

# ARIZONA STATE TRANSPORTATION BOARD

Katie Hobbs, Governor

Jenn Daniels, Chair  
Ted Maxwell, Vice Chair  
Jenny Howard, Member  
Sam Elters, Member  
Jamescita Peshlakai, Member  
Alexis Hermosillo, Member  
Bruce Bracker, 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, August 15, 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, August 15, 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](mailto:CivilRightsOffice@azdot.gov). Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

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

### AGENDA

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

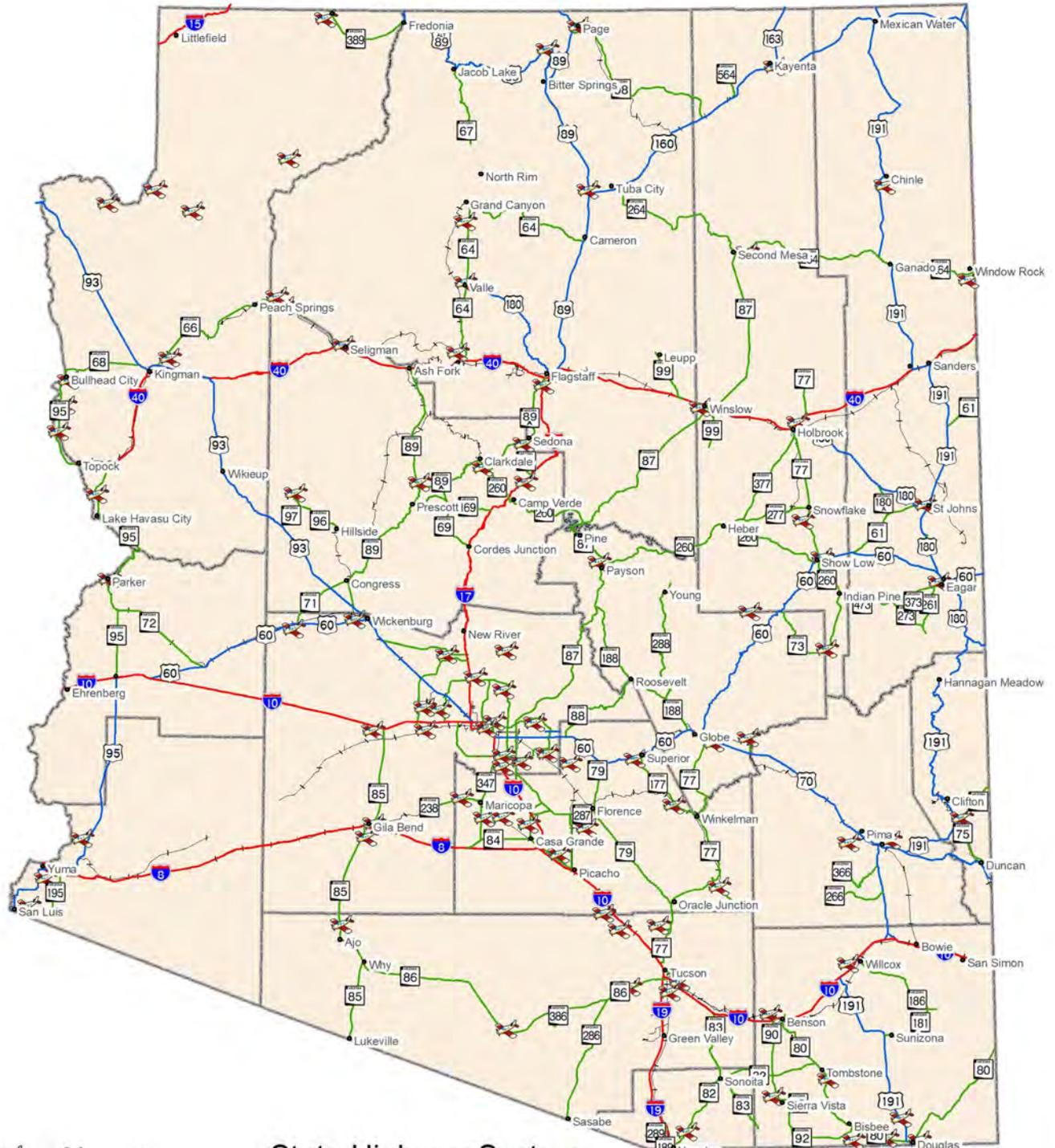
### ORDER DEFERRAL AND ACCELERATIONS OF AGENDA ITEMS, VOTE WITHOUT DISCUSSION

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

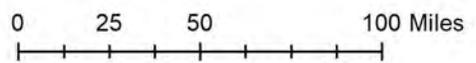
The Chairman will poll the members of the Board at the commencement of the meeting with regard to which items require discussion. Any agenda item identified by any Board member as one requiring discussion will be accelerated ahead of those items not identified as requiring discussion. All such accelerated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

**Dated this 8th day of August 2025**

# State Highway System with Railroads & Airports



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



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  
Graham County Board of Supervisors Chambers  
921 W. Thatcher Blvd.  
Safford, AZ 85546  
9:00 a.m., Friday, August 15, 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, August 15, 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 921 W. Thatcher Blvd., Safford, AZ 85546 or by telephone or video conference call. The Board may modify the agenda order, if necessary.

**Public Participation** Members of the public who want to observe or participate in the Transportation Board meeting can either attend in person or access the meeting by using the WebEx meeting link at [www.aztransportationboard.gov](http://www.aztransportationboard.gov). Join the meeting as a participant and follow the instruction to use your telephone to enable audio. For members of the public attending in person, physical access to the meeting place begins at 8:00 a.m.

**EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD**

Pursuant to A.R.S. 38-431.03 (A)(3), notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation for legal advice with legal counsel at its meeting on Friday August 15, 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](mailto:boardinfo@azdot.gov). The form is located on the Transportation Board’s website <https://aztransportationboard.gov/index.asp>. Request for Public Input Forms will be taken until 8:00 AM the morning of the Board Meeting. Since this is a telephonic/WebEx conference meeting everyone will be muted when they call into the meeting. When your name is called to provide your comments, you will indicate your presence by virtually raising your hand using your phone keypad or through the WebEx application.

To raise your hand over the phone:

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

To raise your hand using the WebEx computer or internet browser application:

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

To raise your hand using the WebEx iPhone or Android application:

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

### **IN PERSON:**

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

**A three minute time limit will be imposed.**

**BOARD MEETING****ITEM 1: Director's Report**

The Director will provide a report on current issues and events affecting ADOT.

(For information and discussion only — Jennifer Toth, Director)

**A) Overview of successes and current activities****B) 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— Southeast District**

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 — Todd Emery, Southeast District Administrator)

**\*ITEM 3: Consent Agenda**

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

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**Items on the Consent Agenda generally consist of the following:**

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

**ITEM 4: Financial Report**

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

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

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

**ITEM 5: Multimodal Planning Division Report**

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

- A) Tribal Transportation Update
- B) Last Minute items

(For information and discussion only — Matt Moul, Division Director, Multimodal Planning Division)

**\*ITEM 6: AZ State Match Advantage for Rural Transportation (AZ SMART) Fund Program (No Applications this Month)****\*ITEM 7: Priority Planning Advisory Committee (PPAC)**

Staff will present recommended PPAC actions to the Board including consideration of changes to the FY2026 - 2030 Statewide Transportation Facilities Construction Program.

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(For discussion and possible action — Matt Moul, Division Director, Multimodal Planning Division)

**ITEM 8: National Electric Vehicle Infrastructure (NEVI) Program Overview**

Staff will present the National Electric Vehicle Infrastructure Program overview  
(For discussion — Matt Moul, Division Director, Multimodal Planning Division)

**ITEM 9: State Engineer's Report**

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

(For information and discussion only — Greg Byres, State Engineer)

**\*ITEM 10: Construction Contracts**

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

(For discussion and possible action — Greg Byres, State Engineer)

**ITEM 11: Suggestions**

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

**\*Adjournment**

\*ITEMS that may require Board Action

**Items on the Consent Agenda generally consist of the following:**

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

**RIGHT OF WAY RESOLUTIONS (action as noted)**

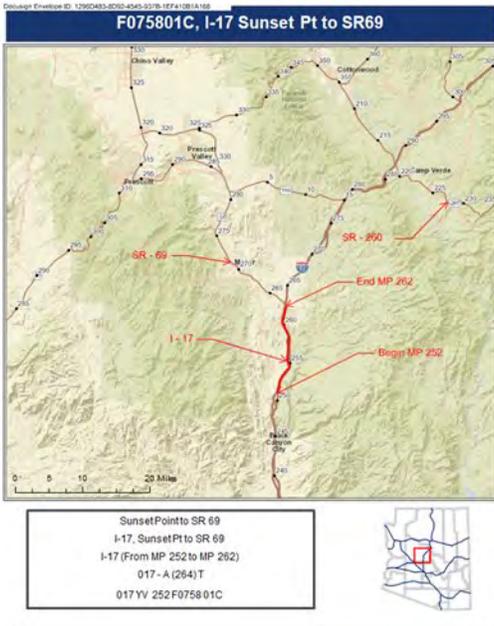
\*ITEM3a:RES. NO. 2025-06-A-030  
PROJECT: I-IR-10-3(91)  
HIGHWAY: PHOENIX - CASA GRANDE  
SECTION: I-17 - Frontage Road (W. Fillmore Street)  
ROUTE NO.: Interstate Route 17  
DISTRICT: Central  
COUNTY: Maricopa  
RECOMMENDATION: Establish new right of way as a state route and state highway to encompass fiber optic cable as an integral part of the State Transportation System.

\*

**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 3b: BOARD DISTRICT NO.: 6  
 BIDS OPENED: JULY 18, 2025  
 HIGHWAY: CORDES JCT-FLAGSTAFF HIGHWAY (I-17)  
 SECTION: SUNSET POINT – SR 69  
 COUNTY: YAVAPAI  
 ROUTE NO.: I-17  
 PROJECT : TRACS: 017-A(264)T: 017 YV 252 F075801C  
 FUNDING: 94.34% FED 5.66% STATE  
 LOW BIDDER: ASPHALT PAVING & SUPPLY, INC.  
 LOW BID AMOUNT: \$ 6,514,571.84  
 STATE ESTIMATE: \$ 6,975,979.00  
 \$ UNDER ESTIMATE: \$ 461,407.16  
 % UNDER ESTIMATE: 6.6%  
 PROJECT DBE GOAL: 0.0%  
 BIDDER DBE PLEDGE: N/A  
 NO. BIDDERS: 4  
 RECOMMENDATION: AWARD



5/11/2025

\*ITEM :3c BOARD DISTRICT NO.: 3  
 BIDS OPENED: JULY 18, 2025  
 HIGHWAY: PARKER CANYON LAKE – MT VIEW HIGHWAY (SR 83)  
 SECTION: BLACK OAK DR – LOWER ELGIN RD  
 COUNTY: SANTA CRUZ  
 ROUTE NO.: SR 83  
 PROJECT : TRACS: 083-A-NFA: 083 SC 028 F068801C  
 FUNDING: 100% STATE  
 LOW BIDDER: GRANITE CONSTRUCTION COMPANY  
 LOW BID AMOUNT: \$ 3,929,810.00  
 STATE ESTIMATE: \$ 4,363,165.50  
 \$ UNDER ESTIMATE: \$ 433,355.50  
 % UNDER ESTIMATE: 9.9%  
 PROJECT DBE GOAL: N/A  
 BIDDER DBE PLEDGE: N/A  
 NO. BIDDERS: 3  
 RECOMMENDATION: AWARD

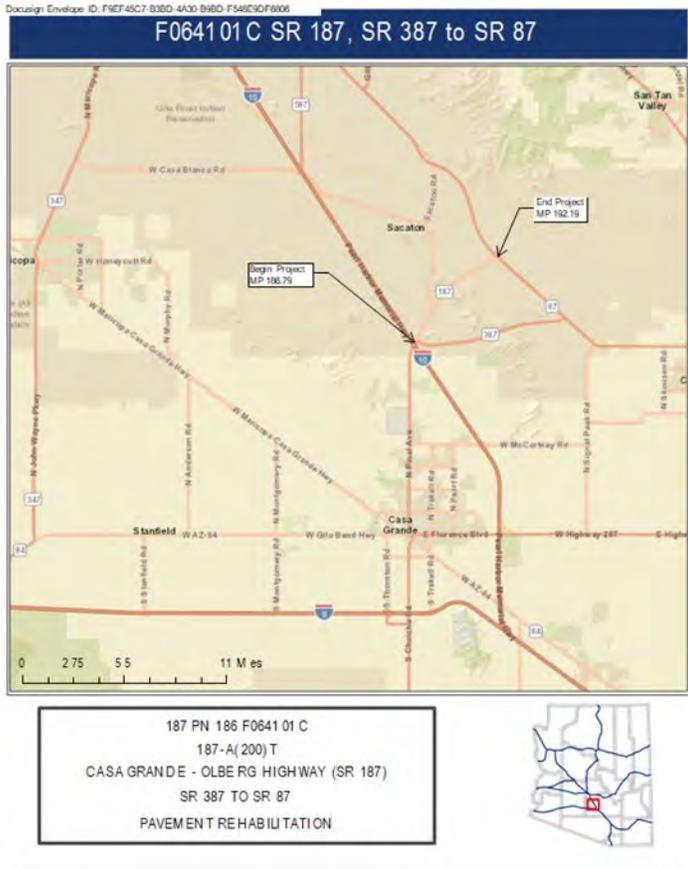


\*ITEM :3d BOARD DISTRICT NO.: 6  
 BIDS OPENED: JULY 18, 2025  
 HIGHWAY: HOOVER DAM – KINGMAN HIGHWAY (US 93)  
 SECTION: W. TONY AVE – W. ROCKY POINT AVE.  
 COUNTY: MOHAVE  
 ROUTE NO.: US 93  
 PROJECT : TRACS: 093-A(213)T: 093 MO 28 F069001C  
 FUNDING: 94.30% FED 5.70% STATE  
 LOW BIDDER: MCCORMICK CONSTRUCTION CO.  
 LOW BID AMOUNT: \$ 1,879,227.00  
 STATE ESTIMATE: \$ 1,720,251.00  
 \$ OVER ESTIMATE: \$ 158,976.00  
 % OVER ESTIMATE: 9.2%  
 PROJECT DBE GOAL: 0.0%  
 BIDDER DBE PLEDGE: N/A  
 NO. BIDDERS: 3  
 RECOMMENDATION: AWARD

