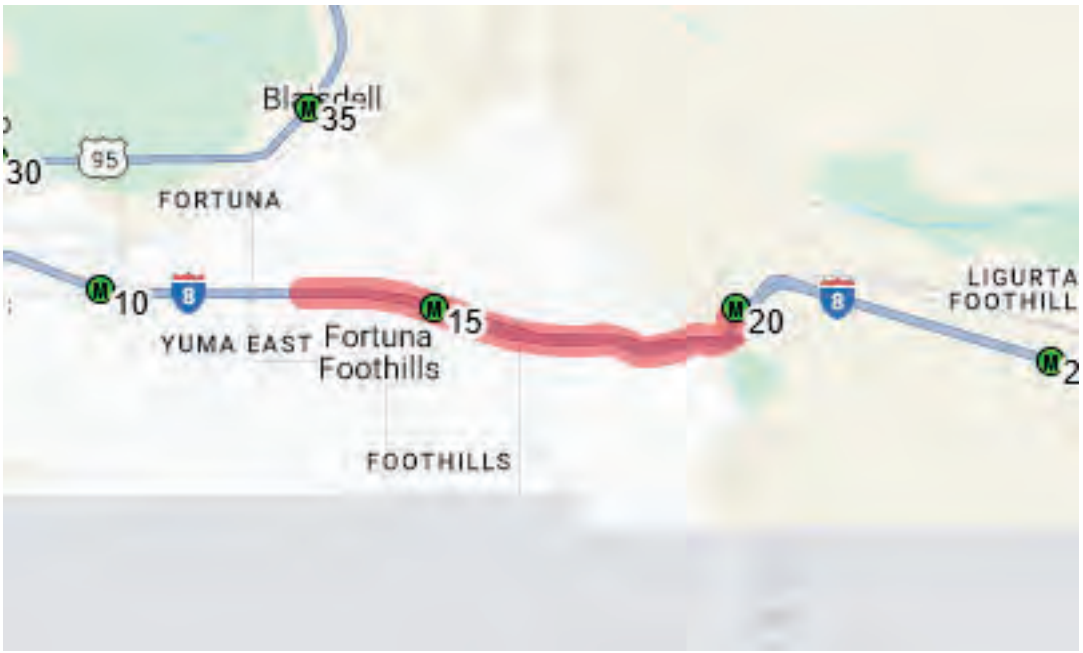
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/7/2025

PRB APPROVED

ITEM* 7v

Route & MP:	8 @ MP 13.7
Project Name:	FOOTHILLS BLVD - DOME VALLEY
Type of Work:	PAVEMENT REHABILITATION
County:	Yuma
District:	Southwest
Schedule:	
Project:	F083801D TIP#: 105003
Project Manager:	Maie Elkeshky
Program Amount:	$0
New Program Amount:	$560,000
Requested Action:	Establish New project



PRB Item #:

16

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/8/2025 2. Teleconference: No

3. Form Date / 5. Form By:
4/10/2025
Maie Elkeshky

4. Project Manager / Presenter:
Maie Elkeshky @ 480-330-4147
1615 W JACKSON ST, , 063R - 4983 PROJECT MANAGEMENT

6. Project Name:
FOOTHILLS BLVD - DOME VALLEY

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 #:
XB1Q	Southwest	8	Yuma	13.7	F083801D ?	6.75	

16. Program Budget: $0

17. Program Item #: 105003

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$0	$560	$560

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
72725	$560	.	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

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 is a Pavement Rehabilitation Project on I-8, from Foothills Blvd to Dome Valley(MP 13.7 to MP 20.45).

Staff $390K
Consultant $129K
ICAP $41K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/7/2025

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

ITEM* 7w

Route & MP:	40 @ MP 190
Project Name:	RIORDAN BR - I-17
Type of Work:	PAVEMENT REHABILITATION
County:	Coconino
District:	Northcentral
Schedule:	
Project:	F084301D TIP#: 104998
Project Manager:	Wesley Scatena
Program Amount:	$0
New Program Amount:	$670,000
Requested Action:	Establish design project.



PRB Item #:

17

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/8/2025 2. Teleconference: No

3. Form Date / 5. Form By:	4. Project Manager / Presenter:
4/10/2025	Wesley Scatena @ (602) 712-8555
Wesley Scatena	*205 S 17TH AVE, , E741 - 4983 PROJECT MANAGEMENT*

6. Project Name:	7. Type of Work:
RIORDAN BR - I-17	PAVEMENT REHABILITATION

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
XH1Q	Northcentral	40	Coconino	190	F084301D ?	5.5	

16. Program Budget: $0 17. Program Item #: 104998

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$0	$670	$670

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
72725	$670	.	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 design project.

26. JUSTIFICATION OF REQUEST

The Planning Level Scoping (PLS) document completed in September 2023 identifies milling asphaltic concrete from the mainline travel lanes and shoulders and replacing with stone matrix asphalt (SMA).

The PLS also identifies mill and replace on ramps with SMA and on crossroads with AC-EP, for the traffic interchanges of:
*I-17 / A-1 Mountain Rd
*I-17 / SB-40
*I-17 / Flagstaff Ranch Rd

Additional improvements include guardrail and fence replacement; drainage improvements; and bridge deck repair at 4 structures:
*Flagstaff Ranch TI OP WB (Str No. 02020)
*Flagstaff Ranch TI OP EB (Str No. 02027)
*Woody Mountain Rd UP EB (Str No. 01132)
*Woody Mountain Rd UP WB (Str No. 01133)

Construction for this project is currently shown in FY 28 in the Tentative FY 26 - FY 30 Five Year Program.

Staff: $140k
Consultant: $477k
ICAP: $53k

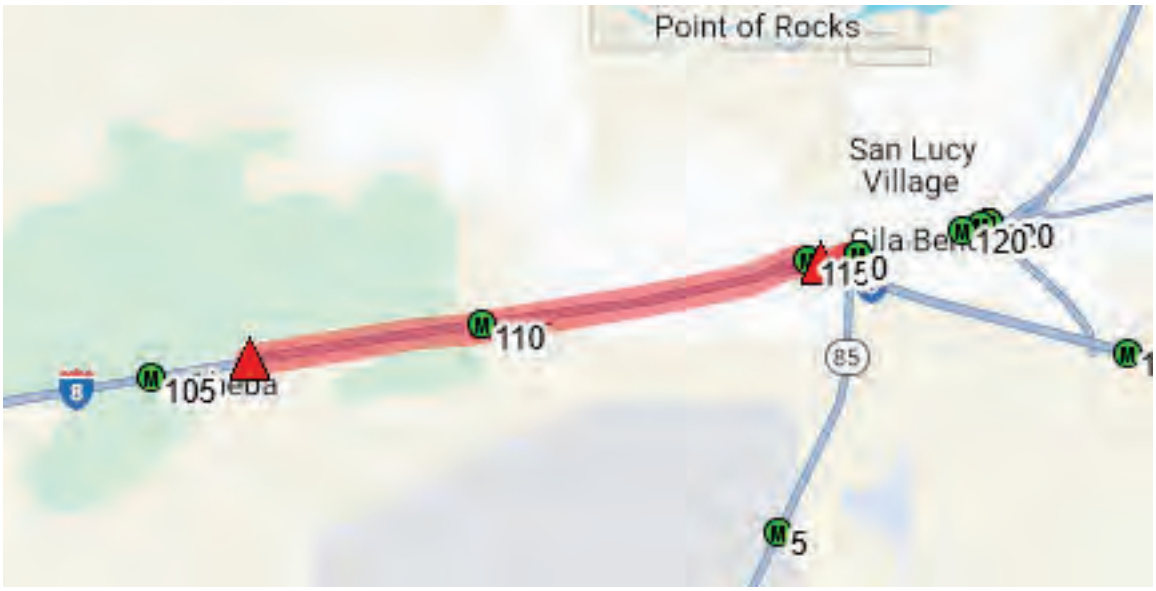
27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:	APPROVED / RECOMMENDED ACTIONS:	
CHANGE IN BUDGET	REQUEST APPROVED SUBJECT TO PPAC APPROVAL - 5/7/2025	PRB APPROVED

:TEM7x

Route & MP:	8 @ MP 106.0
Project Name:	PALOMA RD - SR 85
Type of Work:	PAVEMENT REHABILITATION
County:	Maricopa
District:	Southwest
Schedule:	
Project:	F083701D TIP#: 105119
Project Manager:	Pedram Shafieian
Program Amount:	$0
New Program Amount:	$800,000
Requested Action:	ESTABLISH A NEW PROJECT



PRB Item #:

19

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/8/2025 2. Teleconference: No

3. Form Date / 5. Form By:
4/10/2025
Pedram Shafieian

4. Project Manager / Presenter:
Pedram Shafieian @ (602) 712-8166
205 S 17TH AVE, , 068R - 4983 PROJECT MANAGEMENT

6. Project Name:
PALOMA RD - SR 85

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 #:
XD1Q	Southwest	8	Maricopa	106.0	F083701D ?	9.1	

16. Program Budget: $0

17. Program Item #: 105119

18. Current Approved Program Budget: $0

18a. (+/-) Program Budget Request: $800

18b Total Program Budget After Request: $800

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
72725	$800	.	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

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

This project is pavement rehabilitation of Interstate 8 from Milepost 106 to Milepost 115 for about 9 miles.

Staff $144k
Consultant $597k
ICAP $59k

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/7/2025

PRB APPROVED

ITEM*7y

Route & MP:	10 @ MP 143.5
Project Name:	STACK - SPLIT
Type of Work:	PAVEMENT REHABILITATION
County:	Maricopa
District:	Central
Schedule:	
Project:	F083601D TIP#: 105120
Project Manager:	Sal Salahuddin
Program Amount:	$0
New Program Amount:	$750,000
Requested Action:	Establish New Project



PRB Item #:

20

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/8/2025 2. Teleconference: No

3. Form Date / 5. Form By:
4/10/2025
Sal Salahuddin

4. Project Manager / Presenter:
Sal Salahuddin @ (602) 712-7156
205 S 17th Ave, Phoenix, AZ 85007 - 4983 PROJECT MANAGEMENT

6. Project Name:
STACK - SPLIT

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 #:
XA1Q	Central	10	Maricopa	143.5	F083601D ?	6.5	

16. Program Budget: $0

17. Program Item #: 105120

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$0	$750	$750

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
72725	$750	.	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

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 is a Pavement Rehabilitation project on I-10 from the Stack to the Split (MP 143.5 - MP 391 - MP 150).

This request is to establish a design project for pavement rehabilitation on I 10, Eastbound (EB) and Westbound (WB) from Milepost 143.5 to Milepost 150. The work consists of milling AR-ACFC of the existing pavement on I 10 (EB & WB), repairing Portland Cement Concrete Pavement (PCCP), diamond grinding the surface of existing PCCP, and milling AR-ACFC of the existing pavement on ramps and the shoulders, repairing Portland Cement Concrete Pavement (PCCP). In addition, the work includes bridge minor repairs, pavement markings and other related work.

Consultant: $595K
Staff: $100K
ICAP: $55K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/7/2025

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

ITEM* 7z

Route & MP:	202L @ MP 0.5
Project Name:	SR 51 - PRIEST
Type of Work:	PAVEMENT REHABILITATION
County:	Maricopa
District:	Central
Schedule:	
Project:	F083501D TIP#: 105121
Project Manager:	Sal Salahuddin
Program Amount:	$0
New Program Amount:	$630,000
Requested Action:	Establish New Project



PRB Item #:

21

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/8/2025 2. Teleconference: No

3. Form Date / 5. Form By:
4/10/2025
Sal Salahuddin

4. Project Manager / Presenter:
Sal Salahuddin @ (602) 712-7156
205 S 17th Ave, Phoenix, AZ 85007 - 4983 PROJECT MANAGEMENT

6. Project Name:
SR 51 - PRIEST

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 #:
WZ1Q	Central	202L	Maricopa	0.5	F083501D ?	5.5	

16. Program Budget: $0

17. Program Item #: 105121

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$0	$630	$630

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
72725	$630	.	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

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 is a Pavement Rehabilitation project on SR 202 (Red Mountain) from SR 51 - Priest (MP 0.5 - MP 6.0).

Consultant:$484K
Staff:$100K
ICAP:$46K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/7/2025

PRB APPROVED

ITEM* 7aa

Route & MP:	10 @ MP 377
Project Name:	SAN SIMON - NM STATE LINE
Type of Work:	PAVEMENT REHABILITATION
County:	Cochise
District:	Southeast
Schedule:	
Project:	F084201D TIP#: 105004
Project Manager:	Beena Chakkarabavi
Program Amount:	$0
New Program Amount:	$800,000
Requested Action:	Establish new project.



PRB Item #:

26

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/8/2025 2. Teleconference: No

3. Form Date / 5. Form By:
4/10/2025
Beena Chakkarabavi

4. Project Manager / Presenter:
Beena Chakkarabavi @ (602) 712-6228
205 S 17TH AVE, 121, 063R - 4983 PROJECT MANAGEMENT

6. Project Name:
SAN SIMON - NM STATE LINE

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 #:
XJ1Q	Southeast	10	Cochise	377	F084201D ?	14	

16. Program Budget: $0

17. Program Item #: 105004

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$0	$800	$800

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
72725	$800	.	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 new project.

26. JUSTIFICATION OF REQUEST

This is a Pavement Rehabilitation project on I-10 from San Simon to the New Mexico State line (MP 377 - MP 391).