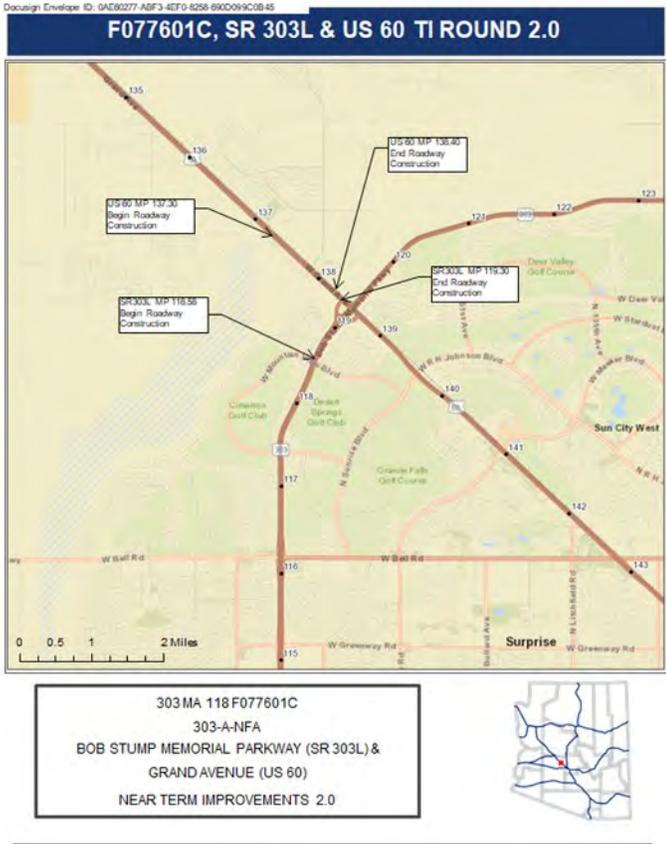


5/9/2025

\*ITEM :3e BOARD DISTRICT NO.: 4  
 BIDS OPENED: JULY 18, 2025  
 HIGHWAY: CASA GRANDE – OLBERG HIGHWAY (SR 187)  
 SECTION: SR 387 TO SR 87  
 COUNTY: PINAL  
 ROUTE NO.: SR 187  
 PROJECT : TRACS: 187-A(200)T: 187 PN 186 F064101C  
 FUNDING: 100% FED  
 LOW BIDDER: SUNLAND ASPHALT & CONSTRUCTION, LLC.  
 LOW BID AMOUNT: \$ 9,831,499.00  
 STATE ESTIMATE: \$ 11,172,441.75  
 \$ UNDER ESTIMATE: \$ 1,340,942.75  
 % UNDER ESTIMATE: 12.0%  
 PROJECT DBE GOAL: 5.41%  
 BIDDER DBE PLEDGE: 5.44%  
 NO. BIDDERS: 5  
 RECOMMENDATION: AWARD



\*ITEM 3f: BOARD DISTRICT NO.: 1  
 BIDS OPENED: JULY 11, 2025  
 HIGHWAY: BOB STUMP MEMORIAL PARKWAY (SR 303L)  
 SECTION: SR 303L & US 60 TI ROUND 2.0  
 COUNTY: MARICOPA  
 ROUTE NO.: SR 303L  
 PROJECT : TRACS: 303-A-NFA: 303 MA 118 F077601C  
 FUNDING: 100% STATE  
 LOW BIDDER: GRANITE CONSTRUCTION COMPANY  
 LOW BID AMOUNT: \$ 1,794,209.00  
 STATE ESTIMATE: \$ 1,933,531.00  
 \$ UNDER ESTIMATE: \$ 139,322.00  
 % UNDER ESTIMATE: 7.2%  
 PROJECT DBE GOAL: N/A  
 BIDDER DBE PLEDGE: N/A  
 NO. BIDDERS: 2  
 RECOMMENDATION: AWARD



August 15, 2025

RES. NO. 2025-08-A-037  
PROJECT: 096 YV 010 F0584 / 096-A(200)T  
HIGHWAY: BAGDAD - HILLSIDE  
SECTION: Santa Maria River Bridge  
ROUTE NO.: State Route 96  
DISTRICT: Northwest  
COUNTY: Yavapai

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Project Delivery and Operations Division has made a thorough investigation concerning the establishment and improvement of the Bagdad - Hillside Highway, State Route 96, 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 rehabilitation, 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 for this improvement project.

The new right of way to be established as a state route and acquired for the improvements is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Project Delivery and Operations Division, Phoenix, Arizona, entitled: "Stage IV Design Plans, dated June of 2025, of the BAGDAD - HILLSIDE HIGHWAY, Santa Maria River Bridge, Project 096 YV 010 F0584 01C / 096-A(200)T".

August 15, 2025

RES. NO. 2025-08-A-037  
PROJECT: 096 YV 010 F0584 / 096-A(200)T  
HIGHWAY: BAGDAD - HILLSIDE  
SECTION: Santa Maria River Bridge  
ROUTE NO.: State Route 96  
DISTRICT: Northwest  
COUNTY: Yavapai

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

I further recommend the acquisition of the new right of way, pursuant to Arizona Revised Statutes §§ 28-7092 and 28-7094, an estate in fee, or such other interest as required, including advance, future and early acquisition, access rights, exchanges 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

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

August 15, 2025

RES. NO. 2025-08-A-037  
PROJECT: 096 YV 010 F0584 / 096-A(200)T  
HIGHWAY: BAGDAD - HILLSIDE  
SECTION: Santa Maria River Bridge  
ROUTE NO.: State Route 96  
DISTRICT: Northwest  
COUNTY: Yavapai

RESOLUTION OF ESTABLISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on August 15, 2025, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the acquisition and establishment of new right of way for the improvement of the Bagdad - Hillside Highway, State Route 96, as set forth in the above referenced project.

New right of way is now needed to be utilized for bridge rehabilitation, 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 for this improvement project.

The new right of way to be established as a state route 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, Project Delivery and Operations Division, Phoenix, Arizona, entitled: "Stage IV Design Plans, dated June of 2025, of the BAGDAD - HILLSIDE HIGHWAY, Santa Maria River Bridge, Project 096 YV 010 F0584 01C / 096-A(200)T".

August 15, 2025

RES. NO. 2025-08-A-037  
PROJECT: 096 YV 010 F0584 / 096-A(200)T  
HIGHWAY: BAGDAD - HILLSIDE  
SECTION: Santa Maria River Bridge  
ROUTE NO.: State Route 96  
DISTRICT: Northwest  
COUNTY: Yavapai

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

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended acquisition and establishment of the new right of way needed for this improvement; 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 as depicted in Appendix "A" is hereby designated a state route, and that prior to construction the new right of way shall be established as a state highway; be it further

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

August 15, 2025

RES. NO. 2025-08-A-037  
PROJECT: 096 YV 010 F0584 / 096-A(200)T  
HIGHWAY: BAGDAD - HILLSIDE  
SECTION: Santa Maria River Bridge  
ROUTE NO.: State Route 96  
DISTRICT: Northwest  
COUNTY: Yavapai

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

August 15, 2025

RES. NO. 2025-08-A-037  
PROJECT: 096 YV 010 F0584 / 096-A(200)T  
HIGHWAY: BAGDAD - HILLSIDE  
SECTION: Santa Maria River Bridge  
ROUTE NO.: State Route 96  
DISTRICT: Northwest  
COUNTY: Yavapai

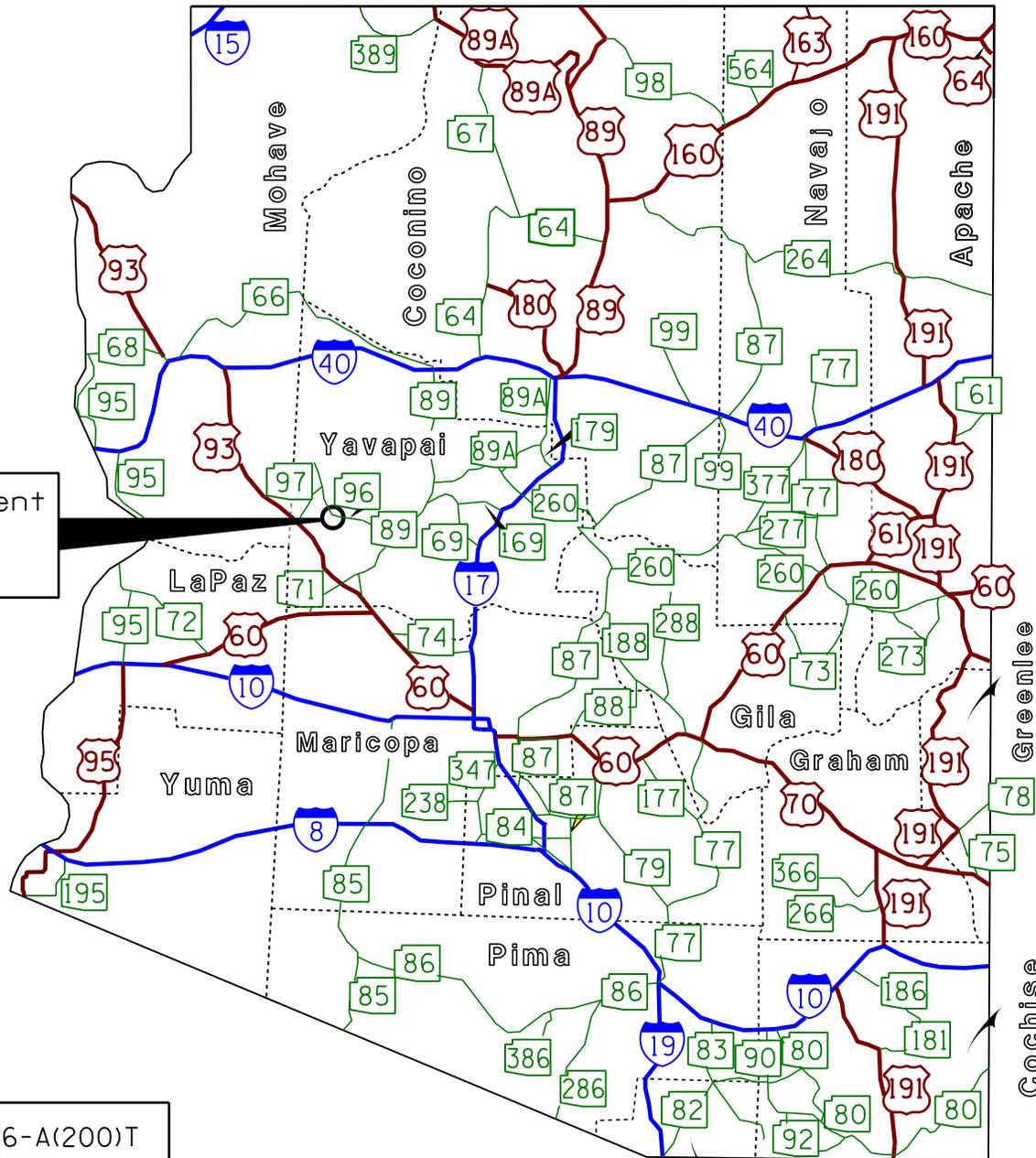
CERTIFICATION

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 August 15, 2025.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on August 15, 2025.