Staff $591K
Consultant $150K
ICAP $59K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/7/2025

PRB APPROVED

ITEM* 7bb

Route & MP:	10 @ MP 158
Project Name:	WARNER - RIGGS DMS BACK OF QUEUE WARNINGS
Type of Work:	SOFTWARE UPGRADE
County:	Maricopa
District:	Central
Schedule:	
Project:	M728001X
Project Manager:	Steven Cheshko
Program Amount:	$0
New Program Amount:	$157,000
Requested Action:	Establish Project

PRB Item #:

10

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/15/2025 2. Teleconference: No

3. Form Date / 5. Form By:

4/17/2025

Steven Cheshko

4. Project Manager / Presenter:

Steven Cheshko @ (602) 712-2239

2302 W Durango St, , PM02 - 6003 SYSTEMS TECHNOLOGY

6. Project Name:

WARNER - RIGGS DMS BACK OF QUEUE WARNINGS

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 #:
XM1Q	Central	10	Maricopa	158	M728001X ?	10	

16. Program Budget: $0

17. Program Item #:

18. Current Approved Program Budget: $0

18a. (+/-) Program Budget Request: $157

18b Total Program Budget After Request: $157

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
78825	$157	.	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:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

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

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

24e. ENVIRONMENTAL CLEARANCE:	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 integration between INRIX probe data and ADOT`s Dynamic Message Sign (DMS) central control software to automatically post DMS messages that notify drivers of back of queue conditions ahead. This work will be done through ITG and/or the existing vendors for the DMS central control software.

Developer = $80K
Staff (ITG/STG) = $30K
Misc = $47K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

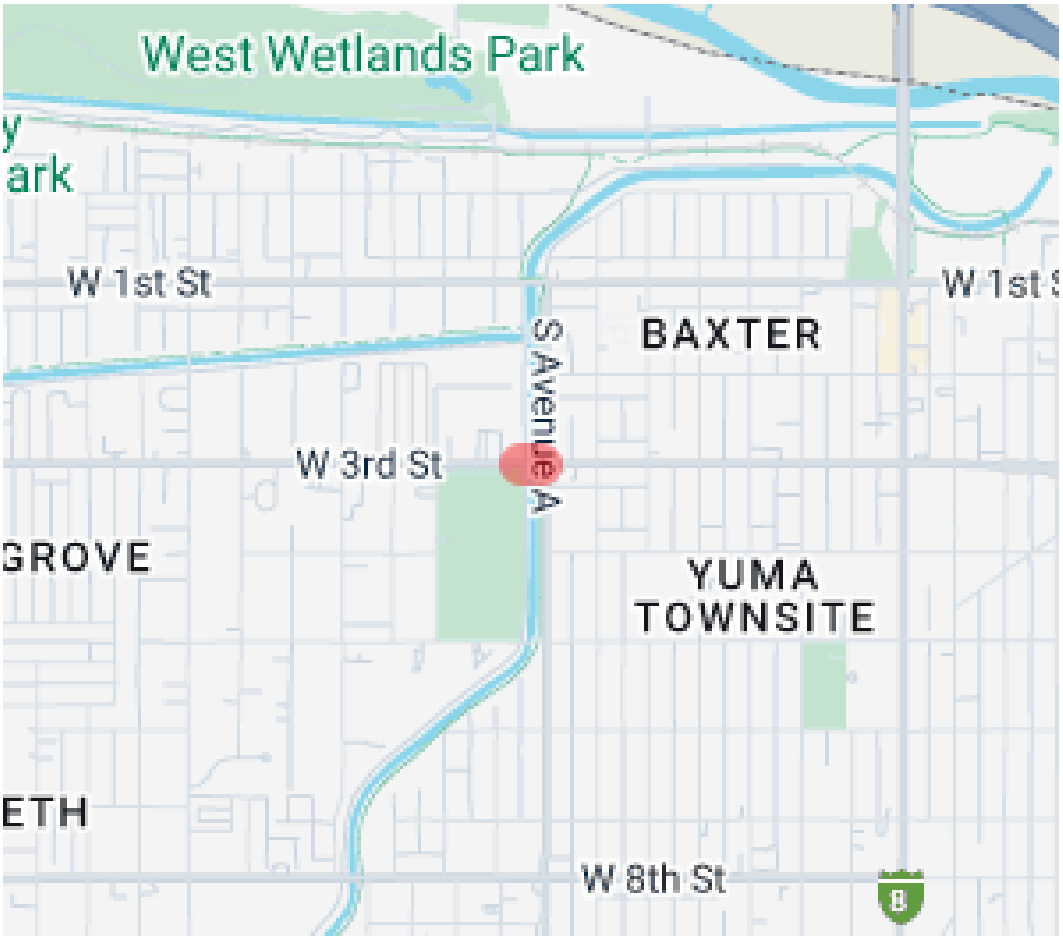
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/7/2025

PRB APPROVED

ITEM* 7cc

Route & MP:	0000 @ MP YUM
Project Name:	3RD STREET BRIDGE @ EAST MAIN CANAL
Type of Work:	REHABILITATE BRIDGE
County:	Yuma
District:	Southwest
Schedule:	
Project:	T062601L TIP#: 104670
Project Manager:	Angela Galietti
Program Amount:	$0
New Program Amount:	$10,000
Requested Action:	Establish New Project



PRB Item #:

04

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/22/2025 2. Teleconference: No

3. Form Date / 5. Form By:	4. Project Manager / Presenter:
4/24/2025	Angela Galietti @
Angela Galietti	, , - *4983 PROJECT MANAGEMENT*

6. Project Name:	7. Type of Work:
3RD STREET BRIDGE @ EAST MAIN CANAL	REHABILITATE BRIDGE

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
TI1Q	Southwest	0000	Yuma	YUM	T062601L	0.0	OSB YUM-0(234)T

16. Program Budget: $0 17. Program Item #: 104670

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$0	$10	$10

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
76425	$9	.	94.3 pct OSB
OTHR25	$1	.	5.7 pct Local Match

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST\NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: 24-0010873 SIGNED: YES ADV: NO ☑ PROJECT FUNDING VERIFIED BY PM

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

24e. ENVIRONMENTAL CLEARANCE:	NO	24f. MATERIALS MEMO COMP:	NO
24g. U&RR CLEARANCE:	NO	24h. C&S CLEARANCE:	NO
24i. R/W CLEARANCE:	NO	24j. CUSTOMIZED SCHEDULE:	NO
24k. SCOPING DOCUMENT:	NO		

25. DESCRIPTION OF REQUEST

Establish New Project

26. JUSTIFICATION OF REQUEST

This is an Off-System Bridge Scoping project in the City of Yuma. The project will evaluate alternatives and recommend a preferred structure type, construction cost estimate and associated tasks for the replacement of the existing 3rd Street Bridge over the Yuma Main Canal.

Staff - $10K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

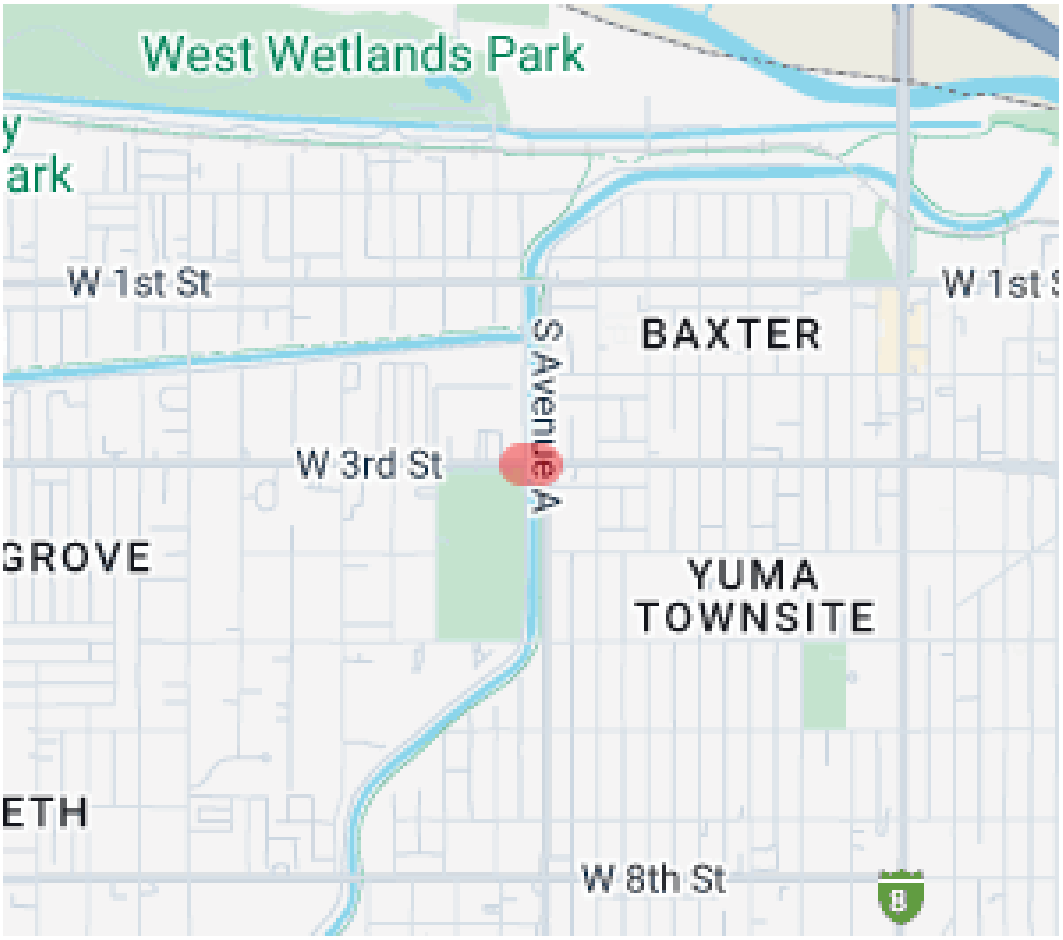
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/7/2025

PRB APPROVED

ITEM* 7dd

Route & MP:	0000 @ MP YUM
Project Name:	3RD STREET BRIDGE @ EAST MAIN CANAL
Type of Work:	REHABILITATE BRIDGE
County:	Yuma
District:	Southwest
Schedule:	
Project:	T062603L TIP#: 104670
Project Manager:	Angela Galietti
Program Amount:	$0
New Program Amount:	$143,000
Requested Action:	Establish New Project



PRB Item #:

05

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/22/2025 2. Teleconference: No

3. Form Date / 5. Form By:	4. Project Manager / Presenter:
4/22/2025	Angela Galietti @
Angela Galietti	, , - *4983 PROJECT MANAGEMENT*

6. Project Name:	7. Type of Work:
3RD STREET BRIDGE @ EAST MAIN CANAL	REHABILITATE BRIDGE

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
TI1Q	Southwest	0000	Yuma	YUM	T062603L	0.0	OSB YUM-0(234)T

16. Program Budget: $0 17. Program Item #: 104670

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$0	$143	$143

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
76425	$135	.	94.3 pct OSB
OTHR25	$8	.	5.7 pct Local Match

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST\NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: 24-0010873 SIGNED: YES ADV: NO ☑ PROJECT FUNDING VERIFIED BY PM

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

24e. ENVIRONMENTAL CLEARANCE:	NO	24f. MATERIALS MEMO COMP:	NO
24g. U&RR CLEARANCE:	NO	24h. C&S CLEARANCE:	NO
24i. R/W CLEARANCE:	NO	24j. CUSTOMIZED SCHEDULE:	NO
24k. SCOPING DOCUMENT:	NO		

25. DESCRIPTION OF REQUEST

Establish New Project

26. JUSTIFICATION OF REQUEST

This is an Off-System Bridge Scoping project in the City of Yuma. The project will evaluate alternatives and recommend a preferred structure type, construction cost estimate and associated tasks for the replacement of the existing 3rd Street Bridge over the Yuma Main Canal.