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

**Seal**



Area of Establishment  
See Sheet 2 of 2  
for Details



096 YV 010 F0584 / 096-A(200)T  
BAGDAD - HILLSIDE HIGHWAY  
Santa Maria River Bridge  
Yavapai County

**APPENDIX "A"**

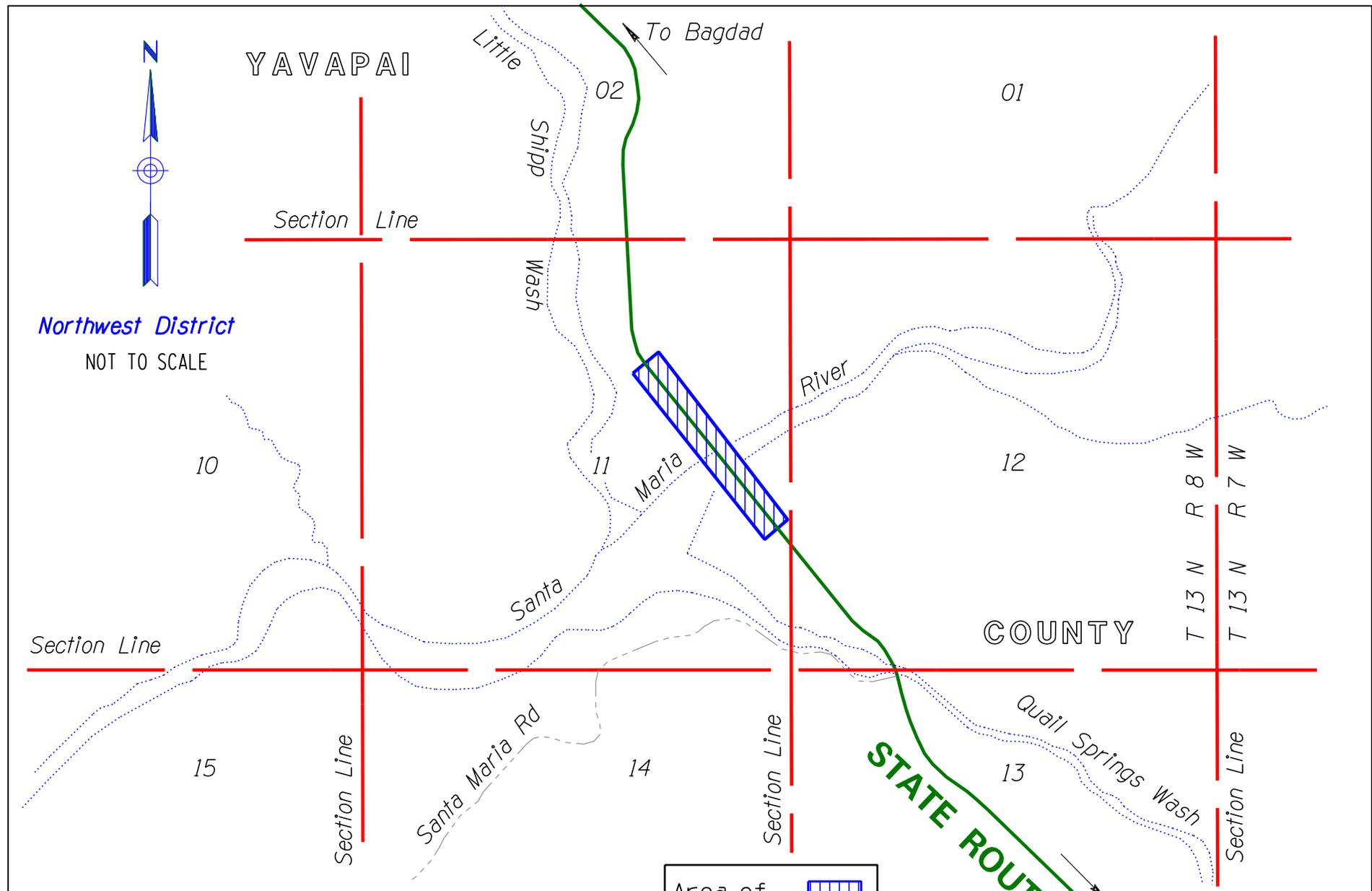
2025-08-A-037  
August 15, 2025  
Sheet 1 of 2



Northwest District  
NOT TO SCALE

YAVAPAI

COUNTY



Area of Establishment 

**APPENDIX "A"**

096 YV 010 F0584 / 096-A(200)T  
BAGDAD - HILLSIDE HIGHWAY  
Santa Maria River Bridge  
Yavapai County

2025-08-A-037  
August 15, 2025  
Sheet 2 of 2

**STATE TRANSPORTATION BOARD MEETING  
VIRTUAL TELEPHONIC/WEBEX ATTENDANCE**

**City of Surprise  
16000 N. Civic Center Plaza  
Surprise, Arizona 85374  
9:00am, February 21, 2025**

**Call to Order**

Chair Jen Daniels called the State Transportation Board Meeting to order at 9:00 a.m.

**Pledge**

The Pledge of Allegiance was led by Floyd Roerich

**Roll Call by Board Secretary, Karen Eatherly**

A quorum of the State Transportation Board was present. **In attendance (Virtual):** Chair Jenn Daniels, Vice Chairman Ted Maxwell, Board Member Howard, Board Member Sam Elters, and Board Member Jamescita Peshlakai participated virtually via WebEx. Board Member Richard Searle was not in attendance. There were approximately 53 members of the public on-line and approximately 31 attendees in person.

**Opening Remarks**

Chair Jenn Daniels thanked city of Surprise for hosting the meeting.

**Title VI of the Civil Rights Act**

Floyd Roerich, 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/STUDY SESSION

REPORTER'S TRANSCRIPT OF PROCEEDINGS

VIA WEBEX AND IN PERSON AT:

CITY OF SURPRISE  
16000 North Civic Center Plaza  
Surprise, Arizona 85374

February 21, 2025  
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)

2

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

6  
7 PARTICIPANTS:

8 Board Members:

9 Jenn Daniels, Chair  
10 Ted Maxwell, Vice Chair  
11 Sam Elters, Board Member  
12 Jenny Howard, Board Member  
13 Jamescita Peshlakai, Board Member

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1 (Beginning of excerpt.)  
 2 CHAIRWOMAN DANIELS: Thank you, Floyd. And that  
 3 moves us on to the call to the audience. Just a few sort of  
 4 housekeeping things. We're going to do the in-person call to  
 5 the audience first, and then we'll do the virtual. If you are  
 6 online, you'll need to virtually raise your hand through I think  
 7 hitting star six; is that correct, Floyd? Yes.

8 MR. ROEHRICH: Yes. Ma'am.  
 9 CHAIRWOMAN DANIELS: Okay. Star six.  
 10 Everyone will be held to a three-minute time  
 11 limit, and I apologize in advance if we have to cut you off. It  
 12 is not my favorite thing to do, but it is something we have to  
 13 do in order to adhere to our agenda.

14 So we will start with -- in person with Eric  
 15 Boyles, the Surprise Transportation Director, and on deck will  
 16 be Mayor Nancy Smith from the City of Maricopa. Eric.

17 MR. BOYLES: Chair Daniels, members of the  
 18 Transportation Board, thank you very much for coming here this  
 19 morning. On behalf of the City, we just wanted to express our  
 20 gratitude for choosing our location to hold one of your  
 21 meetings.

22 As you know, the State Route 303 and US-60 are  
 23 right in our back yard here, and I also just want to thank the  
 24 ADOT staff, Director Toth and all that she does partnering with  
 25 the City on projects along those corridors. It's -- the

1 relationship between ADOT and the City of Surprise is one that's  
 2 great, and I thank you guys for that. So I just wanted to say  
 3 thank you again.

4 CHAIRWOMAN DANIELS: Thank you. Thanks for  
 5 hosting.

6 Mayor Nancy Smith. On deck will be Katy Proctor.

7 MS. SMITH: Thank you, Chair, Vice Chair, Board  
 8 Members, Director Toth and staff. I appreciate the opportunity  
 9 to speak today.

10 As you know already, I'm here to speak on State  
 11 Route 347 and why it should be a priority for the State  
 12 Transportation Board members to ensure that that plan -- that  
 13 project in full is on the five-year plan, fully funded this  
 14 year.

15 As you know, the City of Maricopa has been a  
 16 great partner. We have a solid track record of partnering with  
 17 ADOT on projects. We've allowed ADOT to abandon over 30 lane  
 18 miles of State Route 347 and State Route 238 within our city  
 19 limits, allowing that budget to be used elsewhere within the  
 20 state for ADOT. We have also worked with ADOT directly on  
 21 projects within our city, sharing the costs for those projects.

22 We are now proposing, as you all know, another  
 23 partnership, one where the City would financially contribute a  
 24 large portion of the total cost to widen the Pinal County  
 25 segment of State Route 347. Our city made this announcement to

1 our residents last week in a planning meeting, so we're serious  
 2 about this. We think it's a stellar partnership, a good example  
 3 for the entire state and all communities to use.

4 With the history of working together and our  
 5 continued partnership with stakeholders and agencies, we are  
 6 well positioned to make this project happen. Our ability to  
 7 provide this significant local contribution is not the only  
 8 reason this project should be considered for inclusion in the  
 9 program, but it is a very valid reason, and let me share why.

10 The State Transportation Board has policies in  
 11 place that encourage this kind of local investment and  
 12 partnership. Policy 26 provides guidance regarding  
 13 prioritization of projects with local funding. Policy 18  
 14 encourages this type of creative funding. So the State  
 15 Transportation has clearly put thought into the importance of  
 16 having local investment in these projects, and you have a  
 17 precedence of prioritizing projects that achieve that  
 18 partnership.

19 While we respect the data-driven process that  
 20 goes into P2P, the facts are clear. There are very compelling  
 21 reasons to reprioritize this project. The State Route 347 needs  
 22 to be widened now. We just had a serious accident again last  
 23 night.

24 For all reasons I have outlined, please make the  
 25 State Route 347 a priority and bring it into your five-year plan

1 as a funded project this year. Thank you very much.

2 CHAIRWOMAN DANIELS: Thank you, Mayor.  
 3 Katy Proctor, and on deck will be Bill Robertson.

4 MS. PROCTOR: Good morning, Madam Chair, members.  
 5 My name is Katy Proctor. I'm here on behalf of the City of  
 6 Maricopa, and I'm also asking you to please include the 347  
 7 winding project in your five-year program this year.

8 I want to talk to you about a couple reasons why  
 9 we do think it should be a prioritization. The first is volume.  
 10 There's about 58,000 vehicles that travel on this road every  
 11 single day. For reference, that's similar to the number that go  
 12 on I-8 through Yuma, on I-10 through Casa Grande, and on I-17  
 13 north of Anthem Way. It's actually 10,000 vehicles more per day  
 14 than go on I-40 through Flagstaff. And right now, we're doing  
 15 that all with two lanes in each direction and traffic lights.  
 16 That's why it doesn't work, and that's why you've heard from our  
 17 residents for the last two years about the concerns with the  
 18 road safety and congestion.

19 I'm going to also share with you that we have  
 20 growth, obviously. We have a lot of growth on the horizon.  
 21 We're projected to have about 80,000 vehicles on that road in  
 22 the next 20 to 25 years, which tracks with what we see in the  
 23 City of Maricopa. We've issued almost 6,000 housing permits in  
 24 the last three years.

25 The reason for that growth is simple. Our

1 community is one of the most affordable in the Phoenix metro  
2 region. People are coming to the City of Maricopa because they  
3 want to be homeowners, and they want to participate in our city  
4 and have a place where they can call their own, and that growth  
5 will continue as long as the housing market continues in its  
6 current state, and as long as our state continues to respect  
7 private property rights the way our statutes do. That is not  
8 something that the City controls. That is something that the  
9 private sector controls, and it's something that we have to be  
10 prepared for, because we are at 75,000 right now, and we will be  
11 at 100,000 within the next five years.

12 The road is already failing. It's failing from a  
13 technical perspective, and it's failing from the perspective of  
14 our residents and the community, but we can work together today,  
15 and we can make sure that we are part of the solution. The  
16 solution is to prioritize this section of road and make it part  
17 of the five-year program and partner with the City of Maricopa  
18 so that our residents can make it home safely. Thank you.

19 CHAIRWOMAN DANIELS: Thank you, Katy.  
20 Bill, and after Bill will be Ron Angerame.

21 MR. ROBERTSON: Thank you, Chair Daniels, Board  
22 Members, Director Toth. Thank you for the important work that  
23 you do. We know it's no easy task. You have to balance the  
24 needs against the available funding, and we understand that  
25 completely, and like the mayor said, we're willing to

1 participate. My name is Bill Robertson. I'm a resident of the  
2 City of Maricopa, and I chair the Planning and Zoning  
3 Commission, and I'm a member of the infamous 347facts.com  
4 Committee.

5 It's very important today that you hear all of  
6 our concerns and what we're willing to do to move this project  
7 forward. I'm going to address the growth. Being a commissioner  
8 on the Planning & Zoning Commission, growth is something I deal  
9 with on a weekly basis in the City of Maricopa. There are  
10 currently upwards of 70,000 new entitlements for homes in the  
11 City of Maricopa. There are 20,000 new entitlements on the  
12 books now for the region, for Pinal County, surrounding the City  
13 of Maricopa. This increases the capacity, which is already at  
14 limits on State Route 347. There is no doubt that the road is  
15 in crisis and is now exceeding its capacity. It's the old how  
16 many pounds of potatoes can you put in a five-pound sack? If  
17 you put ten pounds of potatoes in a five-pound sack, you know  
18 the outcome. We are experiencing the outcome. They mentioned  
19 that we had a fatality last night on 347. This is becoming a  
20 recurring theme.

21 They're currently -- the region we talked about,  
22 I gave -- you have a handout in front of you about Gila River  
23 Indian Community and their vast plan to develop the area of 347  
24 around the old Maricopa Road intersection all the way down to  
25 almost Riggs Road. This includes hotels, business complex,

1 sports complex, entertainment. This will bring thousands of  
2 more cars to an intersection that was recently improved in the  
3 last five years at the old Maricopa Road, which has already  
4 exceeded its capacity. It was more of a temporary fix at the  
5 time, but going forward, we know we need a permanent fix.

6 Senator TJ Shope introduced Senate Bill 1617,  
7 where we testified just the other day at the State House to move  
8 that funding forward. It was pushed back for various reasons.  
9 We won't get into the politics of it, but it was pushed back,  
10 and we are -- so far been successful. It cleared the House --  
11 or the Senate, and it will now move on to the House, and then on  
12 to the floor for a final vote to move that project forward.