Consultant - $143K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

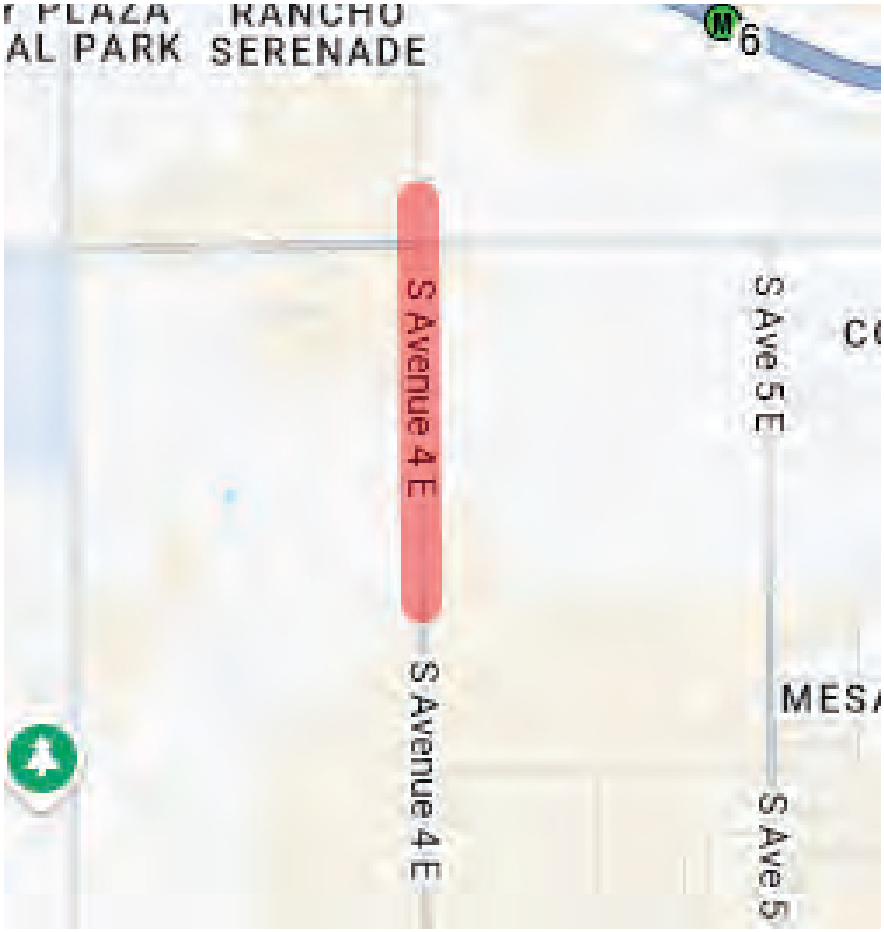
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/7/2025

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

ITEM* 7ee

Route & MP:	0000 @ MP YUM
Project Name:	B CANAL BRIDGE
Type of Work:	REHABILITATE BRIDGE
County:	Yuma
District:	Southwest
Schedule:	
Project:	T062501L TIP#: 104671
Project Manager:	Angela Galietti
Program Amount:	$0
New Program Amount:	$10,000
Requested Action:	Establish New Project



PRB Item #:

06

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/22/2025 2. Teleconference: No

3. Form Date / 5. Form By:
4/24/2025
Angela Galietti

4. Project Manager / Presenter:
Angela Galietti @
, , - *4983 PROJECT MANAGEMENT*

6. Project Name:
B CANAL BRIDGE

7. Type of Work:
REHABILITATE BRIDGE

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
TH1Q	Southwest	0000	Yuma	YUM	T062501L	0.0	OSB YUM-0(235)T

16. Program Budget: $0

17. Program Item #: 104671

18. Current Approved Program Budget: $0

18a. (+/-) Program Budget Request: $10

18b Total Program Budget After Request: $10

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
76425	$9	.	94.3 pct OSB
OTHR25	$1	.	5.7 pct Local Match

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST\NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: 24-0010872 SIGNED: YES ADV: NO ☑ PROJECT FUNDING VERIFIED BY PM

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

24e. ENVIRONMENTAL CLEARANCE:	NO	24f. MATERIALS MEMO COMP:	NO
24g. U&RR CLEARANCE:	NO	24h. C&S CLEARANCE:	NO
24i. R/W CLEARANCE:	NO	24j. CUSTOMIZED SCHEDULE:	NO
24k. SCOPING DOCUMENT:	NO		

25. DESCRIPTION OF REQUEST

Establish New Project

26. JUSTIFICATION OF REQUEST

This is an Off-System Bridge Scoping project in the City of Yuma. The project will evaluate alternatives and recommend a preferred structure type, construction cost estimate and associated tasks for the replacement of the existing B Canal Bridge on Avenue 4E.

Staff - $10K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

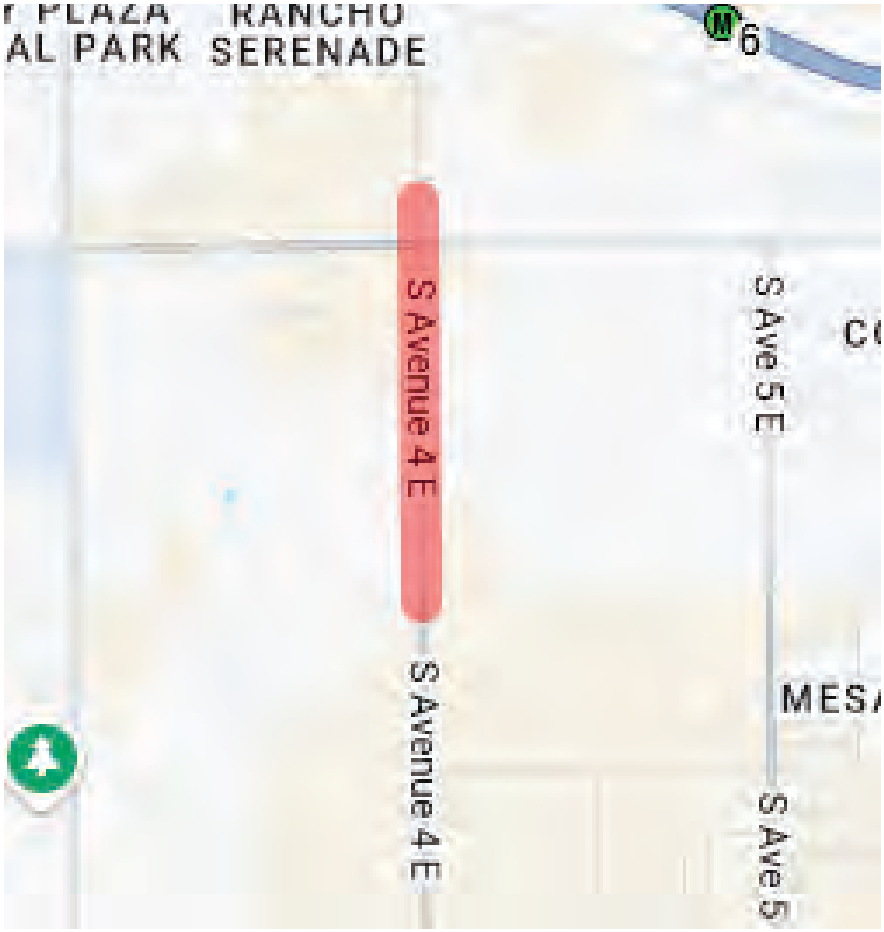
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/7/2025

PRB APPROVED

ITEM* 7ff

Route & MP:	0000 @ MP YUM
Project Name:	B CANAL BRIDGE
Type of Work:	REHABILITATE BRIDGE
County:	Yuma
District:	Southwest
Schedule:	
Project:	T062503L TIP#: 104671
Project Manager:	Angela Galietti
Program Amount:	$0
New Program Amount:	$150,000
Requested Action:	Establish New Project



PRB Item #:

07

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/22/2025 2. Teleconference: No

3. Form Date / 5. Form By:
4/24/2025
Angela Galietti

4. Project Manager / Presenter:
Angela Galietti @
, , - *4983 PROJECT MANAGEMENT*

6. Project Name:
B CANAL BRIDGE

7. Type of Work:
REHABILITATE BRIDGE

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
TH1Q	Southwest	0000	Yuma	YUM	T062503L	0.0	OSB YUM-0(235)T

16. Program Budget: $0

17. Program Item #: 104671

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$0	$150	$150

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
76425	$141	.	94.3 pct OSB
OTHR25	$9	.	5.7 pct Local Match

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:
22. CURRENT BID READY:
23. CURRENT ADV DATE:

CHANGE REQUEST\NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:
22A. REQUEST BID READY:
23A. REQUEST ADV DATE:

20. JPA #'s: 24-0010872 SIGNED: YES ADV: NO ☑ PROJECT FUNDING VERIFIED BY PM

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

24e. ENVIRONMENTAL CLEARANCE:	NO	24f. MATERIALS MEMO COMP:	NO
24g. U&RR CLEARANCE:	NO	24h. C&S CLEARANCE:	NO
24i. R/W CLEARANCE:	NO	24j. CUSTOMIZED SCHEDULE:	NO
24k. SCOPING DOCUMENT:	NO		

25. DESCRIPTION OF REQUEST

Establish New Project

26. JUSTIFICATION OF REQUEST

This is an Off-System Bridge Scoping project in the City of Yuma. The project will evaluate alternatives and recommend a preferred structure type, construction cost estimate and associated tasks for the replacement of the existing B Canal Bridge on Avenue 4E.

Consultant - $150K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

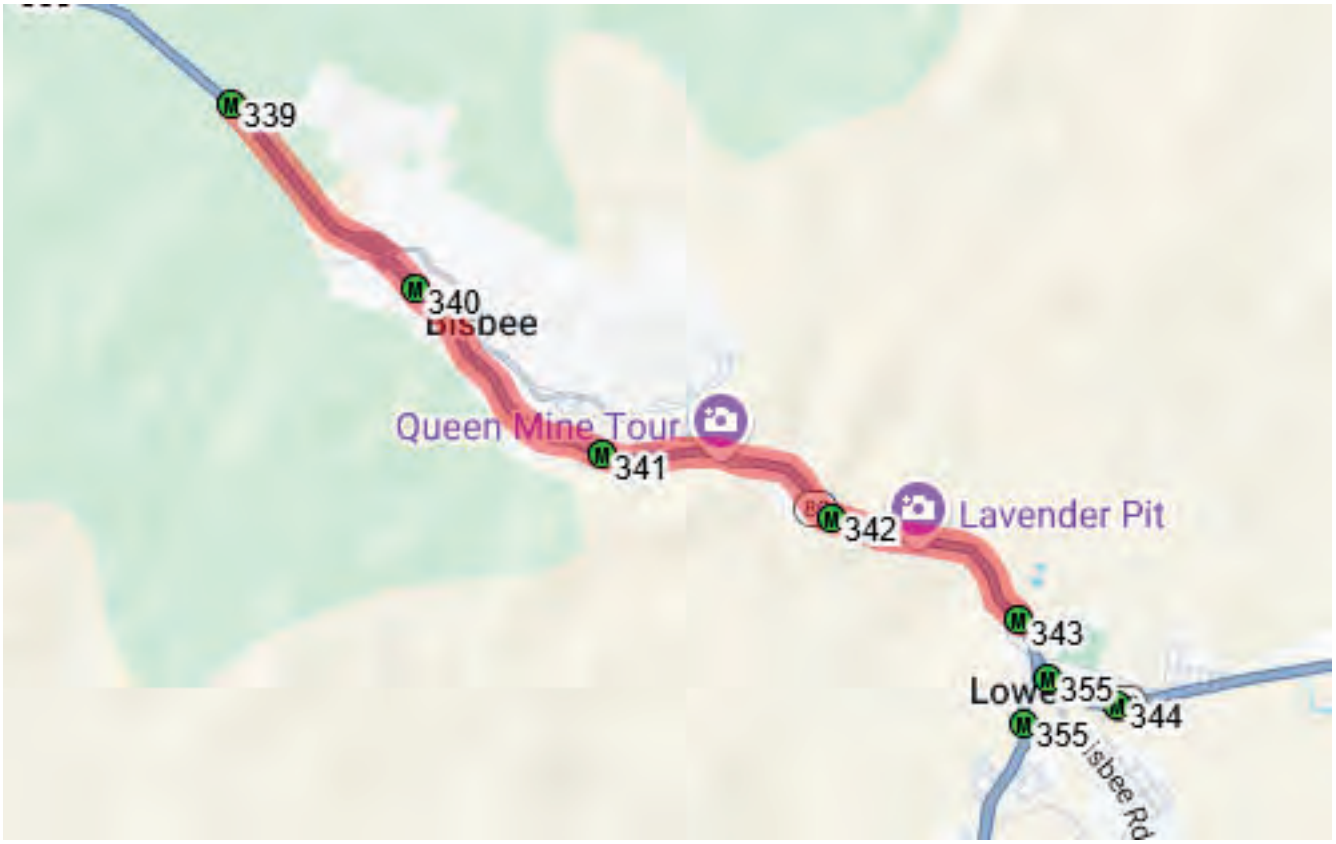
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/7/2025

PRB APPROVED

ITEM* 7gg

Route & MP:	80 @ MP 339.4
Project Name:	N JUNIPER FLATS RD - LOWELL TRAFFIC CIRCLE
Type of Work:	PAVEMENT REHABILITATION
County:	Cochise
District:	Southeast
Schedule:	
Project:	F084601D TIP#: 105005
Project Manager:	Tricia Brown
Program Amount:	$0
New Program Amount:	$500,000
Requested Action:	Establish design project.



PRB Item #:

12

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/22/2025 ☑ 2. Teleconference: (602) 712-7046

3. Form Date / 5. Form By:
4/24/2025
Tricia Brown

4. Project Manager / Presenter:
Tricia Brown @ (602) 712-7046
205 S 17TH AVE, , 614E - 4983 PROJECT MANAGEMENT

6. Project Name:
N JUNIPER FLATS RD - LOWELL TRAFFIC CIRCLE

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 #:
XO1Q	Southeast	80	Cochise	339.4	F084601D ?	4.4	

16. Program Budget: $0

17. Program Item #: 105005

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$0	$500	$500

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
72725	$500	.	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 design project.

26. JUSTIFICATION OF REQUEST

The Project Level Scoping document completed in June 2024 identifies milling and replacing asphaltic concrete from the mainline travel lanes and shoulders; embankment curb and guardrail replacement; American`s with Disabilities Act (ADA) improvements; concrete sidewalk; drainage improvements; and bridge deck repair at the West Blvd TI OP(Str Number 614) and the Brewery Gulch TI OP (Str Number 670).

Staff: $99k
Consultant: $364k
ICAP: $37

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/7/2025

PRB APPROVED

ITEM* 7hh

Route & MP:	303L @ MP 136.1
Project Name:	51ST AVE - I-17
Type of Work:	GENERAL PURPOSE LANE & TI RAMPS
County:	Maricopa
District:	Central
Schedule:	
Project:	F056201C TIP#: 103445
Project Manager:	Sandy Thoms
Program Amount:	$0
New Program Amount:	$235,980,000
Requested Action:	Establish construction project.