13 That project was likely going to be underway sometime the end of  
14 2026. So getting this expansion of 347 back into the five-year  
15 plan where it needs to be will line up perfectly with the  
16 expansion of the Riggs Road overpass, which was to be  
17 designed -- the design is completed now -- which will include  
18 ability to expand to three lanes each direction of 347.

19 CHAIRWOMAN DANIELS: Forgive me, Mr. Robertson.  
20 Your time is up.

21 MR. ROBERTSON: Thank you for your -- for your  
22 concern, and thank you for your actions. Throw us a bone  
23 through your leadership. Thank you.

24 CHAIRWOMAN DANIELS: Thank you very much.  
25 Ron, you're up, and on deck is Kristena Dugan.

1 Ron, will you say your last name for me so I can get it right  
2 next --

3 MR. ANGERAME: It's Angerame.

4 CHAIRWOMAN DANIELS: Angerame?

5 MR. ANGERAME: It's a tough one, I know.

6 CHAIRWOMAN DANIELS: Okay.

7 MR. ANGERAME: Good morning, members of the  
8 Board, and thank you for your time this morning. My name is Ron  
9 Angerame, and I stand before you today as the voice of tens of  
10 thousands of Maricopa residents, drivers, business owners,  
11 parents and commuters who have made abundantly one thing clear:  
12 State Route 347 must be a priority.

13 Over the last two years, you have heard our  
14 citizens tell you this time and time again, thousands of emails,  
15 countless meetings. We have participated in this process,  
16 provided data, shared personal stories, and made sure you  
17 understand just how important this project is to our families  
18 and our future.

19 Last year, State Route 347 was the most commented  
20 on project in your program. Spoiler alert. It will be again  
21 this year. Why? Because the issues haven't gone away. The  
22 dangerous conditions still haven't improved. The long commutes,  
23 the unpredictable travel times, the accidents, we live with  
24 these consequences every single day.

25 This isn't about -- just about inconvenience.

1 It's about safety. It's about families who worry every time a  
 2 loved one leaves for work. It's about emergency responders who  
 3 have to navigate gridlock to reach those in need. It's about  
 4 parents who just want to get their kids home from school without  
 5 sitting -- without sitting in traffic for an hour.

6 I understand projects like this take time,  
 7 planning and funding, but I have to ask, how much longer? How  
 8 many more studies? How many more discussions? How many more  
 9 accidents before we see real action? The ranking system may  
 10 assign numbers to this project, but it doesn't measure the human  
 11 cost of continuous delays. You can.

12 347 is not just a Maricopa issue. It's a  
 13 regional issue. It connects Phoenix to Pinal County. It serves  
 14 as a critical corridor for workers, businesses and emergency  
 15 services. The growth in our region is undeniable, and the  
 16 traffic will not decrease. If we don't act now, the problem  
 17 will only become more expensive, more dangerous and more  
 18 difficult to fix.

19 Through your leadership, this can be the year we  
 20 fixed State Route 347, not another temporary patch, but with  
 21 real solutions that will sustain our community, support economic  
 22 growth and, more importantly, keep people safe.

23 So today I ask you, what's next? What steps can  
 24 we take together to move this forward? We don't want to stand  
 25 here again next year having this same conversation. We are

1 ready to partner with you, push for funding and to advocate at  
 2 every level necessary. The community has done its part. We  
 3 have spoken. We have participated, and we have made our  
 4 priorities clear. Now we ask you to do yours. Let's make 2025  
 5 the year we deliver on the promise of a better State Route 347.  
 6 Let's not just hear the voices of the people. Let's act on  
 7 them. Thank you.

8 CHAIRWOMAN DANIELS: Thank you, Ron.  
 9 Kristena, you're up, and on deck is Adam Leach.

10 MS. DUGAN: Good morning. Chair Daniels, State  
 11 Transportation Board, staff and Director Toth. My name is Tena  
 12 Dugan. Kristena is what you call me when I'm in trouble. And  
 13 I'm here today to advocate for the full State Route 347 project  
 14 to be a State Transportation Board priority in the upcoming  
 15 five-year transportation plan, because safety is my top concern.

16 State Route 347 serves as a critical connection  
 17 between Maricopa and the Phoenix metro area, and it's essential  
 18 we make it safer for the thousands who rely on it daily.  
 19 Accidents on State Route 347 are not a rare occurrence. They're  
 20 well-documented and a regular problem. Between 2014 and 2023,  
 21 over 2,500 accidents were reported on this stretch of road, and  
 22 of those, more than -- what were you doing 14 hours ago?  
 23 Because the number changed from 80 to 81 were fatalities or  
 24 serious injuries. Last night was a fatality. This includes  
 25 heartbreaking incidents like the tragic death of a young man on

1 Christmas Eve and the untimely passing of a young softball  
 2 player, both victims of crashes on 347.

3 ADOT's own safety road -- road safety assessment  
 4 highlighted nearly 1,000 accidents in a recent five-year period.  
 5 That's nearly one every other day. Fifteen of those involved at  
 6 least -- I'm sorry -- 16 involved at least one fatality, and 21  
 7 in recent resulted in serious injuries.

8 To make matters worse, State Route 347 includes  
 9 one of the top ten most dangerous intersections in the western  
 10 United States, and it's the number three intersection for  
 11 accidents in Arizona. But these statistics aren't just numbers.  
 12 They represent real people like you and me, our neighbors, our  
 13 family members and friends, who are left with life altering  
 14 consequences. Every single one of these incidents and accidents  
 15 impacts our community.

16 In March of 2018, the State Route 347/State Route  
 17 84, which is where our farm is located, by the way, corridor  
 18 profile study conducted by Kimley-Horn for ADOT recommended  
 19 widening State Route 347 to six lanes. That was 2018, seven  
 20 years ago. The study recognized the urgent need for  
 21 improvement, so we cannot afford to delay further action on a  
 22 project that has already been identified as critical for safety  
 23 and traffic management.

24 During the winter months, when visitors flock to  
 25 Arizona, we see a dramatic increase in traffic on State Route

1 347. This is not due to diverted traffic, but simply because of  
 2 a higher number of cars on a roadway that has not seen any  
 3 significant improvements since 1997. And you may have heard me  
 4 before talk about the fact that I moved to Maricopa, to  
 5 Stanfield, when there was only one lane each direction on what  
 6 was known as Maricopa Road at that time. So I've seen a lot in  
 7 my years.

8 CHAIRWOMAN DANIELS: Tena, forgive me. That is  
 9 your time.

10 MS. DUGAN: I know.

11 CHAIRWOMAN DANIELS: Okay.

12 MS. DUGAN: For the reasons I've outlined, please  
 13 make State Route 347 a priority and bring it into your five-year  
 14 plan as a funded project. Thank you so much for the  
 15 opportunity.

16 CHAIRWOMAN DANIELS: Thank you, Tena. You are  
 17 not in trouble.

18 Adam, you're up, and Toryn Terrell's on deck.

19 MR. LEACH: Good morning, Chair, Vice Chair,  
 20 board members. My name is Adam Leach. I'm here today as a  
 21 resident of the City of Maricopa and a voice of many Maricopa  
 22 residents. I'm asking you for the full State Route 347 project  
 23 to be on your State's -- Transportation Board's five-year plan  
 24 as a fully funded project. Delaying the project of SR-347 is  
 25 not just a transportation issue. It's an economic setback for

1 Pinal County and the State of Arizona.  
2 This virtual corridor connects the City of  
3 Maricopa to I-10, supporting the movement of people, goods,  
4 services across the region. As congestion worsens, businesses  
5 face higher economic and operational costs, longer delivery  
6 times, reduced productivity and directly impacting economic  
7 growth.

8 Recent evaluations by the Maricopa Association of  
9 Governors (sic), MAG, show the project costs are rising rapidly  
10 due to inflation and supply chain disruptions, labor shortages.  
11 ADOT's Construction Cost Index confirms this trend with  
12 significant course increases across our state.

13 Every year this project is delayed means higher  
14 expenses for taxpayers, fewer funds available for future  
15 infrastructure projects. The economic consequences go beyond  
16 rising construction costs. Failing to approve the full SR-347  
17 project now means lost opportunity for job creation, limited  
18 business expansion, and the loss of investment in our country --  
19 in our county and region.

20 Increase of traffic congestion leads to longer  
21 commute times, higher fuel costs, and reduces access to key  
22 markets, further discouraging new businesses from site selecting  
23 land to build in this area. Investing in a full expansion of  
24 SR-347 today will ease congestion, improve freight movement, and  
25 unlock the full economic potential of this corridor.

1 The longer we wait, the more expensive the  
2 project becomes, and the greater the economic losses to this  
3 county and to the State of Arizona. While I respect the data-  
4 driven process that goes into P2P, these facts are clear. I  
5 need your support, Chair, Vice Chair and Board, to make this a  
6 priority to bring it into your five-year program as a fully  
7 funded project. Thank you. I appreciate it.

8 CHAIRWOMAN DANIELS: Thank you, Adam.

9 VICE CHAIR MAXWELL: Thank you.

10 CHAIRWOMAN DANIELS: Toryn up, with Rich --  
11 Supervisor Rich Vitiello -- sorry, Rich. I tried -- on deck.

12 MR. TERRELL: Good morning, Board Members. My  
13 name is Toryn Terrell. I am a resident of the City of Maricopa.  
14 I moved to Maricopa in 2019, and I witnessed the changes that  
15 have taken place.

16 What comes from me is basically -- this morning  
17 is a plea, a plea to put the 347 on the agenda. I am one of  
18 those 58,000 vehicles that travel on a daily basis to and from  
19 the city of Chandler, because that is my place of employment. I  
20 cannot tell you the things that I have witnessed on that road.  
21 So rather than talk about it and complain about it or anything  
22 else like that, I put myself in a position to be help -- be able  
23 to do something for it, become some kind of advocate in some  
24 way, shape or form, and to be able to help get these necessary  
25 changes.

1 Just a small instance, I witnessed countless  
2 motorcycles speeding down the middle of the highway while both  
3 lanes are sitting at a standstill. I've watched vehicles who  
4 are so scared to hurry up and get from here to Phoenix, to work  
5 or wherever it is that they have to go that they take the  
6 shoulder, all right, putting everyone else at risk, putting  
7 their own lives at risk. They're taking that chance, risking  
8 their life that day, for a road that could be easily fixed with  
9 just a decision.

10 We are prepared to move forward. We're prepared  
11 to get this done, because it is -- now, I know you may not be  
12 used to traveling that road daily, but as one of those persons  
13 who has -- is speaking for all of those that do have to travel,  
14 it is extremely necessary. I come to you right now just asking,  
15 please, please, please, this must be done. I thank you.

16 CHAIRWOMAN DANIELS: Thank you, Toryn.

17 Supervisor Vitiello, and on deck is Crystal  
18 Figueroa.

19 MR. VITIELLO: Good morning, Chairman, Vice  
20 Chair, Board Members, Director Toth. My name is Rich Vitiello.  
21 I am the Pinal County supervisor. I am the newest supervisor in  
22 Pinal County. I've lived in Maricopa for the last 19 years. I  
23 also was on the city councilman -- city council and former vice  
24 mayor.

25 The 347 has been an extremely problem (sic), as

1 you know. Okay? The overpass over the train tracks was a huge  
2 problem. It took 15 years, but we did it as a team. I'm coming  
3 to stand before you today again. On December 28th of 2016, my  
4 closest friend, Izzy Calderon, was in an accident. Now, he was  
5 two to three cars behind everybody when a gentleman came through  
6 the opposite way with a heart attack or an aneurysm, whatever it  
7 was, hit the oncoming traffic. A part flew through, hit him in  
8 the head. He is in a vegetative state today, still today, and  
9 will probably never come out of it. He's a loving father,  
10 uncle, parent, husband. He'll never see his family again.

11 Every year we had a softball tournament, and I  
12 come and stand before you numerous times with new jerseys every  
13 time. That is to raise 15 to \$20,000 every time I stand before  
14 you, asking you to beg to fix this. Now, fixing it will never  
15 bring him out of it, but the question is, do we need to have any  
16 more Izzy Calderons. And I've got to tell you something. As a  
17 Pinal County supervisor, I'm going to do everything in my power  
18 to help the City of Maricopa like I did prior as a city council  
19 member for the 15-year dilemma we had to go through to get the  
20 overpass over the train tracks. It's saving lives, and I know  
21 you guys know that, and I know you all have hearts, and I  
22 appreciate the hard work you do, because as a supervisor now, I  
23 get people coming in front of me asking me the same exact things  
24 for roads all over the county. And trust me, I do understand  
25 where you guys stand, and I sit in the same seat as you, with

1 parents, grandparents, children come before us and beg us to fix  
2 certain roads, and I just want to let you know that I do  
3 appreciate everything you do.

4 I stand out there on every election season that I  
5 run. I wave to 30,000 plus people driving out of my city, and I  
6 get the questions. What are you doing there? Why do you do  
7 this? And I tell them, it's because I'm not going to just  
8 complain. I'm going to win elections and help people get stuff  
9 done in our city and our county now.

10 So I beg you, please, no more Izzy Calderons.  
11 Unfortunately, like we said last night, there was one. I don't  
12 want to stand here every year and do this for somebody else. I  
13 do this for Izzy and his family. So I beg you from the bottom  
14 of my heart, please put us on the five-year plan. Thank you and  
15 God bless.

16 CHAIRWOMAN DANIELS: Thank you, Supervisor.  
17 Crystal is actually online, so we're going to  
18 move over to the virtual. I'll just take them in the order that  
19 we received them. Would Jerome Yazzie please raise his hand,  
20 and Jacqueline Begaye will be after Jerome.

21 Bryce.

22 WEBEX HOST: As a remind- -- oh, I have requested  
23 to unmute your line. You are now unmuted. We are unable to  
24 hear at this time. Could you try speaking again?

25 CHAIRWOMAN DANIELS: All right, Bryce. Let's

1 move to Jacqueline Begaye. Vice President Jacqueline Begaye,  
2 can you please raise your hand? Star six.

3 WEBEX HOST: I do have a Many Farms Chapter. I'm  
4 not sure if that is...

5 MR. ROEHRICH: Bryce, that is the correct --  
6 that's her group that she represents.

7 WEBEX HOST: Thank you, Floyd.

8 I've requested to unmute your line. You are now  
9 unmuted. You may speak.

10 MR. TSO: Good morning. Do you hear me?

11 CHAIRWOMAN DANIELS: Yes. Can you please state  
12 your name?

13 MR. TSO: Okay. On behalf of Jacqueline Begaye,  
14 this is Many Farms Chapter Planning & Zoning Commissioner  
15 (inaudible) Roland Tso. She had other business to take care of,  
16 so I'll be taking her place here.

17 CHAIRWOMAN DANIELS: Proceed. Thank you.

18 MR. TSO: Okay. Thank you, Chairman of the Board  
19 and Board Members, honorable Board Members. Thank you very much  
20 for allowing us time to speak on behalf of the Arizona SMART  
21 Fund application for the US-191 corridor -- safety corridor  
22 study. We appreciate you giving us the -- a chance to say what  
23 we need to say in here and for the safety of our communities.

24 We have three communities that we are advocating  
25 for. It's Many Farms Chapter, Round Rock Chapter, and Rock

1 Point Chapter. These are three communities that have come  
2 together. We have several issues that are mutually addressed,  
3 and we need to do a thorough study on US-191. We have from  
4 Milepost 460.3 down to Milepost approximately 500 that needs to  
5 have a safety corridor study.

6 We have -- we do not have all the information on  
7 crash studies, so we will be coming together as three  
8 communities to try to submit as much data as possible that we  
9 have gathered, and we will continue to gather. We do have  
10 issues such as bus pullouts. We have bus safety that's very  
11 important, school, school and students, about three schools in  
12 the community of Many Farms, plus a headstart, which is total  
13 for four schools.

14 We have a school in Round Rock, and then we also  
15 have a school in Rock Point. We have the Red Mesa School  
16 District that transports students from Round Rock, Arizona, out  
17 to Red Mesa, Arizona, which is quite a distance. So we do need  
18 that study. We have several flood areas within the 191  
19 corridor. We also need a study on that.

20 And then we also have vehicle versus pedestrian  
21 accidents that have occurred within these communities in certain  
22 areas that we'd like addressed to see how we can continue the  
23 planning process on these -- on these things.

24 We also have -- and we'd like to thank you, ADOT  
25 Board and Arizona Department of Transportation, for taking care

1 of some of the bridges along the area for improvement. We still  
2 have one that's pending, a very narrow bridge at four --  
3 Milepost 460.2 that continues to be a safety hazard to the  
4 community, tourists and people that are going through -- that  
5 use the thoroughfare prepared to this area. It's a very narrow  
6 bridge. It's not -- it's not actually a bridge. It's a  
7 culvert. It has a culvert on it. It's a -- it's like a water  
8 crossing.

9 So ADOT has been repairing the guardrails in  
10 these areas, and the people continue to damage that, and I'm  
11 assuming it's costing ADOT a lot of money for these guardrail  
12 repairs. So those are some of the things we want to look at --

13 CHAIRWOMAN DANIELS: Thank you, Mr. Tso. I  
14 apologize for --

15 MR. TSO: Yes.

16 CHAIRWOMAN DANIELS: -- interrupting you, but  
17 we -- you have reached your three-minute time limit. If you  
18 wouldn't mind just --

19 MR. TSO: Okay. Thank you.

20 CHAIRWOMAN DANIELS: Thank --

21 MR. TSO: Thank you very much.

22 CHAIRWOMAN DANIELS: Thank you. Appreciate it.  
23 We also have next up Priscilla Behnke online.

24 WEBEX HOST: (Inaudible) now unmuted.

25 MS. BEHNKE: Good after -- good morning. Can you

1 hear me?  
2 CHAIRWOMAN DANIELS: We can. Thank you. Please  
3 proceed.

4 MS. BEHNKE: Okay. I'm sorry.

5 CHAIRWOMAN DANIELS: You're great.

6 MS. BEHNKE: Well, good afternoon -- or morning,  
7 Board. My name is Priscilla Behnke, and I'm here representing  
8 Maricopa's parents and work -- our workforce faces significant  
9 challenges due to long commutes, with 69 percent of residents  
10 traveling 16 or more miles one way to work. Of these, 75  
11 percent rely on our SR-347 as their primary route, leading to  
12 heavy congestion, increased travel times, and greater stress on  
13 families.

14 These prolonged commutes not only reduce quality  
15 time between parents and children, but also create barriers to  
16 community involvement in neighborhood attachment. These are two  
17 critical protective factors that help prevent youth risk  
18 behaviors.

19 As a leader of a local nonprofit dedicated to  
20 youth and family well-being, I can see firsthand how these  
21 challenges are affecting our community. Many parents struggle  
22 to get into town after work due to the SR-347 delays, forcing us  
23 and other nonprofits to adapt our program hours to accommodate  
24 late arrivals. Even then, ongoing congestion has led us to  
25 explore financial burden of staying open later to serve families

1 impacted by extended commute times. This is not only a matter  
2 of convenience. It's a fundamental issue of family stability,  
3 youth supervision, and community connection.

4 Long commute times leave many youth unsupervised  
5 for extended periods, increasing their vulnerability to risky  
6 behaviors. At the same time, heavy traffic discourages parental  
7 involvement in school and community activities, further eroding  
8 protective factors that keep our kids safe and engaged.

9 Neighborhood attachment also suffers, as  
10 exhausted parents return home late, close their garage doors and  
11 have little opportunity to build relationships with their  
12 neighbors.

13 We're also learning that these commute times are  
14 affecting mornings, the parents dropping their kids off at  
15 childcare as early as 5:30 in the morning.

16 Reducing our congestion on the SR-347 is more  
17 than just a traffic solution. It's an investment in the well-  
18 being of Maricopa families. By prioritizing the SR-347, you  
19 have the opportunity to alleviate stress this road places on  
20 parents, strengthen neighborhood ties, and create a safer,  
21 healthier environment for our youth.

22 I respectfully request that you prioritize  
23 critical legislation to ensure that our growing community has  
24 the infrastructure needed to thrive. Thank you for your time.

25 CHAIRWOMAN DANIELS: Thank you, Priscilla.

1 Crystal Figueroa.

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

3 CHAIRWOMAN DANIELS: Crystal, are you there?

4 MS. FIGUEROA: Good morning, Madam Chair. Can  
5 you hear me?

6 CHAIRWOMAN DANIELS: We can. Thank you.

7 MS. FIGUEROA: Thank you.

8 My name is Crystal Figueroa, Yuma MPO Director.

9 Thank you for the opportunity to speak today.

10 Over the past several years, it has been  
11 wonderful to see the widening safety improvements on US-95 east  
12 of the city of Yuma. The collaboration between the local  
13 governments and ADOT has made this possible. This project has  
14 recognized (inaudible) regional priority in the Yuma region. As  
15 a result, at the local level, our member agencies and the US  
16 Army Proving Ground have been vested in having skin in the game.

17 Local efforts have secured millions of dollars,  
18 including state appropriations and successful grants such as a  
19 Defense Community Infrastructure grant that helped advance  
20 construction, the RAISE grant, which is funding the final design  
21 of the remaining quarter segments and the ADOT collaboration for  
22 AZ SMART funding.

23 As you can see, it has taken a proactive approach  
24 to seeking funding opportunities, and we have done it. We want  
25 to keep the momentum going on this project. I want and ask ADOT

1 leadership and board members to respectfully consider fully  
2 funding the shovel ready segment from Imperial Dam Road to  
3 Aberdeen Road during this program or the next five-year  
4 facilities construction program.

5 We have 33 million of state appropriations  
6 committed, and it would be detrimental if funding is  
7 jeopardized. I understand the project can be segmented into  
8 completing intersections. However, this would only prolong  
9 advancing the remaining ten miles project.

10 During the last board meeting, the Board approved  
11 expansion dollars in the -- in the draft 2026 to 2030 program  
12 that could be used for this shovel ready project. Please keep  
13 in mind that this corridor connects three interstates and has a  
14 profound impact on the community, the state and the national  
15 defense capabilities, as it is the new route connecting to YPG.

16 Our beloved former late State Transportation  
17 Board Member, Gary Knight, passionately championed the project  
18 during the time in public service. He understood the importance  
19 of widening safety improvements to the corridor at the local,  
20 state and national levels. For this reason, the Yuma MPO has  
21 submitted a proposal to the Arizona State Board of Geographic  
22 and Historic Names to designate portion of US-95, Milepost 31 to  
23 48, as the Gary Knight Memorial Highway. I invite board members  
24 to support the naming effort by visiting their website and  
25 filling out an individual response form, but I also continue --

1 but also to continue supporting his legacy and continue  
2 programming funds for this project and prioritize this project  
3 in the five-year facilities construction program.

4 Thank you once again for your continued  
5 leadership and dedication for improving Arizona's transportation  
6 infrastructure, and thank you ADOT staff for the letter of  
7 support for the naming effort. Thank you very much.

8 CHAIRWOMAN DANIELS: Thank you, Crystal.

9 The next one online is Jerome -- we'll go back to  
10 Jerome Yazzie. Is Jerome available?

11 WEBEX HOST: You are now unmuted.

12 MR. YAZZIE: Hello?

13 CHAIRWOMAN DANIELS: Jerome, I think we can hear  
14 you faintly. Can you speak up please?

15 MR. YAZZIE: Yeah. I'm here.

16 CHAIRWOMAN DANIELS: Terrific. We can hear you.  
17 Just speak as loud as you can.

18 MR. YAZZIE: Okay. My speech is about the --  
19 what Roland Tso was talking about earlier, about 191 expanding  
20 the highway and narrow roads and the bridges. My concern is  
21 about making the road wide enough and then for safety. I'm  
22 working for a school, so I'm a school bus driver. So my concern  
23 is about safe pullout for a bus, like a heavy traffic during  
24 eight o'clock in the morning, then five o'clock in the evening,  
25 all the way up to six o'clock, 6:30.

1 There's heavy traffic down on 191, for -- safe  
2 pullout for the bus for, like, unloading, and then a safe  
3 pullout for students, where we can pull up our buses, and that's  
4 my main concern about that one. So other than that, that's my  
5 suggestion for where 191 is from Milepost 460.2 all the way up  
6 to whatever route -- Milepost 500, I believe it was. So that's  
7 my main -- my main concern. So thank you.

8 CHAIRWOMAN DANIELS: Thank you, Jerome.  
9 Appreciate it.

10 There are two more in the room that wish to  
11 speak, and I apologize. I was holding you for Item 6, because  
12 that's what it says on here, but I realize I should have  
13 probably brought you up sooner, and I apologize. So Supervisor  
14 Shepherd from Apache County, you are up first with Supervisor  
15 Davis on deck. Thanks.

16 MR. SHEPHERD: Thank you, Chair Daniels, and  
17 members of the ADOT board. Thank you for the opportunity to  
18 come before you again to speak in light of Item 6, which is on  
19 the agenda today, and ask for your favorable approval of these  
20 projects, which are located in District Five of ADOT  
21 Transportation Board, and within Districts 1 and 3 in Apache  
22 County.

23 I also am here before you as the NACOG  
24 chairperson for the Regional Council and for our Transportation  
25 Advocacy Board. This project application is from NACOG, and

1 it's asking for 46,000 in local match for US-191 safety corridor  
2 study. As chair of NACOG, the Regional Council, I can tell you  
3 that this application has been carefully prepared in  
4 coordination with ADOT Northeastern District Engineer, the  
5 Navajo Nation chapters that have previously spoke, Apache  
6 County, and NACOG, and the main focus is on prioritizing roadway  
7 safety and infrastructure needs between Many Farms and Rock  
8 Point Chapters.

9 There are no -- numerous pavement preservation  
10 and flooding concerns along the route, as well the safety  
11 concerns, including the history of runoff of the roads,  
12 intersection pedestrian crashes, many of which have not been  
13 reported to the state crash data board, just because of the  
14 information from the Navajo Nation as well. And so  
15 collaborative efforts are still ongoing to gather those  
16 information.

17 US-191 is owned by ADOT, and the study area,  
18 which is from Milepost 453 to 499, includes three Navajo Nation  
19 chapters, Many Farms, Round Rock, Rock Point. While previous  
20 studies have been conducted along the southern portion of 191,  
21 many safety needs remain unaddressed in the northern portions  
22 and have not been studied.

23 The proposed corridor study seeks to update  
24 previous efforts while bringing together community leaders in  
25 all parties, including the Bureau of Indian Affairs and the

1 Navajo Nation, as well as public -- as well as the public to  
2 prepare comprehensive understandings of roadway improvements  
3 needed, prioritized and recommended safety projects. If awarded  
4 this local match, NACOG will apply for Safe Streets and Roads  
5 For All grant when those funding becomes available, hopefully  
6 early this spring.