PRB Item #:

17

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/22/2025 2. Teleconference: No

3. Form Date / 5. Form By:
4/24/2025
Sandy Thoms

4. Project Manager / Presenter:
Sandy Thoms @
, , - *4983 PROJECT MANAGEMENT*

6. Project Name:
51ST AVE - I-17

7. Type of Work:
GENERAL PURPOSE LANE & TI RAMPS

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
BI1Q	Central	303L	Maricopa	136.1	F056201C ?	2.4	303-A(230)T

16. Program Budget: $0

17. Program Item #: 103445

18. Current Approved Program Budget: $0

18a. (+/-) Program Budget Request: $235,980

18b Total Program Budget After Request: $235,980

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
49825	$212,382	.	NHPP (MAG Federal Funding) $212,382,298
49925	$23,598	.	RARF (MAG Non-Federal) $23,598,033

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: 6/20/2025

20. JPA #'s: 23-0009426 SIGNED: NO ADV: YES

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

24e. ENVIRONMENTAL CLEARANCE:	YES	24f. MATERIALS MEMO COMP:	YES
24g. U&RR CLEARANCE:	NO	24h. C&S CLEARANCE:	NO
24i. R/W CLEARANCE:	YES	24j. CUSTOMIZED SCHEDULE:	YES
24k. SCOPING DOCUMENT:	YES		

25. DESCRIPTION OF REQUEST

Establish construction project.

26. JUSTIFICATION OF REQUEST

This request is to establish a construction project to construct a system interchange at SR 303L and I-17.

Contingent upon approval by the MAG Regional Council on May 28, 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 - 5/7/2025
Contingent upon approval by MAG Regional Council on May 28, 2025.

PRB APPROVED

ITEM* 7i

Route & MP:	40 @ MP 8.3
Project Name:	LAKE HAVASU TI - ILLAVAR WASH
Type of Work:	PAVEMENT REHABILITATION
County:	Mohave
District:	Northwest
Schedule:	
Project:	F085201D TIP#: 105289
Project Manager:	Rashidul Haque
Program Amount:	$0
New Program Amount:	$630,000
Requested Action:	Establish new project.



PRB Item #:

02

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/29/2025 2. Teleconference: No

3. Form Date / 5. Form By:

4/30/2025

Rashidul Haque

4. Project Manager / Presenter:

Rashidul Haque @ (602) 712-7352

205 S 17TH AVE, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:

LAKE HAVASU TI - ILLAVAR WASH

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 #:
XT1Q	Northwest	40	Mohave	8.3	F085201D ?	10	

16. Program Budget: $0

17. Program Item #: 105289

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$0	$630	$630

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
72725	$630	.	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 new project.

26. JUSTIFICATION OF REQUEST

This is a Pavement Rehabilitation Project on I-40, Lake Havasu TI - Illavar Wash.

Staff $100K
Consultant $484K
ICAP $46K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/7/2025

PRB APPROVED

ITEM* 7j

Route & MP:	40 @ MP 123.1
Project Name:	SELIGMAN TI - MP 132
Type of Work:	PAVEMENT REHABILITATION
County:	Yavapai
District:	Northwest
Schedule:	
Project:	F084801D TIP#: 105290
Project Manager:	Rashidul Haque
Program Amount:	$0
New Program Amount:	$610,000
Requested Action:	Establish new project.



PRB Item #:

03

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/29/2025 2. Teleconference: No

3. Form Date / 5. Form By:
4/30/2025
Rashidul Haque

4. Project Manager / Presenter:
Rashidul Haque @ (602) 712-7352
205 S 17TH AVE, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:
SELIGMAN TI - MP 132

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 #:
XU1Q	Northwest	40	Yavapai	123.1	F084801D ?	8.9	

16. Program Budget: $0

17. Program Item #: 105290

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$0	$610	$610

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
72725	$610	.	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 new project.

26. JUSTIFICATION OF REQUEST

This is a Pavement Rehabilitation Project on I-40 from Seligman TI - MP 132.

Staff $100K
Consultant $465K
ICAP $45K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

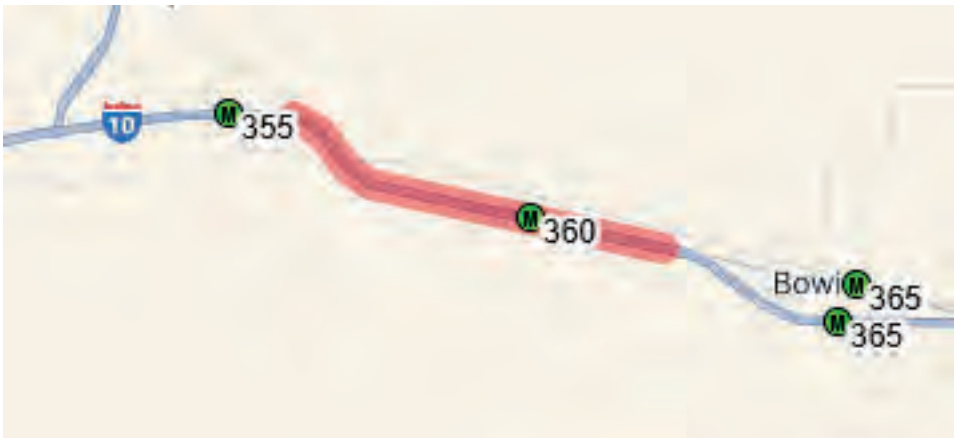
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/7/2025

PRB APPROVED

ITEM* 7kk

Route & MP:	10 @ MP 356.49
Project Name:	N GOLD GULCH RD - W BUCKEYE APACHE RD
Type of Work:	PAVEMENT REHABILITATION
County:	Cochise
District:	Southeast
Schedule:	
Project:	F084901D TIP#: 105297
Project Manager:	Rashidul Haque
Program Amount:	$0
New Program Amount:	$550,000
Requested Action:	Establish new project.



PRB Item #:

04

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/29/2025 2. Teleconference: No

3. Form Date / 5. Form By:
4/30/2025
Rashidul Haque

4. Project Manager / Presenter:
Rashidul Haque @ (602) 712-7352
205 S 17TH AVE, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:
N GOLD GULCH RD - W BUCKEYE APACHE RD

7. Type of Work:
PAVEMENT REHABILITATION

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
XR1Q	Southeast	10	Cochise	356.49	F084901D ?	5.51	

16. Program Budget: $0

17. Program Item #: 105297

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$0	$550	$550

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
72725	$550	.	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 new project.

26. JUSTIFICATION OF REQUEST

This is a Pavement Rehabilitation Project on I-10 from N Gold Gulch Rd - W Buckeye Apache Rd.

Staff $99K
Consultant $410K
ICAP $41K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

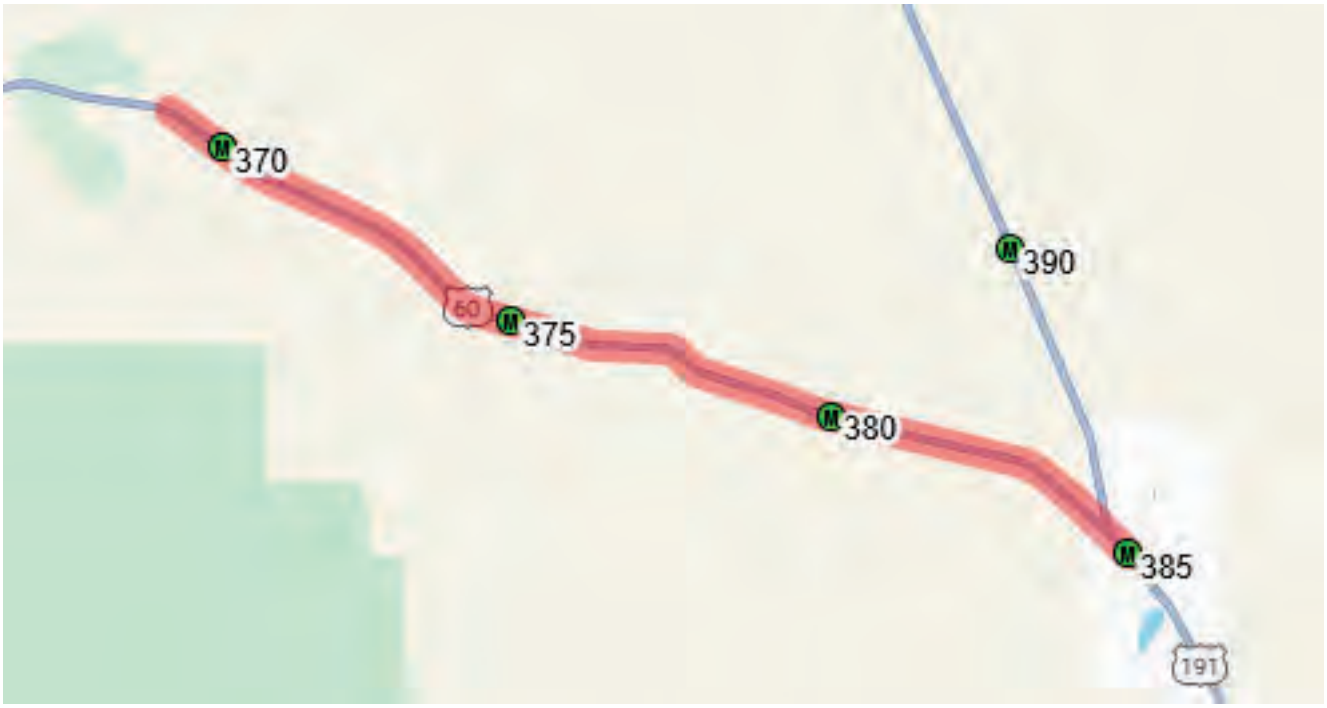
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/7/2025

PRB APPROVED

ITEM* 7I

Route & MP:	60 @ MP 369.2
Project Name:	WILDCAT CREEK - US 180
Type of Work:	PAVEMENT REHABILITATION
County:	Apache
District:	Northeast
Schedule:	
Project:	F085101D TIP#: 105292
Project Manager:	Rashidul Haque
Program Amount:	$0
New Program Amount:	$600,000
Requested Action:	Establish new project.



PRB Item #:

05

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/29/2025 2. Teleconference: No

3. Form Date / 5. Form By:
4/30/2025
Rashidul Haque

4. Project Manager / Presenter:
Rashidul Haque @ (602) 712-7352
205 S 17TH AVE, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:
WILDCAT CREEK - US 180

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 #:
XV1Q	Northeast	60	Apache	369.2	F085101D ?	15.3	

16. Program Budget: $0

17. Program Item #: 105292

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$0	$600	$600

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
72725	$600	.	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 new project.

26. JUSTIFICATION OF REQUEST

This is a Pavement Rehabilitation Project on US 60 from Wildcat Creek - US 180.

Staff $100K
Consultant $456K
ICAP $44K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/7/2025

PRB APPROVED

ITEM* 7mm

Route & MP:	10 @ MP 274.5
Project Name:	MP 274.5 - SR 83
Type of Work:	PAVEMENT REHABILITATION
County:	Pima
District:	Southcentral
Schedule:	
Project:	F085301D
Project Manager:	Rashidul Haque
Program Amount:	$0
New Program Amount:	$560,000
Requested Action:	Establish new project.

PRB Item #:

06

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/29/2025 2. Teleconference: No

3. Form Date / 5. Form By:
4/30/2025
Rashidul Haque

4. Project Manager / Presenter:
Rashidul Haque @ (602) 712-7352
205 S 17TH AVE, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:
MP 274.5 - SR 83

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 #:
XQ1Q	Southcentral	10	Pima	274.5	F085301D ?	7.2	

16. Program Budget: $0

17. Program Item #:

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$0	$560	$560

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
72725	$560	.	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 new project.

26. JUSTIFICATION OF REQUEST

This is a Pavement Rehabilitation Project on I-10 from MP 274.5 - SR 83.

Staff $99K
Consultant $420K
ICAP $41K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

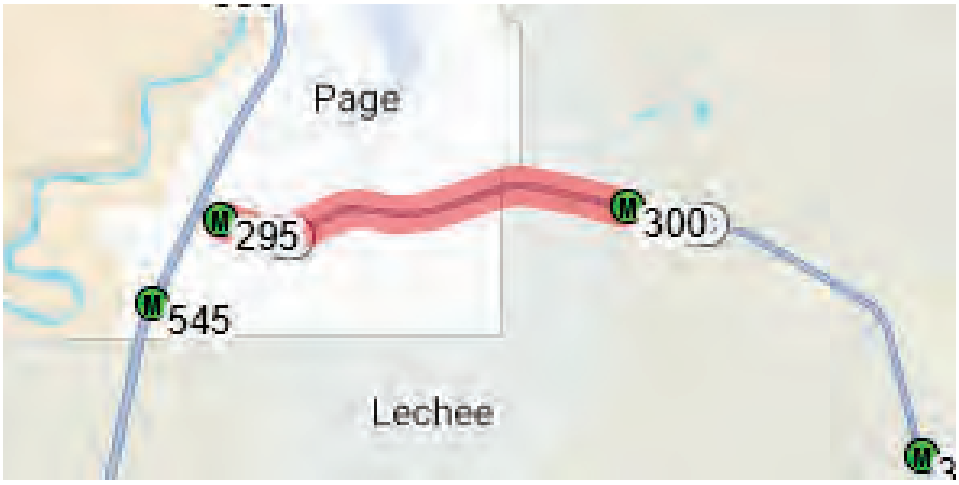
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/7/2025

PRB APPROVED

ITEM* 7m

Route & MP:	98 @ MP 294.7
Project Name:	S OF PAGE
Type of Work:	PAVEMENT REHABILITATION
County:	Coconino
District:	Northcentral
Schedule:	
Project:	F085001D TIP#: 105293
Project Manager:	Rashidul Haque
Program Amount:	$0
New Program Amount:	$510,000
Requested Action:	Establish new project.