7 The second project on the list is the AZ SMART  
8 application. It's for the Stafford Drive, project design and  
9 other engineering services. The County's requesting 1.2 million  
10 in design and safety improvements, with a 10-mile road and  
11 vertical and horizon curves and steep grades.

12 The design will address the intersection safety,  
13 roadway departures, and improve sight distance efficiency to  
14 help prevent crashes we continue to see along the dangerous  
15 sections of the roadway. The County plans to apply for Safe  
16 Streets and Roads For All grants or funding for the construction  
17 of this safety improvement and will -- and will do within the  
18 two-year time frame that it's required.

19 Again, thank you for allowing me to come before  
20 you, and it's always a pleasure to follow the Board and see you  
21 guys in action. So, you know, I'm hoping to make it 12 of 12  
22 this year again. So other than that, I -- you know, I  
23 appreciate everything that you do on behalf of all Arizonans.  
24 Thank you.

25 CHAIRWOMAN DANIELS: Thank you.

1 Chairman Davis.

2 MR. DAVIS: Good morning. Good to see you all

3 here, and thank you for being here. I'd just like to introduce

4 myself. I'm Chairman of the Board of Supervisors for Apache

5 County. I needed -- felt like I needed to show up today and

6 give my thanks to this board for considering under the SMART

7 fund the projects that Apache County has before you. And I

8 appreciate what you do, and I echo my colleague, Mr. Shepherd's

9 words on the need. I do sit back there and listen, and as one

10 other supervisor in the room said, it's like hearing our own

11 meetings at your meetings, because it's an ask, and it's a chain

12 that our people ask us, and we ask you, and you ask somebody

13 else, and there's just not enough money to go around, and so we

14 make the best decisions we can make. When we go home at night,

15 we say, I think I did the best I could. And so I want to thank

16 all of you for what you do. So thank you.

17 CHAIRWOMAN DANIELS: Thank you, Chairman.

18 Appreciate you. Apache County is well represented today.

19 That concludes all of our requests to speak from

20 the audience, unless I missed one, which is always possible.

21 MR. ROEHRICH: No, ma'am. I received no other

22 requests.

23 CHAIRWOMAN DANIELS: Thank you. Appreciate it.

24 We'll move to Agenda Item 1, and that is our

25 director's report. Director Toth.

1 DIRECTOR TOTH: Good morning. I want to also

2 thank the City of Surprise for welcoming us. We're very happy

3 to be here today.

4 I'll share a couple of quick items. Trying to be

5 quick, but there's been a lot of activity in recent weeks

6 associated with the Presidential executive orders and federal

7 funding, so I wanted to share that we have been in constant

8 contact with Federal Highway Administration and our other

9 federal partners.

10 FHWA is still continuing to issue reimbursements,

11 and they will continue to obligate formula funds. There is a

12 review on new obligations of discretionary grants, and there are

13 some changes to the National Electric Vehicle Infrastructure

14 Program, known as NEVI.

15 Earlier this month, FHWA advised us that it is

16 updating the NEVI formula program guidance. So at this time, we

17 expect to continue moving forward with the first phase of

18 Arizona's program, which has awarded about 18 fast charging

19 electric vehicle stations to be built along the interstate

20 freeway system, and as of today, 12 million of NEVI funding,

21 formula funding, has been authorized for that project.

22 Last month, we did issue a request for a proposal

23 to design, build and operate and maintain 32, not for us, but

24 for the bidder to operate and maintain those 32 privately-owned

25 vehicle electric charging stations along various routes. We

1 also re-advertised some I-10 and I-40 locations which received

2 no proposals that first time around. We had planned a

3 February 21st preproposal virtual conference and requested

4 proposals by April 18th. This RFP has now been put on hold

5 while FHWA is updating its guidance.

6 In addition, the existing continuing resolution

7 is expiring on March 14th, so we are watching that development

8 and where it is headed, along with reauthorization.

9 So that is what we know as of today, and we'll

10 keep you informed as we receive more details from our federal

11 partners. And with that, that concludes my presentation. I'd

12 be happy to hand things over for a legislative update to Amy

13 Love.

14 CHAIRWOMAN DANIELS: Terrific. Amy.

15 MS. LOVE: Good morning, Madam Chair, members of

16 the Board and Director Toth. Can you hear me okay?

17 CHAIRWOMAN DANIELS: We can

18 MS. LOVE: Wonderful. Thank you.

19 I apologize for not being there in person. I

20 have been under the weather this week. I really hoped to be

21 there. I understand the mayor is not there, but he is a dear

22 friend, and I'm very excited to see him in that leadership role.

23 So thank you for this opportunity, and I'd like to go ahead and

24 begin with just a brief update on some bills that we are

25 tracking for the state board.

1 Next slide, please. Thank you.

2 So today is the 40th day of the legislative

3 session. There have been 1,678 bills posted. One bill has been

4 passed and vetoed by the Governor. That was related to early

5 voting and tabulation valid deadlines. Additionally, there are

6 126 posted memorials and resolutions, five of which have passed.

7 Next slide, please.

8 So I wanted to point out a couple of key dates

9 with a caveat, and I apologize. I sent my presentation over

10 yesterday, thinking it would be as up-to-date as possible, but

11 there have been some changes even since in the last 24 hours,

12 but today is technically the final day for House committees to

13 hear House bills and Senate committees to hear Senate bills.

14 This deadline typically signals the end of most of the

15 resolutions and bills that have been introduced if they've not

16 been heard. However, that does not apply to the Appropriations

17 Committee, as we'll discuss here in a moment.

18 Next Friday, February 28th, will mark the end of

19 crossover week. That's the date by which all bills should be

20 voted out of their chamber of origin and sent to the opposite

21 chamber, and then one month later, Friday, March 28th, will be

22 the deadline for House bills to pass through Senate committees

23 and vice versa. And finally, Tuesday, April 22nd, will mark the

24 100th day of the legislative session, at which time,

25 theoretically, lawmakers will be wrapping up their work,

37

1 although, admittedly, they do not often meet that deadline.  
2           Next slide, please.  
3           So I wanted to bring to your attention our office  
4 is tracking roughly 24 transportation related bills, and I would  
5 be happy to provide each week an update on those. We do have a  
6 tracking list for the state board that I can share. I wanted to  
7 highlight just a few for this group today that I thought you  
8 would be of interest.  
9           The first one is HB2101, appropriation, match  
10 advantage, rural transportation. This was Representative  
11 Martinez's bill to appropriate \$10 million from the General Fund  
12 to the AZ SMART fund for rural transportation improvement and  
13 maintenance. The bill was not heard in committee. However, the  
14 Governor's proposal does include 13 million for the state match  
15 fund. So we're continuing to monitor that.  
16           The next one is HB2304, appropriations, highway  
17 and road projects. This bill was also not heard in committee,  
18 but this is the annual RTAC bill. It contains appropriations of  
19 varying amounts in FY '25 and '26 distributed to ADOT's complete  
20 transportation projects, designated around the state as regional  
21 priorities.  
22           And then finally, 2557, appropriations, State  
23 Route 347 widening. This is the caveat I wanted to point out.  
24 I had the note here yesterday that it was not heard in  
25 committee. However, it has been scheduled for Monday's

38

1 appropriations hearing at 10:00 a.m. So this bill would  
2 appropriate \$16,291,610 from the General Fund to ADOT to widen  
3 and improve State Route 347 between I-10 and the City of  
4 Maricopa.  
5           Next slide, please. Thank you.  
6           A few bills I wanted to bring to your attention  
7 that have been moving forward, and again, some have moved  
8 forward, others have not. We do anticipate the vast majority  
9 will be negotiated at the budget, when that is finally done  
10 later this year, but for now, HB2192, appropriations,  
11 Interstate 10, vehicle lanes. This bill did pass the House and  
12 is headed to the Senate, and it would appropriate 70 million  
13 from the General Fund in FY '25 and '6, and 50 million in  
14 FY '26-27 to ADOT to design and construct additional vehicle  
15 lanes on Interstate 10 between State Route 85 and Citrus Road.  
16           The next bill that has moved through the House  
17 Appropriations Committee that has not yet been passed by the  
18 full chamber. This bill is appropriation to Glendale for the  
19 75th Avenue reconstruction, and it does require that the City of  
20 Glendale is committed to providing matching gifts of at least 20  
21 percent.  
22           Next slide, please.  
23           The next bill I'd like to bring to your attention  
24 is Senate Bill 1162, appropriation, highway project Patagonia  
25 use. This bill was actually double assigned and has received

39

1 hearing and passed both the Senate Public Safety and  
2 Appropriations Committee, and the bill would allow the City of  
3 Patagonia to use monies previously distributed to the Town to  
4 reconstruct the McKeown Avenue between 3rd Avenue West and State  
5 Route 82, in addition to any other prescribed use.  
6           And finally, the last bill I wanted to bring to  
7 your attention, and I know it's been mentioned already, is  
8 Senate Bill 1617, appropriations, State Route 347. This bill  
9 has passed the Senate Appropriations Committee and would  
10 appropriate \$49 million from the General Fund to ADOT to  
11 construct the overpass at Riggs Road and State Route 347.  
12           Next slide.  
13           And with that, Madam Chair and members, I would  
14 be happy to answer any questions you may have.  
15           CHAIRWOMAN DANIELS: Thank you, Amy.  
16           Does the Board have any questions for either  
17 Director Toth or for Amy?  
18           CHAIRWOMAN DANIELS: Board Member Peshlakai, I  
19 think you're the only one on the board that's had legislative  
20 experience, so hopefully you don't have any PTSD from hearing  
21 all those bills.  
22           MS. PESHAKAI: No. I'm fine.  
23           CHAIRWOMAN DANIELS: Thank you. All right. We  
24 will move on then -- thank you, Amy. Hope you feel better -- to  
25 Agenda Item 2, the district report. Welcome, Randy Everett.

40

1           MR. EVERETT: Set up okay? Perfect. I can do it  
2 myself from here, right?  
3           UNIDENTIFIED SPEAKER: Yes.  
4           MR. EVERETT: Okay. Good morning, Madam Chair,  
5 members of the Board. It's good to see you all.  
6           Central District, we are super, super busy, and  
7 we will most likely be super, super busy for several years to  
8 come. We've got a lot going on, but a billion two right now  
9 going on, and we plan on probably bringing in another billion  
10 five in the new year. It is a lot going on, so it's exciting,  
11 and it's keeping us very busy.  
12           Our senior staff is small in the construction  
13 world. It's myself as the administrator, and then Sara Howard.  
14 She is our assistant district engineer.  
15           So this is everything that's going on. What  
16 you're seeing in the red is what's happening currently, and the  
17 blue is what's coming. So there is a lot coming and a lot here  
18 right now. I want to point out what's happening and almost done  
19 is the 17. If you've been caught in traffic on the 17 in the  
20 last few months, that is almost over. Two more weekends of full  
21 closures and we are done and out of there. So that will be nice  
22 when it's over. We are very close to being complete, as you can  
23 see.  
24           These are the two projects that we've got just  
25 started. This is just up the street in the Agua Fria area on

1 the 101. It's from 75th Avenue to 17. That's just getting out  
2 of the gate. It's going very well at this time. We're pretty  
3 much on budget, on schedule for that job.

4 On the 202, down below, in the San Tan area of  
5 the 202, we have a project that is from the 101 to the Val Vista  
6 area, and that job is also just getting out of the gate. It's  
7 about 20 percent complete at this time.

8 The one that's about 50 percent is the one over  
9 in Scottsdale on the 101. If you are driving through that, that  
10 is also going well. It's about on schedule and on time, on  
11 budget, and that one is about 50 percent. That is from Pima  
12 (sic) to Shea on the Pima section of the 101.

13 We wanted to bring this up, because I think it's  
14 exciting for us. It's a section of road that we don't really  
15 have much in our system anymore. It's on 60X, which is the old  
16 main line 60. It is about 50 percent complete. When this is  
17 done, we are going to take it off the ADOT books and give it to  
18 our partners, MCDOT, and that's a really good thing. Thank you,  
19 Director Toth, for helping us to make that happen. That's  
20 exciting for us, because it's a tough area to maintain, and it  
21 brings it back into the county, which is a great thing for us.

22 And then we have Gila River Bridge, if you're  
23 heading down to Casa Grande on the I-10. This is a super, very  
24 important bridge. It has been a safety hazard for us for years.  
25 It is really nice to get this one done. It is having its first

1 pour this weekend on the deck pour, which is exciting. It'll be  
2 tomorrow morning, and that will get us started, and then we'll  
3 start -- switch over and do the second bridge and start moving  
4 along. This one should be done at the end of next year.

5 This is -- I don't -- this is not in the actual  
6 district, I always like to say, but it's our major project, and  
7 this is Broadway Curve. It is very close to being done. I know  
8 everybody goes through here on a regular basis. This is really  
9 99, and 99 means we're going to finish it in May. That's the  
10 plan at this point in time.

11 So what's coming? We have a lot coming up, like  
12 I said. Some very big projects. The I-17, we're going to  
13 finish that I-17 corridor, but I would like to make it a point  
14 to say that this is going to be done mostly at night. We're not  
15 diamond grinding this, because it doesn't have concrete under  
16 it. So what we're doing is a mill and fill, and it will be done  
17 at night. So it will not have those weekend closures that we've  
18 had on the last section of the 17.

19 This is the I-10 SR1 (sic) HOV lane. That will  
20 be bid -- or advertised in June. This is one that we are very  
21 excited about. It's that connection that's very much needed  
22 from the 101 to the 10.