PRB Item #:

07

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 4/29/2025 2. Teleconference: No

3. Form Date / 5. Form By:
4/30/2025
Rashidul Haque

4. Project Manager / Presenter:
Rashidul Haque @ (602) 712-7352
205 S 17TH AVE, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:
S OF PAGE

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 #:
XS1Q	Northcentral	98	Coconino	294.7	F085001D ?	4.8	

16. Program Budget: $0

17. Program Item #: 105293

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$0	$510	$510

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
72725	$510	.	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 new project.

26. JUSTIFICATION OF REQUEST

This is a Pavement Rehabilitation Project on SR98, S of Page from MP 294.7-MP 299.5.

Staff $100K
Consultant $373K
ICAP $37K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 5/7/2025

PRB APPROVED

PPAC - AIRPORT PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

ITEM* 7oo

AIRPORT PROJECT NAME: Rolle Field Airport - RW1735RL-10

GRANT MANAGER: Carmen Rose

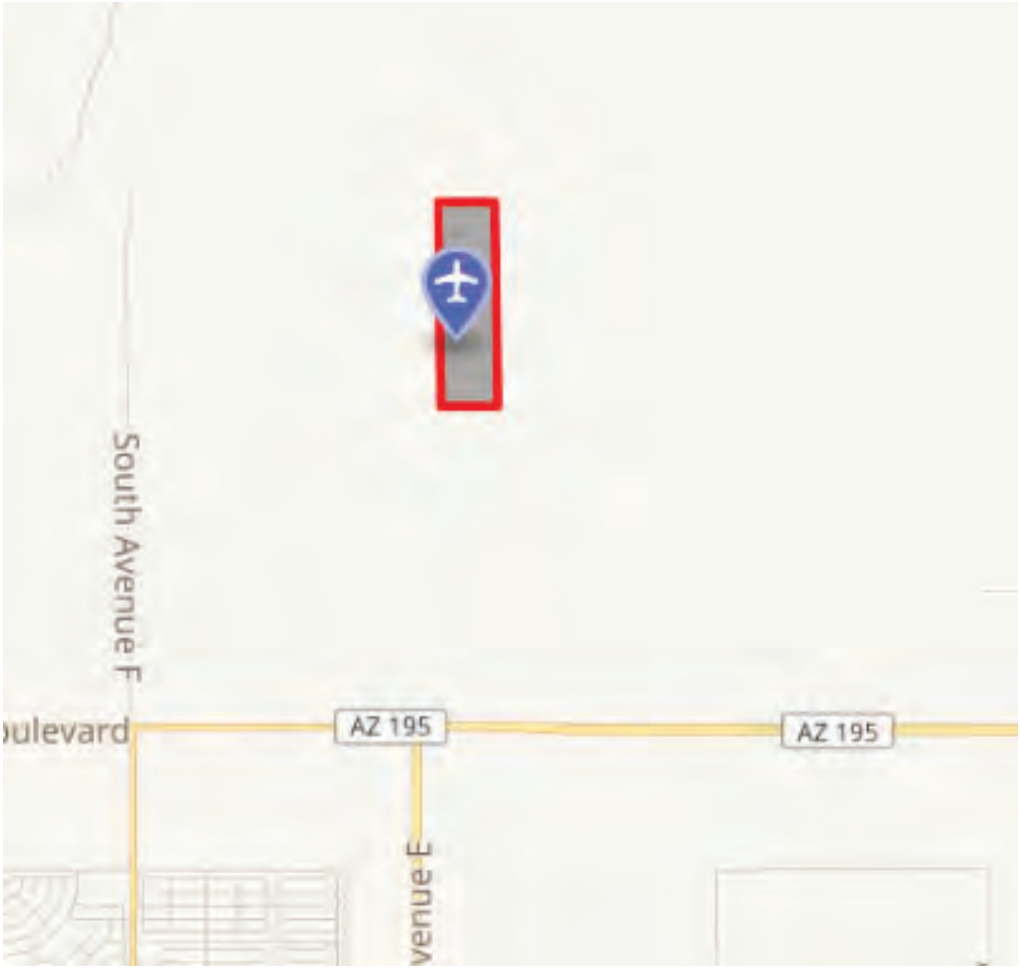
REQUESTED ACTION: Change project scope from 1" overlay to seal coat.

ITEM* 7pp

AIRPORT PROJECT NAME: Rolle Field Airport - TWARL-10

GRANT MANAGER: Carmen Rose

REQUESTED ACTION: Change project scope from 1" overlay to seal coat.



Docusign Envelope ID: 3DF68E4E-BDA6-412A-B9E2-1E38290FA81D

ARIZONA DEPARTMENT OF TRANSPORTATION
MPD- Aeronautics Group

Project Committee Recommendations

AIRPORT: Rolle Field
SPONSOR: Yuma County Airport Authority
CATEGORY: GA Rural
PROJECT NUMBER: E5P1E01C
ENGINEER: Carmen Rose
AIP NUMBER: N/A
DATE: May 7, 2025

☐ **New Project**
X **Changed Project(s)**

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
APMS Runway Preservation 1-inch AC Overlay at RW1735RL-10	2025	$432,000	$48,000	$0	$480,000	N/A
APMS Taxiway Preservation 1-inch AC Overlay at TWARL-10	2025	$54,900	$6,100	$0	$61,000	N/A
Revised Program Description	**Fiscal Year**	**State Share**	**Sponsor Share**	**FAA Share**	**Total Amount**	**State Priority Number**
APMS Runway Preservation P-608H Application at RW1735RL-10	2025	$216,403	$24,045	$0	$240,448	N/A
APMS Taxiway Preservation P-608H Application at TWARL-10	2025	$26,165	$2,907	$0	$29,072	N/A

Justification:

- A recent inspection of the pavement condition indicates that the pavement is in better condition than assumed at the time the project was programed. Therefore this modification to the Airport Pavement Maintenance System (APMS) program will change the projects from a 1” overlay to seal coat projects.

Docusign Envelope ID: 3DF68E4E-BDA6-412A-B9E2-1E38290FA81D

Aeronautics Recommends for PPAC action

Aeronautics Group Manager Approval: DocuSigned by: Matthew Munden C2D0E333916B4E4... **Date:** 4/10/2025

Matthew Munden

FMS Review and Approval: Signed by: Leti Pineda-Daley 2E8D55F44A19406... **Date:** 4/10/2025

Leti Pineda-Daley

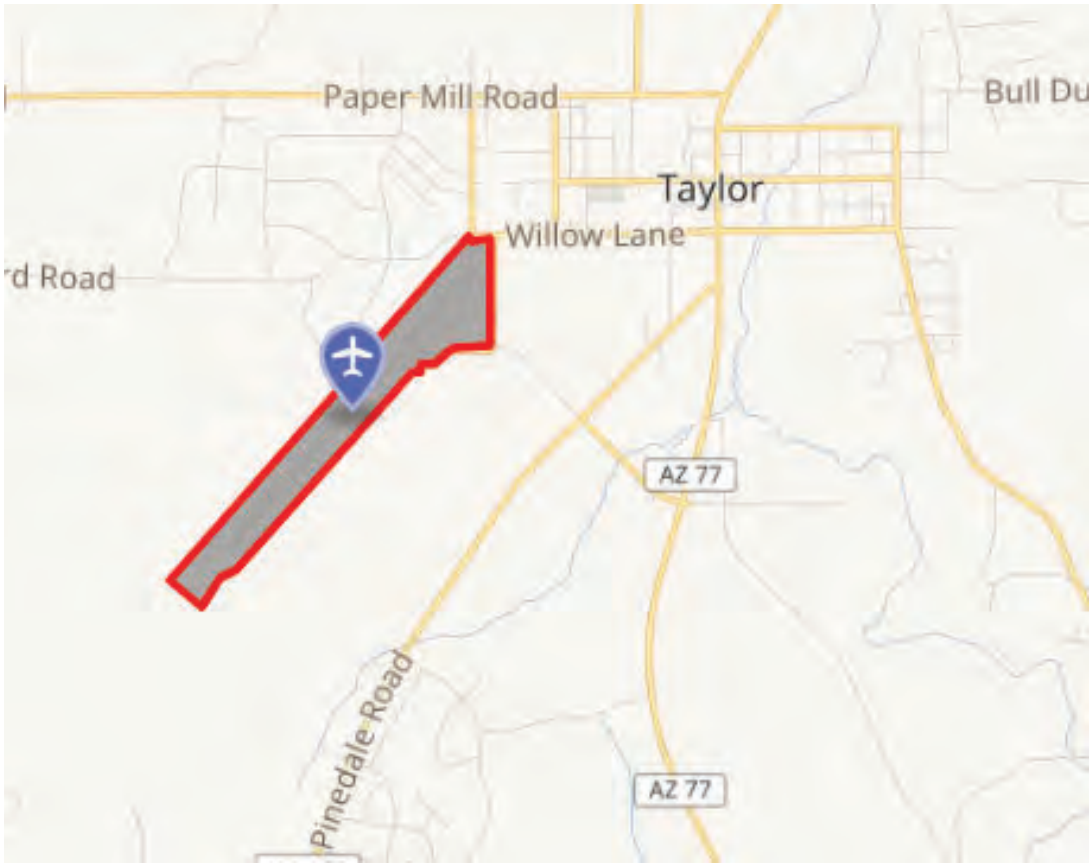
PPAC AIRPORT PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

ITEM* 7qq

AIRPORT PROJECT NAME: Taylor Municipal Airport

GRANT MANAGER: Carmen Rose

REQUESTED ACTION: Change project scope from 1" overlay to seal coat.



Docusign Envelope ID: 3DF68E4E-BDA6-412A-B9E2-1E38290FA81D

ARIZONA DEPARTMENT OF TRANSPORTATION
MPD- Aeronautics Group

Project Committee Recommendations

AIRPORT: Taylor Municipal Airport
SPONSOR: Town of Taylor
CATEGORY: GA Rural
PROJECT NUMBER: E5P1F01C
ENGINEER: Carmen Rose
AIP NUMBER: N/A
DATE: May 7, 2025

☐ **New Project**
X **Changed Project(s)**

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
APMS Taxiway Preservation - 1-inch AC Overlay at TWATA	2025	$235,602.90	$26,178.10	$0	$261,781	N/A
Revised Program Description	**Fiscal Year**	**State Share**	**Sponsor Share**	**FAA Share**	**Total Amount**	**State Priority Number**
APMS Taxiway Preservation P-608H Application at TWATA	2025	$106,677	$11,853	$0	$118,530	N/A

Justification:

- A recent inspection of the pavement condition indicates that the pavement is in better condition than assumed at the time the project was programed. Therefore this modification to the Airport Pavement Maintenance System (APMS) program will change the project from a 1" overlay to a seal coat project.

Aeronautics Recommends for PPAC action

Aeronautics Group Manager Approval: DocuSigned by: Matthew Munden C3D0E333916A4B4... **Date:** 4/10/2025
Matthew Munden

FMS Review and Approval: Signed by: Leti Pineda-Daley 2EBD55F44A19406... **Date:** 4/10/2025
Leti Pineda-Daley

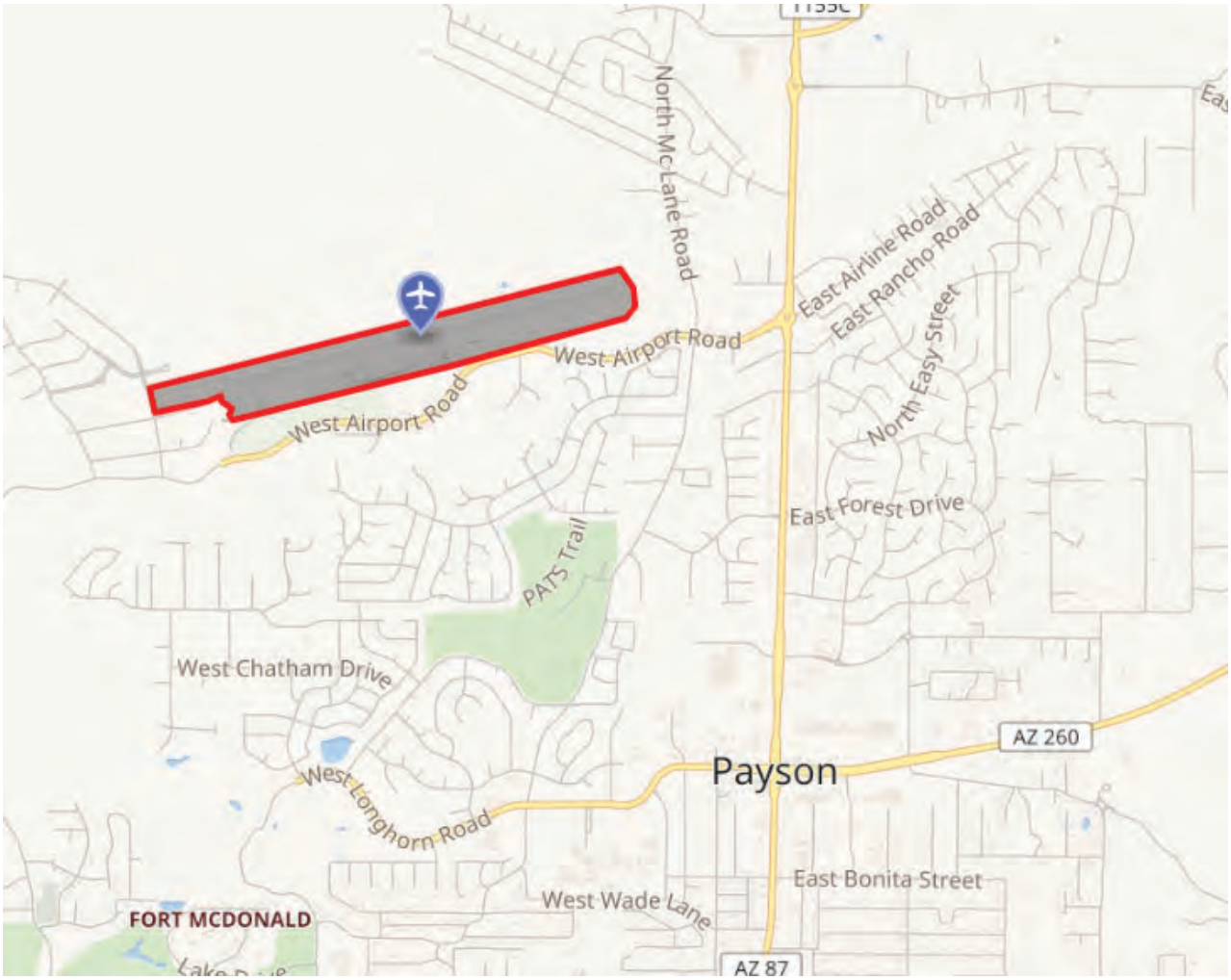
PPAC AIRPORT PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