23 We've got the 303/Van Buren. This is a behemoth  
24 of a project. It's a very large project for the extension of  
25 the 303 from Van Buren down to what is 85 now will -- once upon

1 a time, it will actually connect into the 303 when that's all  
2 said and done.

3 And then the last one on the list is the Pima to  
4 Shea diamond grind. I wanted to bring that up because that is  
5 the job -- like I said, it's over in Scottsdale right now. We  
6 won't be doing the diamond grind until after. We will do a  
7 follow up and a diamond grind job on that right after that job  
8 is complete, and that starts at the end of this year is what  
9 we're hoping.

10 That is what's happening in the world of Central  
11 District. Any questions for me?

12 CHAIRWOMAN DANIELS: Any questions for Randy?  
13 Randy, thanks for taking on the emails and calls.  
14 I end up sending a lot of -- or forwarding a lot of questions  
15 that I --

16 MR. EVERETT: Always happy.

17 CHAIRWOMAN DANIELS: -- get on different things,  
18 so thank you for being so responsive.

19 MR. EVERETT: Of course.

20 CHAIRWOMAN DANIELS: And thank Sara as well.

21 MR. EVERETT: Okay. Thank you so much.

22 CHAIRWOMAN DANIELS: All right. We'll move to  
23 Item 3, our consent agenda. Does anyone want to remove anything  
24 from the consent agenda? Seeing none.

25 Is there a motion to approve the consent agenda?

1 MS. PESHLAKAI: So moved.

2 CHAIRWOMAN DANIELS: And a second?

3 BOARD MEMBER: Second.

4 CHAIRWOMAN DANIELS: We have a motion and a  
5 second. All in favor say aye.

6 BOARD MEMBER: Aye.

7 CHAIRWOMAN DANIELS: Any opposed? That motion  
8 carries with a 5-0 vote. Thank you.

9 That moves us to Agenda Item 4 with Kristine Ward  
10 and our financial report.

11 MS. WARD: Well, good morning, Board Members.

12 Okay. I get to run this myself? All right. Thank you.

13 I have a very short report for you, because I  
14 love it. We are so on forecast, it makes this just so much fun.

15 Hold on. That's the wrong -- well, this got  
16 longer. This is the wrong presentation. Shouldn't look like  
17 this.

18 UNIDENTIFIED SPEAKER: (Inaudible.)

19 CHAIRWOMAN DANIELS: You can give us the one on  
20 your paper, Kristine.

21 MS. WARD: You know what? I will. There you go.  
22 You can use that one.

23 UNIDENTIFIED SPEAKER: (Inaudible.)

24 MS. WARD: Oh, no worries.

25 Okay. So in terms of Highway User Revenue Fund,

1 you will have gotten a handout associated with this. It will  
2 show you that we are .7 percent below forecast, 2.9 percent  
3 above FY '24, .7 below our forecast with -- we just crested that  
4 billion mark in revenues collected.

5 In terms of the individual categories of revenue  
6 that flow into HURF, we have very little things that stand out.  
7 Other than VLT -- I think a bunch of people got cars for  
8 Christmas. Santa Claus' sleigh was packed with those things,  
9 and I'm happy about it.

10 If we move on to the Regional Area Road Fund,  
11 well, variance from forecast. You can't see this, but I can see  
12 this. It's zero. So we're very tickled with that as well.  
13 Year to date, we've -- I can't read my little thing here --  
14 about 300 -- pushing 400 million collected year to date.

15 Individual categories, nothing significant to  
16 report on. And the federal program, I will touch on some  
17 additional -- with some additional information that the director  
18 reported on when we move on to the topic of the five-year  
19 program.

20 CHAIRWOMAN DANIELS: Terrific.

21 MS. WARD: That concludes my report.

22 CHAIRWOMAN DANIELS: Thank you, Kristine. And we  
23 do have that report in our packets and will be available online  
24 as well for the public.

25 MS. WARD: Thank you.

1 CHAIRWOMAN DANIELS: Thank you. Any questions?  
2 Seeing none. Nope. You're good. Moving on.

3 All right. We will move to Agenda Item 5 with  
4 Iqbal on the Multimodal Planning Division report. Oh, Lisa's  
5 doing it for us.

6 MS. DANKA: Actually, Madam Chair, Iqbal has  
7 stepped out of the room.

8 CHAIRWOMAN DANIELS: Oh, it's okay. We can move  
9 on.

10 MS. DANKA: Okay.

11 CHAIRWOMAN DANIELS: We'll move to the -- we'll  
12 actually move to your agenda item then.

13 MS. DANKA: Oh, all right.

14 CHAIRWOMAN DANIELS: On Item 6, the AZ State  
15 Match -- AZ SMART Fund Program.

16 MS. DANKA: Yes. For the record, my name is Lisa  
17 Danka, and I run the AZ SMART program. I want to thank the  
18 folks from --

19 MR. ROEHRICH: Lisa, wait one second. I want to  
20 make sure we get that presentation up. So could we jump to  
21 presentation six?

22 BOARD MEMBER: It's up.

23 MS. DANKA: Yeah. That's the correct one.

24 MR. ROEHRICH: Thank you.

25 CHAIRWOMAN DANIELS: Sorry. I moved quick. I

1 apologize.

2 MS. DANKA: I want to thank the folks from Apache  
3 County for doing such a fabulous job discussing in the public  
4 comment the two applications before you today. They  
5 significantly cut down my presentation.

6 So if I could ask you to advance the slides for  
7 me. Oh, can I do that?

8 MR. ROEHRICH: Yes, ma'am.

9 MS. DANKA: Oh, I'm sorry.

10 Okay. Very quickly, just want to remind you of  
11 two things. First of all, any entity eligible for a federal  
12 discretionary grant for surface transportation is now eligible  
13 for AZ SMART, and the design awards must submit a federal  
14 discretionary grant application within two days -- two years  
15 from the date you award the application.

16 We have two new applications in the door, which I  
17 will always bring to you. They are not on the agenda today, but  
18 we anticipate them next month and possibly the month after. The  
19 first one is from the Northern Arizona Intergovernmental Public  
20 Transit Authority operating as Mountain Line, and the second one  
21 is from Gila County.

22 I want to just quickly review the new process to  
23 give you some context as you deliberate. We have four distinct  
24 phases for the program now.

25 Phase 1 is all about the applicant and the work

1 that they do to be ready to submit their application, with  
2 significant emphasis on the quality of their project, scope,  
3 schedule and budget. Because this document, the RFGAA, is the  
4 contract that they are entering into, as well as the one we're  
5 entering into.

6 Phase 2 is about ADOT and doing an administrative  
7 eligibility and technical review of those applications. We do  
8 prepare a review recap with any questions or concerns that we  
9 identify in those reviews, provide that to the applicant. They  
10 respond within 10 business days, and they can also amend their  
11 application if they choose to do so.

12 Once all of that work is done, the applications  
13 are sent to a team of three ADOT engineers for scoring and  
14 ranking.

15 In Phase 3, those scored and ranked applications  
16 are presented to PPAC for a recommendation, and once that  
17 recommendation is made, then, of course, they come to you in  
18 Phase 4.

19 Priority criteria. This is one of the biggest  
20 changes that you as the Board will see in the program. There  
21 are six. I'm not going to go through them because they are in  
22 your packet, and we will have more information on them later.

23 Moving along to an example of what the priority  
24 criteria results look like and what you will see is the graphic  
25 on this page. The applications will be grouped based on funding

1 categories, such as the munis over 10, counties under 100k, et  
2 cetera, and in the event of a tie in any of those categories,  
3 the RFGAA does contain a methodology to resolve and break those  
4 ties.

5 Along with the approval from PPAC, the  
6 evaluators, scores and rankings serve as a form of  
7 recommendation to the Board. As in the past, the Board can  
8 either affirm and approve the applications at the amounts  
9 requested or you can modify or reject any or all of them.

10 Budget modifications can be made to any or all of  
11 the applications, and you can make modifications based on an  
12 amount or a percentage if you choose to do something across the  
13 board. For example, if there wasn't enough funding in any given  
14 funding category. If you modify or reject, it does require  
15 written justification for the action that you take. However,  
16 the written justification will be fulfilled by the Board's  
17 minutes.

18 There's a little bit more new information for the  
19 Board to help inform the decisions and deliberations, and it  
20 relates primarily to applicants who intend to be direct  
21 recipients, meaning that they will administer the design and/or  
22 construction themselves instead of ADOT. As the Board is aware,  
23 the SMART applicant pool rule is primary small -- primarily  
24 smaller entities, and typically, ADOT is required by the feds to  
25 do the design and construction on projects for those entities.

1 However, some of the federal grants allow a direct recipient  
2 option, which means that ADOT is not involved, typically, other  
3 than reimbursing an AZ SMART expenditure.

4 The applicants work directly in this situation  
5 with the federal agency, and they're responsible for doing all  
6 of the things that ADOT would generally do, at a minimum,  
7 including developing their own procurements to federal  
8 standards, bidding and selecting their own consultants and  
9 contractors, complying with all federal requirements, clearances  
10 and standards, making payments directly to consultants and  
11 contractors, and then requesting reimbursement from the federal  
12 agency and AZ SMART, and handling all of the reporting  
13 requirements.

14 Now, the 2024 legislation provided the Board with  
15 the authority to determine if an applicant intending to be a  
16 direct recipient has sufficient technical capacity, which for AZ  
17 SMART is related to previous experience administering either  
18 federal discretionary grants or federal formula funding.

19 Generally, application -- applicants with this  
20 previous experience are at least familiar with the extensive  
21 requirements that are involved and are more likely to be able to  
22 undertake a project without ADOT having to step in and take the  
23 project over.

24 This -- the 2024 legislation also enables the  
25 Board to consider financial capacity, if it chooses, which is

1 really about being able to pay the bills and wait for  
2 reimbursement from both the federal agency and from the AZ SMART  
3 program, which, depending on the timing, can take up to one to  
4 two months. We are measuring the financial capacity using the  
5 quick ratio, which you can see at the bottom of this example.

6 Back. Forward. There we go.

7 Under the section that is highlighted in orange,  
8 Financial Capacity, and we are looking at the three most current  
9 audit years. A ratio above one generally means the applicant  
10 has sufficient capacity to cover and carry the expenses until  
11 they're reimbursed by the feds and by AZ SMART.

12 When applicants are asking to be direct  
13 recipients, you will see these things highlighted in orange in  
14 the information that is provided to you just to flag it for you  
15 in case you want to take this information into consideration.  
16 It's at your prerogative.

17 The first application is from NACOG, Northern  
18 Arizona Council of Governments. As you heard from the public,  
19 the call to the public, they're requesting 46,000 as the 20  
20 percent match on the Safe Streets For All project.

21 CHAIRWOMAN DANIELS: Lisa, I'm going to -- sorry.  
22 Excuse me for interrupting. I just want to ask the Board if  
23 they have any questions about the process that you've outlined  
24 first, because there is a lot of additional new information, and  
25 I want to make sure we're talking process real quick.

1 MS. HOWARD: And I do have one quick question,  
2 Chair.

3 CHAIRWOMAN DANIELS: Please, Jenny.

4 MS. DANKA: Yes, ma'am.

5 MS. HOWARD: Lisa, once they are deemed self-  
6 administrative on ADOT projects, do they have to do that again  
7 if they have other projects that come up, or once we have  
8 decided that they can self-administer the capacity we need them  
9 to?

10 MS. DANKA: Madam Chair, Members, the self-  
11 administration is a function of the individual project. So  
12 if -- for example, the Town of Tusayan, very small, which you  
13 awarded grant to previously. They are self-administering  
14 because they are partnering with the county flood control  
15 district, which has the expertise in their project. So under  
16 those circumstances, ADOT did approve self-administration, but  
17 it is on a project-by-project basis.

18 MS. HOWARD: Okay.

19 MS. DANKA: It's -- as I understand, it's  
20 strictly related to AZ SMART. Does not expand beyond AZ SMART.

21 MS. HOWARD: Okay. Thank you.

22 CHAIRWOMAN DANIELS: Any other process questions?  
23 Okay. And then in the interest of time, because  
24 we have heard about these two projects, I just want to ask the  
25 Board if they have any questions about the details of the

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1 project or if you'd like to continue on with the presentation.  
2 I feel like we have enough information at this point, but...

3 MS. DANKA: Wonderful.  
4 CHAIRWOMAN DANIELS: Okay. We have enough  
5 information on those projects. Thank you.  
6 MS. DANKA: Wonderful. Just want to quickly  
7 cover the dark blue bar here.  
8 CHAIRWOMAN DANIELS: Uh-huh.  
9 MS. DANKA: We've expanded the information we  
10 usually provide to you, but it shows, you know, the category.  
11 Both of these are in counties under 100, the grant they're  
12 pursuing the administration. In this -- the first case, they  
13 want to be a direct recipient. The amount, the project  
14 estimate, the amount that they are contributing. If the project  
15 can proceed without the AZ SMART assistance -- in the case of  
16 the application from NACOG, it cannot. The evaluator scored it  
17 at 45, and it ranked number one.  
18 Apache County, same dynamic. They are requesting  
19 ADOT administration. However, their request is 1,204,452, and  
20 the project total exceeds 14 million. They're contributing --  
21 the County's contributing 50,000. It cannot proceed without the  
22 requested assistance. Evaluation scored it at 44th. The rank  
23 is number two.  
24 In the future, you'll see us present the  
25 information like this, so you can compare them side by side

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1 within the same funding category, and then on the right side  
2 here, you see the orange highlights related to the NACOG  
3 application, because they are intending to be a direct  
4 recipient. You can see that their ratio is way above one, and  
5 there are no concerns.  
6 Typical financial report for you here. A couple  
7 of things to note. It does reflect the redistribution you  
8 approved in January. We are only acting on the projects today  
9 that are in the red box. Those -- the other ones are going  
10 through evaluation right now. We do anticipate you'll see those  
11 in the next month or so. There is sufficient funding available  
12 for both. The -- in the past, the Board has expressed interest  
13 in equity among the regions. What I've done here is model for  
14 you the impacts of what happens by county, COG and MPO and Board  
15 district, if you choose to proceed.  
16 Are there any questions about this or can we just  
17 skip it? Yep.  
18 CHAIRWOMAN DANIELS: (Inaudible.)  
19 VICE CHAIR MAXWELL: That -- you're confirming --  
20 oh, sorry -- confirming this includes --  
21 MS. DANKA: Yes.  
22 VICE CHAIR MAXWELL: -- as if we had awarded both  
23 these?  
24 MS. DANKA: Correct.  
25 VICE CHAIR MAXWELL: Thank you.