ITEM* 7r

AIRPORT PROJECT NAME: Payson Municipal Airport

GRANT MANAGER: Carmen Rose

REQUESTED ACTION: Change project scope from 1" overlay to seal coat.



Docusign Envelope ID: 3DF68E4E-BDA6-412A-B9E2-1E38290FA81D

ARIZONA DEPARTMENT OF TRANSPORTATION
MPD- Aeronautics Group

Project Committee Recommendations

AIRPORT: Payson Municipal Airport
SPONSOR: Town of Payson
CATEGORY: GA Community
PROJECT NUMBER: E5P1C01C
ENGINEER: Carmen Rose
AIP NUMBER: N/A
DATE: May 7, 2025

☐ **New Project**
X **Changed Project(s)**

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
APMS Runway Preservation 1-inch AC Overlay at RW624PY-10	2025	$1,146,600	$127,400	$0	$1,274,000	N/A
Revised Program Description	**Fiscal Year**	**State Share**	**Sponsor Share**	**FAA Share**	**Total Amount**	**State Priority Number**
APMS Runway Preservation P-608H Application at RW624PY-10	2025	$439,920	$48,880	$0	$488,800	N/A

Justification:

- A recent inspection of the pavement condition indicates that the pavement is in better condition than assumed at the time the project was programed. Therefore this modification to the Airport Pavement Maintenance System (APMS) program will change the project from a 1" overlay to a seal coat project.

Aeronautics Recommends for PPAC action

Aeronautics Group Manager Approval: DocuSigned by: Matthew Munden — **Date:** 4/10/2025
Matthew Munden

FMS Review and Approval: Signed by: Leti Pineda-Daley — **Date:** 4/10/2025
Leti Pineda-Daley

ITEM* 7ss

ARIZONA DEPARTMENT OF TRANSPORTATION
MPD- Aeronautics Group

Project Committee Recommendations

AIRPORT: Multiple
SPONSOR: Multiple
CATEGORY: Multiple
PROJECT NUMBER: N/A
ENGINEER: Carmen Rose
AIP NUMBER: N/A
DATE: May 7, 2025

☐ **New Project**
X **Changed Project(s)**

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
See attached page for list of projects	2025	$1,879,803	$1,549,804	$25,607,943	$29,037,550	N/A
See attached page for list of projects	2026	$1,100,600	$300,000	$4,063,000	$5,463,000	N/A
Revised Program Description	**Fiscal Year**	**State Share**	**Sponsor Share**	**FAA Share**	**Total Amount**	**State Priority Number**
See attached page for list of projects	2025	$0	$0	$0	$0	N/A
See attached page for list of projects	2026	$0	$0	$0	$0	N/A

Justification:

- These are Federal and State Airport Development Projects that were not programmed or funded for Fiscal Years 2025 and 2026 and need to be removed.

Aeronautics Recommends for PPAC action

Aeronautics Group Manager Approval: DocuSigned by: Matthew Munden C2D0E3339184E4... **Date:** 4/25/2025
Matthew Munden

FMS Review and Approval: Signed by: Leti Pineda-Daley 2EBD55F44A19406... **Date:** 4/26/2025
Leti Pineda-Daley

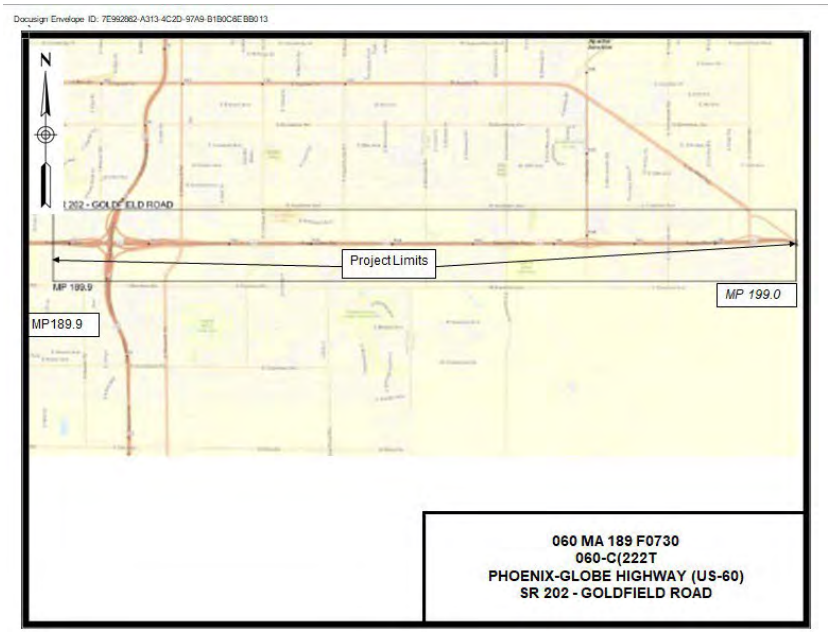
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ESTIP_ID	PROJECT TITLE	DESCRIPTION
101208	Marana Airport Taxiway C Reconstruction	Rehab Taxiway C and install MITL's
101208 Total		
101376	Ryan Airfield	Apron Construction - Phase 1 & 2
101376 Total		
102397	Airport Drainage Study	Airport Drainage Study
102397 Total		
102398	Marana Regional Airport	Airport EA for RWY 3-21, TWY B2, Hangar 6
102398 Total		
102400	Airport Taxiway A Reconstruction	Marana Regional Airport Taxiway A Reconstruction
102400 Total		
102402	Marana Regional Airport	Runway 3-21, Taxiway B2 and Hangar 6 Modification
102402 Total		
102405	Ryan Airfield	Air Traffic Control Tower (ATCT) Siting Study
102405 Total		
102409	Ryan Airfield	Runway 6R/24L, Extension Phase I
102409 Total		

Contracts: (Action as Noted)

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

*ITEM 9a : BOARD DISTRICT NO.:	1
BIDS OPENED:	APRIL 11, 2025
HIGHWAY:	PHOENIX – GLOBE HIGHWAY (US 60)
SECTION:	SR 202 – GOLDFIELD ROAD
COUNTY:	MARICOPA
ROUTE NO.:	US 60
PROJECT **:** TRACS:	060-C(222)T; 060 MA 189 F073001C
FUNDING:	94.30% FED 5.7% STATE
LOW BIDDER:	CS CONSTRUCTION, INC.
LOW BID AMOUNT:	$ 669,942.00
STATE ESTIMATE:	$ 1,057,980.00
$ UNDER ESTIMATE:	$ 388,038.00
% UNDER ESTIMATE:	36.7%
PROJECT DBE GOAL:	2.67%
BIDDER DBE PLEDGE:	2.73%
NO. BIDDERS:	5
RECOMMENDATION:	AWARD



*ITEM 9b : BOARD DISTRICT NO.: 5

BIDS OPENED: APRIL 11, 2025

HIGHWAY: BITTER SPRINGS – UTAH STATE LINE HIGHWAY (US 89)

SECTION: BITTER SPRINGS (JCT US 89A) TO ROSSMAN HILL

COUNTY: COCONINO

ROUTE NO.: US 89

PROJECT **:** TRACS: 089-D(211)T; 089 CN 524 F072901C

FUNDING: 94.3% FED 5.7% STATE

LOW BIDDER: SUNLAND ASPHALT & CONSTRUCTION, LLC.

LOW BID AMOUNT: $ 3,552,242.00

STATE ESTIMATE: $ 4,270,929.00

$ UNDER ESTIMATE: $ 718,687.00

% UNDER ESTIMATE: 16.8%

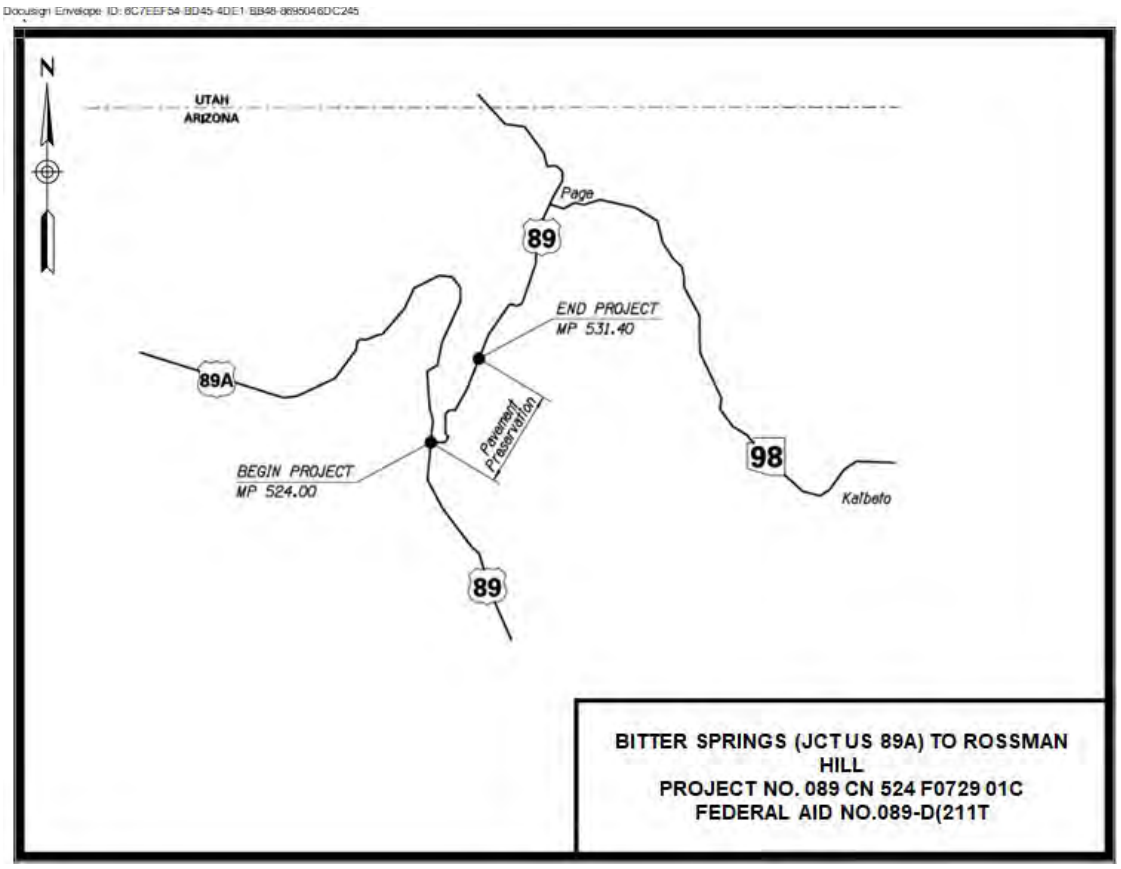
PROJECT DBE GOAL: 2.55%

BIDDER DBE PLEDGE: 2.80%

NO. BIDDERS: 3

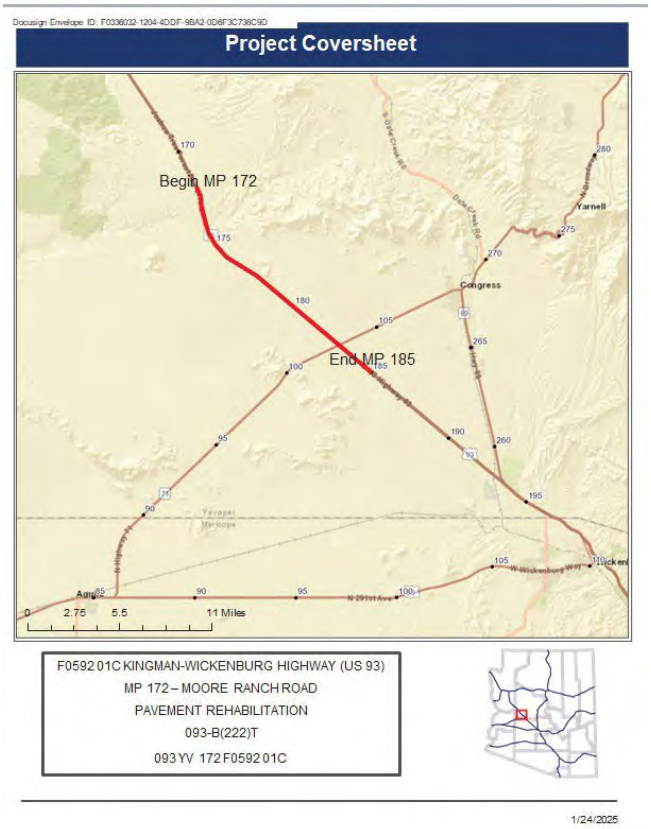
RECOMMENDATION: AWARD

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*ITEM 9c:

BOARD DISTRICT NO.:	6
BIDS OPENED:	APRIL 18, 2025
HIGHWAY:	KINGMAN – WICKENBURG HIGHWAY (US 93)
SECTION:	MP 172 – MOORE RANCH ROAD
COUNTY:	YAVAPAI
ROUTE NO.:	US 93
PROJECT : TRACS:	093-B(222)T; 093 YV 172 F059201C
FUNDING:	94.3% FED 5.7% STATE
LOW BIDDER:	FNF CONSTRUCTION, INC.
LOW BID AMOUNT:	$ 15,897,676.43
STATE ESTIMATE:	$ 14,149,667.00
$ OVER ESTIMATE:	$ 1,748,009.43
% OVER ESTIMATE:	12.4%
PROJECT DBE GOAL:	6.38%
BIDDER DBE PLEDGE:	6.39%
NO. BIDDERS:	5
RECOMMENDATION:	AWARD



*ITEM 9d: BOARD DISTRICT NO.: 6

BIDS OPENED: APRIL 04, 2025

HIGHWAY: QUARTZITE – PARKER TOPOCK HWY (SR 95)

SECTION: S. PALO VERDE BLVD. – PRICE RD

COUNTY: MOHAVE

ROUTE NO.: SR 95

PROJECT : TRACS: 095-C(228)T; 095 MO 183 F064801C

FUNDING: 94.30% FED 5.70% STATE

LOW BIDDER: COMBS CONSTRUCTION COMPANY, INC.

LOW BID AMOUNT: $ 2,825,500.00

STATE ESTIMATE: $ 3,846,284.80

$ UNDER ESTIMATE: $ 1,020,784.80

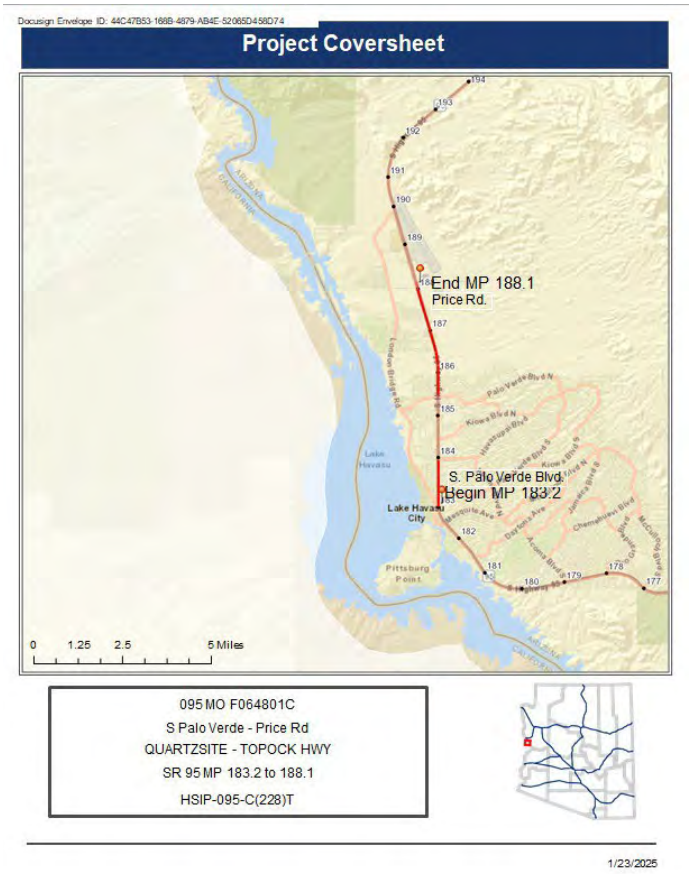
% UNDER ESTIMATE: 26.5%

PROJECT DBE GOAL: 3.25%

BIDDER DBE PLEDGE: 4.96%

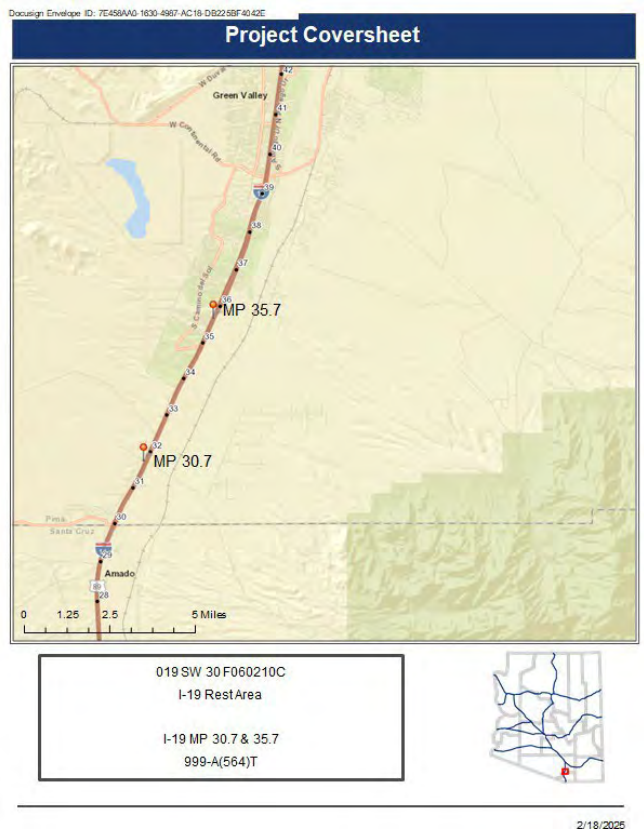
NO. BIDDERS: 5

RECOMMENDATION: AWARD



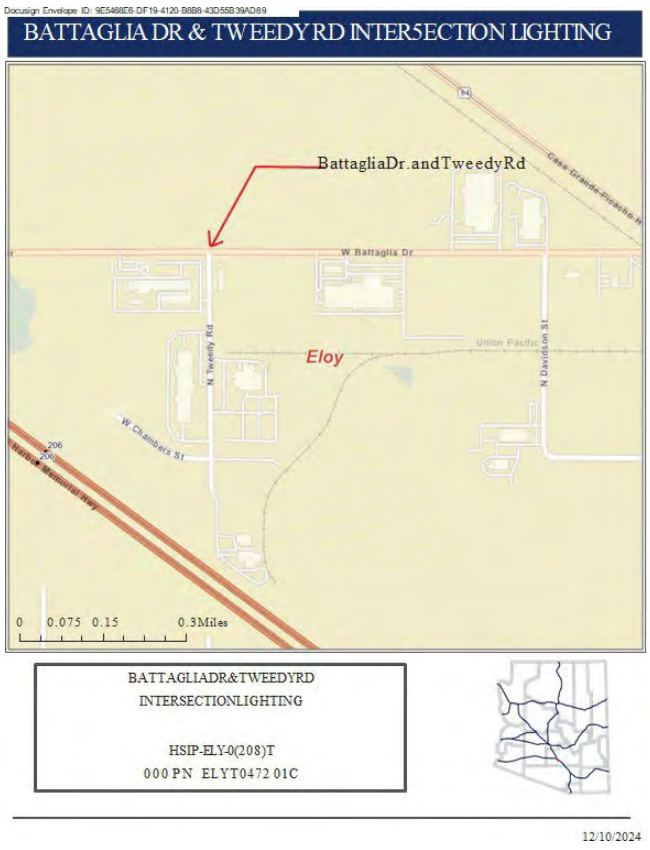
*ITEM 9e:

BOARD DISTRICT NO.:	STATEWIDE
BIDS OPENED:	APRIL 11, 2025
HIGHWAY:	NOGALES – TUCSON HWY
SECTION:	I-19 REST AREAS
COUNTY:	STATEWIDE
ROUTE NO.:	I-19
PROJECT : TRACS:	999-A(564)T; 999 SW 000 F060201C
FUNDING:	94.34% FED 5.66% STATE
LOW BIDDER:	MICHIANA CONTRACTING, INC.
LOW BID AMOUNT:	$ 331,700.20
STATE ESTIMATE:	$ 397,477.50
$ UNDER ESTIMATE:	$ 65,777.30
% UNDER ESTIMATE:	16.5%
PROJECT DBE GOAL:	0.00%
BIDDER DBE PLEDGE:	N/A
NO. BIDDERS:	2
RECOMMENDATION:	AWARD



*ITEM 9f:

BOARD DISTRICT NO.:	4
BIDS OPENED:	APRIL 11, 2025
HIGHWAY:	CITY OF ELOY
SECTION:	INTERSECTION OF BATTAGLIA DR. AND TWEEDY RD.
COUNTY:	PINAL
ROUTE NO.:	LOCAL
PROJECT : TRACS:	ELY-0(208)T; 0000 PN ELY T047201C
FUNDING:	100% FED
LOW BIDDER:	ROADWAY ELECTRIC, LLC.
LOW BID AMOUNT:	$ 89,417.00
STATE ESTIMATE:	$ 120,360.00
$ UNDER ESTIMATE:	$ 30,943.00
% UNDER ESTIMATE:	25.7%
PROJECT DBE GOAL:	4.06%
BIDDER DBE PLEDGE:	4.92%
NO. BIDDERS:	5
RECOMMENDATION:	AWARD



ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

365 Calendar Days

The proposed project is located on I-17 from Sunset Point to Flagstaff within Yavapai County and Coconino County. The proposed work consists of the installation of closed-circuit television cameras, thermal cameras, fiber optic cable, dynamic message signs, butterfly sign structures, a road weather information system, and other related work.

Bid Opening Date : 4/4/2025, Prequalification Required, Engineer Specialist : Mowery-Racz Thomas

Project No.	Highway Termini	Location	Item
017 YV 251 F051501C 017-A-(262)T	PHOENIX-CORDES JCT-FLAGSTAFF HWY (I-17)	Sunset point - I-17/I-40 TI NorthCent District	103296

Rank	Bid Amount	Contractor Name	Address of Contractor
	$5,811,765.11	DEPARTMENT	
1	$6,054,382.44	WILLIAM CHARLES CONSTRUCTION COMPANY, LLC	8767 E. VIA DE VENTRUA, SUITE 300 SCOTTSDALE, AZ 85258-
2	$6,242,969.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027-
3	$7,663,734.00	ROADWAY ELECTRIC, LLC	8660 E. Hartford Drive # 305 Scottsdale, AZ 85255-

Apparent Low Bidder is 4.2% Over Department Estimate (Difference = $242,617.33)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, APRIL 4, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO	017 CN 252 F051501C
PROJECT NO	017-A(262)T
TERMINI	CORDES JUNCTION – FLAGSTAFF HIGHWAY (I-17)
LOCATION	I-17; SUNSET POINT TO I-17/I-40 TI

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
INTERSTATE 17	252.78 to 337.81	NORTHCENTRAL	103296

The amount programmed for this contract is $6,100,000. The location and description of the proposed work are as follows:

The proposed project is located on I-17 from Sunset Point to Flagstaff within Yavapai County and Coconino County. The proposed work consists of the installation of closed-circuit television cameras, thermal cameras, fiber optic cable, dynamic message signs, butterfly sign structures, a road weather information system, and other related work.

The time allowed for the completion of the work included in this contract will be **365** 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.

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: Thomas Mowery-Racz, tmowery-racz@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: January 29, 2025

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

105 Working Days

The proposed work is located-in Mohave County on I-40 Westbound between mileposts 92.0 and 107.7 between Fort Rock Road and Markham Wash Bridge. The proposed work consists of milling and applying a 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 : 4/18/2025, Prequalification Required, Engineer Specialist : Rene Teran

Project No.	Highway Termini	Location	Item
040 YV 092 F073201C 040-B-(236)T	KINGMAN - ASHFORK HIGHWAY (I - 40)	Fort Rock Rd - Markham Pass WB NorthEast District	104372

Rank	Bid Amount	Contractor Name	Address of Contractor
1	$8,044,142.00	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-
2	$8,138,093.40	CACTUS TRANSPORT II, LLC.	8211 WEST SHERMAN STREET TOLLESON, AZ 85353-
3	$8,665,333.68	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
4	$8,867,530.90	FISHER SAND & GRAVEL CO.	1302 W. DRIVERS WAY TEMPE, AZ 85284-
5	$9,134,425.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714-
6	$9,241,108.00	K E & G CONSTRUCTION, INC.	3949 E. IRVINGTON ROAD TUCSON, AZ 85714-
7	$9,277,577.00	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-

Rank	Bid Amount	Contractor Name	Address of Contractor
	$9,461,248.00	DEPARTMENT	

Apparent Low Bidder is 15.0% Under Department Estimate (Difference = ($1,417,106.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, APRIL 18, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO	040 MO 092 F0732 01C
PROJECT NO	040-B(236)T
TERMINI	KINGMAN – ASHFORK HIGHWAY (I-40 WB)
LOCATION	FORT ROCK ROAD TO MARKHAM PASS

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-40	92.0 to 107.7	NORTHWEST	104372

The amount programmed for this contract is $ 14,999,000. The location and description of the proposed work are as follows:

The proposed work is located-in Mohave County on I-40 Westbound between mileposts 92.0 and 107.7 between Fort Rock Road and Markham Wash Bridge. The proposed work consists of milling and applying a 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 105 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 2.29 .

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (https://azdot.gov/business/contracts-and-specifications/current-advertisements).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at https://www.bidx.com/az/lettings. Questions 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.

Kirstin Huston, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: March 20, 2025

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

180 Calendar Days

The proposed project is located in Maricopa County on US60 from L202 to Goldfield Rd. starting at MP 189.9 and extending east to MP 199.0. The work consists of replacing existing high-pressure sodium (HPS) luminaires with new Light Emitting Diode (LED) fixtures and other related work.

Bid Opening Date : 4/11/2025, Prequalification Required, Engineer Specialist : Jalal Kamal

Project No.	Highway Termini	Location	Item
060 MA 189 F073001C 060-C-(222)T	PHOENIX GLOBE HIGHWAY (US-60)	L202 - Goldfield Road Central District	104454

Rank	Bid Amount	Contractor Name	Address of Contractor
1	$669,942.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027-
2	$792,970.00	MICHIANA CONTRACTING, INC.	7843 LILAC ROAD PLYMOUTH, IN 46563-
3	$938,859.80	WILLIAM CHARLES CONSTRUCTION COMPANY, LLC	8767 E. VIA DE VENTRUA, SUITE 300 SCOTTSDALE, AZ 85258-
	$1,057,980.00	DEPARTMENT	
4	$1,111,111.00	HAWK CONTRACTING LLC	1022 E. LOYOLA DRIVE TEMPE, AZ 85282-
5	$1,114,770.00	CONTRACTORS WEST, INC.	1830 W. BROADWAY RD. MESA, AZ 85202-

Apparent Low Bidder is 36.7% Under Department Estimate (Difference = ($388,038.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, APRIL 11, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO	060 MA 189 F0730 01C
PROJECT NO	060-C(222)T
TERMINI	PHOENIX-GLOBE HIGHWAY (US 60)
LOCATION	SR 202 - GOLDFIELD ROAD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 60	189.90 to 199.00	CENTRAL	104454

The amount programmed for this contract is $ 1,510,000. The location and description of the proposed work are as follows:

The proposed project is located in Maricopa County on US60 from L202 to Goldfield Rd. starting at MP 189.9 and extending east to MP 199.0. The work consists of replacing existing high-pressure sodium (HPS) luminaires with new Light Emitting Diode (LED) fixtures and other related work.

The time allowed for the completion of the work included in this contract will be 180 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 2.67.

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: 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: MARCH 12, 2025

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

95 Working Days

The proposed project is located in Coconino County on US 89 between mileposts 524.00 and 531.40, work consists of milling and placing a hot applied chip seal coat, followed by applying micro-surfacing, project also includes spot repair work, replacing pavement markings and other related work.

Bid Opening Date : 4/11/2025, Prequalification Required, Engineer Specialist : Rene Teran

Project No.	Highway Termini	Location	Item
089 CN 524 F072901C 089-D-(211)T	BITTER SPRINGS - UTAH STATE LINE HIGHWAY (US 89)	Biiter Springs Jct - Rossman H NorthCent District	104453

Rank	Bid Amount	Contractor Name	Address of Contractor
1	$3,552,242.00	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-
	$4,270,929.00	DEPARTMENT	
2	$4,496,657.71	CACTUS TRANSPORT II, LLC.	8211 WEST SHERMAN STREET TOLLESON, AZ 85353-
3	$5,020,120.00	VSS INTERNATIONAL, INC.	3785 Channel Drive West Sacramento, CA 95691-

Apparent Low Bidder is 16.8% Under Department Estimate (Difference = ($718,687.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, APRIL 11, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO	089 CN 524 F0729 01C
PROJECT NO	089-D(211)T
TERMINI	BITTER SPRINGS – UTAH STATE LINE HIGHWAY (US 89)
LOCATION	BITTER SPRINGS (JCT US 89A) TO ROSSMAN HILL

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 89	524.00 to 531.40	NORTHCENTRAL	104453

The amount programmed for this contract is $ 5,800,000. The location and description of the proposed work are as follows:

The proposed project is located in Coconino County on US 89 between mileposts 524.00 and 531.40, work consists of milling and placing a hot applied chip seal coat, followed by applying micro-surfacing, project also includes spot repair work, replacing pavement markings and other related work.

The time allowed for the completion of the work included in the Construction Phase of the contract will be **85** working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d 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 2.55 .

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: 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.

Kirstin Huston, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: March 04, 2025

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

170 Working Days

The proposed project is located in Yavapai County on US 93 approximately 15 miles west of the Town of Wickenburg. The project begins at milepost 172.0 and extends to milepost 185.0. The work consists of milling the existing asphaltic concrete pavement and replacing it with new asphaltic concrete pavement. Additional work includes replacing guardrails and terminals, replacing deck joint, repair bridge deck surface, replacing pavement markings, and other miscellaneous work.

Bid Opening Date : 4/18/2025, Prequalification Required, Engineer Specialist : Patwary Mohammed

Project No.	Highway Termini	Location	Item
093 YV 172 F059201C 093-B-(222)T	KINGMAN-WICKENBURG HIGHWAY (US 93)	MP 172 - Moore Ranch Rd NorthWest District	103134

Rank	Bid Amount	Contractor Name	Address of Contractor
	$14,149,667.00	DEPARTMENT	
1	$15,897,676.43	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
2	$16,282,828.28	FISHER SAND & GRAVEL CO.	1302 W. DRIVERS WAY TEMPE, AZ 85284-
3	$16,477,777.00	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-
4	$16,897,967.00	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-
5	$21,408,756.24	PULICE CONSTRUCTION, INC.	8660 E. HARTFORD DRIVE, SUITE 305 SCOTTSDALE, AZ 85255-

Apparent Low Bidder is 12.4% Over Department Estimate (Difference = $1,748,009.43)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, APRIL 18, 2025, YEAR, AT 11:00 A.M. (M.S.T.)

TRACS NO	093 YV 172 F059201C
PROJECT NO	093-B(222)T
TERMINI	KINGMAN-WICKENBURG HIGHWAY (US 93)
LOCATION	MP 172 – MOORE RANCH ROAD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
093	172.0 to 185.0	NORTHWEST	103134

The amount programmed for this contract is $25,732,000. The location and description of the proposed work are as follows:

The proposed project is located in Yavapai County on US 93 approximately 15 miles west of the Town of Wickenburg. The project begins at milepost 172.0 and extends to milepost 185.0. The work consists of milling the existing asphaltic concrete pavement and replacing it with new asphaltic concrete pavement. Additional work includes replacing guardrails and terminals, replacing deck joint, repair bridge deck surface, replacing pavement markings, and other miscellaneous work.

The time allowed for the completion of the work included in the Construction Phase of the contract will be 170 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d 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 6.38.

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: Mohammed Patwary, MPatwary@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: 02/25/2025.

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

88 Working Days

The proposed project is located Mohave County, in Lake Havasu City along SR 95 between mile posts 183.2 and 188.1 in Mojave County MP from South Palo Verde Rd to Industrial Blvd and North Palo Verde Rd to Price Rd. The work consists of approximately 2.2 miles of raised median and other related work.

Bid Opening Date : 4/4/2025, Prequalification Required, Engineer Specialist : Jalal Kamal

Project No.	Highway Termini	Location	Item
095 MO 183 F064801C 095-C-(228)T	QUARTZSITE-PARKER-TOPOCK HWY (SR 95)	S Palo Verde Blvd - Price Rd. NorthWest District	103636

Rank	Bid Amount	Contractor Name	Address of Contractor
1	$2,825,500.00	COMBS CONSTRUCTION COMPANY, INC.	1903 WEST PARKSIDE LANE, SUITE #100 GLENDALE, AZ 85027-
2	$2,879,609.00	K E & G CONSTRUCTION, INC.	3949 E. IRVINGTON ROAD TUCSON, AZ 85714-
3	$2,944,949.00	MCCORMICK CONSTRUCTION CO.	P.O. BOX 545 BULLHEAD CITY, AZ 86430-
4	$2,945,884.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714-
5	$3,222,222.00	HAWK CONTRACTING LLC	1022 E. LOYOLA DRIVE TEMPE, AZ 85282-
	$3,846,284.80	DEPARTMENT	

Apparent Low Bidder is 26.5% Under Department Estimate (Difference = ($1,020,784.80))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, APRIL 04, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO	095 MO 183 F0648 01C
PROJECT NO	095-C(228)T
TERMINI	QUARTZITE-PARKER TOPOCK HWY (SR 95)
LOCATION	S. PALO VERDE BLVD. – PRICE RD.

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 95	183.20 to 188.10	NORTHWEST	103636

The amount programmed for this contract is $ 4,916,000. The location and description of the proposed work are as follows:

The proposed project is located Mohave County, in Lake Havasu City along SR 95 between mile posts 183.2 and 188.1 in Mojave County MP from South Palo Verde Rd to Industrial Blvd and North Palo Verde Rd to Price Rd. The work consists of approximately 2.2 miles of raised median and other related work.

The time allowed for the completion of the work included in this contract will be 88 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 3.25.

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: 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: FEBRUARY 21, 2025

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

155 Calendar Days

The proposed project is located in Pima County at the Canoa Ranch Rest Areas on Interstate 19 (I-19). The proposed project consists of upgrading the existing weigh-in-motion (WIM) system to accommodate Automated Tire Pressure Screening (ATPS) sensors.

Bid Opening Date : 4/11/2025, Prequalification Required, Engineer Specialist : Mike Wechselberger

Project No.	Highway Termini	Location	Item
999 UN 999 F060201C 999-A-(564)T	NOGALES - TUCSON HWY	I-10 and 1-19 rest Areas SouthCent District	103663

Rank	Bid Amount	Contractor Name	Address of Contractor
1	$331,700.20	MICHIANA CONTRACTING, INC.	7843 LILAC ROAD PLYMOUTH, IN 46563-
2	$348,444.00	ROADWAY ELECTRIC, LLC	8660 E. Hartford Drive # 305 Scottsdale, AZ 85255-
	$397,477.50	DEPARTMENT	

Apparent Low Bidder is 16.5% Under Department Estimate (Difference = ($65,777.30))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, APRIL 11, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO	999 SW 000 F0602 01C
PROJECT NO	999-A(564)T
TERMINI	NOGALES - TUCSON HWY
LOCATION	I-19 REST AREAS

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I19	32.12 to 34.28	SOUTHCENTRAL	103663

The amount programmed for this contract is $550,000. The location and description of the proposed work are as follows:

The proposed project is located is located in Pima County at the Canoa Ranch Rest Areas on Interstate 19 (I-19). The proposed project consists of upgrading the existing weigh-in-motion (WIM) system to accommodate Automated Tire Pressure Screening (ATPS) sensors.

The time allowed for the completion of the work included in this contract will be 155 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.

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: Mike Wechselberger, mwechselberger@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: March 3, 2025

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

110 Working Days

The proposed project is located in the City of Eloy in Pinal County at the intersection of Battaglia Drive and Tweedy Road. The proposed work consists of the installation of new intersection light poles, luminaires, and other related work.

Bid Opening Date : 4/11/2025, Prequalification Required, Engineer Specialist : Mowery-Racz Thomas

Project No.	Highway Termini	Location	Item
0000 PN ELY T047201C ELY-0-(208)T	CITY OF ELOY	Battaglia Dr and Tweedy Rd Int SouthCent District	103620

Rank	Bid Amount	Contractor Name	Address of Contractor
1	$89,417.00	ROADWAY ELECTRIC, LLC	8660 E. Hartford Drive # 305 Scottsdale, AZ 85255-
2	$99,628.00	MICHIANA CONTRACTING, INC.	7843 LILAC ROAD PLYMOUTH, IN 46563-
	$120,360.00	DEPARTMENT	
3	$120,910.00	AJP ELECTRIC, INC.	1920 W. CHERYL DRIVE PHOENIX, AZ 85021-
4	$124,490.00	CONTRACTORS WEST, INC.	1830 W. BROADWAY RD. MESA, AZ 85202-1125
5	$129,921.00	HAWK CONTRACTING LLC	1022 E. LOYOLA DRIVE TEMPE, AZ 85282-

Apparent Low Bidder is 25.7% Under Department Estimate (Difference = ($30,943.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, APRIL 11, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO	0000 PN ELY T047201C
PROJECT NO	ELY-0(208)T
TERMINI	City of Eloy
LOCATION	Intersection of Battaglia Dr. and Tweedy Rd.

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
n/a	n/a	SOUTHCENTRAL	103620

The amount programmed for this contract is $160,199. The location and description of the proposed work are as follows:

The proposed project is located in the City of Eloy in Pinal County at the intersection of Battaglia Drive and Tweedy Road. The proposed work consists of the installation of new intersection light poles, luminaires, and other related work.

The time allowed for the completion of the work included in this contract will be **110** 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 4.06.

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: Thomas Mowery-Racz, tmowery-racz@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: February 27, 2025