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1 MS. DANKA: This is the outcome if the current  
2 applications are awarded.  
3 VICE CHAIR MAXWELL: Like it says right under the  
4 headline. Got it.  
5 MS. DANKA: No comment, sir.  
6 Members, as I indicated, both applications are  
7 eligible, both the projects and the applicants, and we have  
8 sufficient funding. So the actions that we're requesting today  
9 are on the screen in front of you. Since they're both in the  
10 same funding category, you can do them individually if you  
11 choose or you can -- you could do one action to cover both.  
12 CHAIRWOMAN DANIELS: You read my mind. We're  
13 going to do this in one motion unless the Board has any  
14 objections.  
15 All right. Is there a motion to approve both of  
16 the AZ SMART -- oh, pardon me. Board Member Peshlakai.  
17 VICE CHAIR MAXWELL: Oh, no. It's the motion.  
18 MS. PESHAKAI: It's the motion.  
19 CHAIRWOMAN DANIELS: Oh, you're ready. Let's go.  
20 MS. PESHAKAI: Thank you, Madam Chair. Thank  
21 you, members of the Board, and then also those that have  
22 presented. I move that we approve the request to approve the  
23 two funded items together.  
24 CHAIRWOMAN DANIELS: Terrific. Do we have a  
25 second?

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1 VICE CHAIR MAXWELL: I'll second that.  
2 CHAIRWOMAN DANIELS: We have a motion and a  
3 second. All in favor say aye.  
4 BOARD MEMBERS: Aye.  
5 CHAIRWOMAN DANIELS: Any opposed? Thank you.  
6 That motion carries with a 5-0 vote.  
7 MS. DANKA: Thank you, Members.  
8 CHAIRWOMAN DANIELS: Thank you.  
9 I'm going to do some rearranging of the agenda in  
10 the interest of time today. Iqbal, you are up next, though, but  
11 we're not going to -- not going to have you do 5 until the end.  
12 We're actually going to have you move to Agenda Item 7 for the  
13 PPAC items.  
14 MR. HOSSAIN: My sincere apologies for the  
15 inconvenience.  
16 CHAIRWOMAN DANIELS: No problem at all. It  
17 actually worked out well.  
18 MR. HOSSAIN: Good morning, Madam Chair, and the  
19 members of the Board. Now I'll present Item Number 7,  
20 planning -- Priority Planning Advisory Committee action items to  
21 the Board for discussion and possible action.  
22 CHAIRWOMAN DANIELS: Before we get going, Iqbal,  
23 I just want to know ahead of time if there are any PPAC items  
24 that the Board wishes to have additional detail on.  
25 Okay. We've read through the packet. It is

1 available to the public as well. So if you wanted to speed  
 2 through that --

3 MR. HOSSAIN: The motion?

4 CHAIRWOMAN DANIELS: -- you're more than welcome  
 5 to do so.

6 VICE CHAIR MAXWELL: Okay. So just ask for --  
 7 asking for the motion?

8 MR. ROEHRICH: Yeah. Go right to the motion.

9 MR. HOSSAIN: Fantastic. Okay. So the -- for  
 10 the Board's consideration, the requested action is approve  
 11 Priority Planning Advisory Committee Items 7A through 7X.

12 CHAIRWOMAN DANIELS: Terrific. Is there a motion  
 13 for that?

14 MR. ELTERS: Madam Chair, I still move.

15 CHAIRWOMAN DANIELS: Thank you.

16 MS. HOWARD: I second.

17 CHAIRWOMAN DANIELS: We have a motion and a  
 18 second. All in favor?

19 BOARD MEMBERS: Aye.

20 CHAIRWOMAN DANIELS: Any opposed?

21 Thank you. That motion carries with a 5-0 vote.  
 22 All right. I think you have to stay, because  
 23 we're now on Agenda Item 8, with Christine and Iqbal for --  
 24 again, for discussion and action.

25 MR. HOSSAIN: Sure. Please.

1 CHAIRWOMAN DANIELS: This is on our five-year  
 2 plan.

3 MR. HOSSAIN: Please, go ahead.

4 MS. WARD: Give me just a couple here, a little  
 5 intro.

6 Okay. So on February 6th, we present -- came and  
 7 presented in the study session what the funds were that are  
 8 available for the current five-year program, '26 to '30. That's  
 9 the tentative program before you. Those funds have only --  
 10 we've got -- this first time I get to say to you, well, we have  
 11 a slight -- we'll have a slight modification, and that is due to  
 12 what the director reviewed with you earlier.

13 Currently, that tentative program has got  
 14 approximately \$86 million worth of NEVI funding built into it.  
 15 We are assessing the impacts and waiting to hear the further  
 16 guidance that comes from FHWA. Based on that guidance, based on  
 17 those changes we make, we will need to revise the tentative  
 18 program. Otherwise, all of the figures on which the program is  
 19 based, all of those revenues on which it is based are still the  
 20 same. 86 million will be in question. We'll report back as we  
 21 have more guidance.

22 CHAIRWOMAN DANIELS: We know that's a fluid  
 23 situation anyway, so we don't have a date certain as to whether  
 24 or when we would have that response, but all of those funds,  
 25 just to clarify are self -- are federally funded. There isn't a

1 state component of that, Kristine?

2 MS. WARD: Yeah. There is potentially -- there  
 3 were some original planning dollars, I believe, that involve  
 4 some state match. There will be some potential -- depending  
 5 upon how this all rolls, there will potentially be some costs  
 6 associated with the oversight and monitoring of the phase one of  
 7 the program.

8 CHAIRWOMAN DANIELS: Let me rephrase the  
 9 question, probably, in a more clear way, and that is, does it  
 10 free up any state funds for other types of projects when this  
 11 project is on hold?

12 MS. WARD: Madam Chair, no, not really.

13 CHAIRWOMAN DANIELS: Okay. That's what I --

14 MS. WARD: Sorry. I didn't get that.

15 CHAIRWOMAN DANIELS: No, you're...

16 VICE CHAIR MAXWELL: Madam Chair, quick follow-  
 17 up. So the planning dollars have been in the previous. Are  
 18 there any planning dollars in this five-year plan?

19 MS. WARD: Oh, there are --

20 VICE CHAIR MAXWELL: Because I think we've  
 21 already authorized those.

22 MS. WARD: There are some planning dollars, I  
 23 believe, associated with phase two. Somebody correct me if I'm  
 24 wrong. I'm calling on my --

25 CHAIRWOMAN DANIELS: Phone a friend.

1 MS. WARD: Phone a friend.

2 VICE CHAIR MAXWELL: You're talking phase two of  
 3 NEVI. So, I mean --

4 MS. WARD: Yeah.

5 VICE CHAIR MAXWELL: -- we're going to get  
 6 clarification. So the only planning dollars we've got in there  
 7 that are state funds...

8 MS. WARD: So, Madam Chair, Mr. Maxwell, we had  
 9 planning dollars from that -- some state planning dollars that  
 10 were in associated with phase one that is -- that are passed.  
 11 The potential for going forward is some oversight and monitoring  
 12 funds associated with phase one that barring federal -- the  
 13 option the federal dollars would potentially have a -- require  
 14 state dollars.

15 VICE CHAIR MAXWELL: Okay. Thank you.

16 CHAIRWOMAN DANIELS: Makes sense.

17 MS. WARD: With that, I will pass it off.

18 CHAIRWOMAN DANIELS: Sounds great.

19 MS. WARD: Iqbal, you're up.

20 MR. HOSSAIN: Thank you.

21 So now I will be providing an overview of the  
 22 2026 to 2030 tentative five-year program.

23 So we'll start with a quick reminder of where we  
 24 are in the process of developing our five-year program. The  
 25 five-year program development process takes 15 months before the

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1 Board has even approved that '26 -- 2026 to 2030 program, we  
2 will have already started on the next cycle of the program this  
3 April.

4 As you know, the Board reviewed the tentative  
5 program in a study session earlier this month. Today we'll  
6 present the tentative program and request approval for it to be  
7 released to the public for comment.

8 As we discuss the 2026 to 2030 tentative program  
9 today, I would like to provide some context for your  
10 consideration. While the Board and the public review the  
11 proposed projects, design activities continue to progress.

12 Additionally, factors such as changes in material costs,  
13 economic conditions, and other variables may impact project  
14 budgets and schedules. As a result, the projects, cost  
15 estimates and program years reflected in the final program may  
16 differ from those in the tentative program.

17 Furthermore, as you are aware, that this year we  
18 are programming a high dollar value, but project costs have  
19 increased significantly compared to previous years due to  
20 escalating material costs, inflation and economic conditions.

21 Our available funding accomplishes less than before.

22 The next few slides help to establish the context  
23 in which the five-year program is developed. I will begin with  
24 an overview of the Long Range Transportation Plan and how it  
25 impacts the five-year program.

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1 You may recall that the Long Range Transportation  
2 Plan included a recommended investment choice, which the Board  
3 adopted in October 2023. The RIC, the recommended investment  
4 choice, established a goal to invest 78 percent of the available  
5 funding in preservation, 15 percent in modernization, and 7  
6 percent in expansion. The goals are factored into the planning  
7 to programming process, which we use to identify projects to  
8 include in the five-year program.

9 Next, as we do every year, each year we'll review  
10 the condition of the bridges and pavements as -- rated as good,  
11 fair and poor. On the left side, on the -- you can see the  
12 bridge rating definitions, good, fair and poor. And bridges  
13 rated as poor does not mean that these bridges are unsafe. ADOT  
14 closes any unsafe bridges. On the right side, we have the  
15 definitions of the pavement ratings, as you can see.

16 Now we have combined all of the charts as we used  
17 to show you individually on a single slide, because it allows  
18 you to see the impact of the overall system at once. This is  
19 all 2023 data, which is the most recent available.

20 Chart 1 in the left upper corner is our bridge  
21 conditions. As you can see, our bridges are doing pretty well,  
22 with 66 percent in good condition. This is actually a 1 percent  
23 improvement over last year. 34 percent in fair condition, and  
24 only less than 1 percent in poor condition.

25 Chart Number 2, looking at the interstates, 53.3

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1 percent of our interstate pavement is in good condition, an  
2 increase of 1.9 percent over last year. 44 percent is in fair  
3 condition, and 2.3 percent is poor condition. The poor  
4 condition pavement increased by .8 percent over last year.

5 Moving on to Chart Number 3 in the upper right  
6 corner shows the non-interstate routes on the National Highway  
7 System, which include US and the more significant state routes.  
8 32 percent are in good condition, an increase of .5 percent over  
9 last year. 61.9 percent are in fair condition, and 6.1 percent  
10 in poor, an increase of 1.6 percent over last year. The trend  
11 here shows a significant steeper decline compared to the  
12 interstates.

13 In Chart Number 4 in the lower right corner shows  
14 the routes of the National Highway System. We are seeing a  
15 sharper drop in condition, with just 16 percent, 1 percent --  
16 16.1 percent rated as good, which is 1.1 percent lower than last  
17 year, 73.8 percent of fair condition, and 10.1 percent are in  
18 poor condition, a 1.2 percent increase over last year. Between  
19 these two assets, pavement condition is clearly our top  
20 priority.

21 Now, I would like to explain the change, the  
22 decline shown on Chart 2 through 4 in 2017. The data collection  
23 methodology change that year at the federal level, prompting  
24 ADOT to also change the processes. The new process is more  
25 accurate and also covers the entire state highway system, as

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1 opposed to the representative sampling used prior to 2017.

2 Looking at the funding available for the 2026 to  
3 2030 five-year program, the chart on the left shows the total  
4 amount available by year for the five-year program. With the  
5 large numbers at the top of each column, a total of 7.68 billion  
6 available for the five years. For over five years, most of this  
7 funding is used on the ADOT system, with the exception of about  
8 100 million annually used for local and other competitive  
9 programs, which we will see in the future slide.

10 The pie chart on the right side shows the  
11 regional allocation of this funding. 50 percent is allocated  
12 for Greater Arizona and is programmed by Board, as shown in the  
13 blue and the -- both charts. The total allocated to Greater  
14 Arizona over five years is \$4.47 billion. In the green, we see  
15 another 37 percent is allocated to Maricopa County and is  
16 programmed primarily by MAG. The five year total is  
17 \$2.38 billion. Finally, 13 percent is allocated to Pima County,  
18 as shown in orange, and is programmed primarily by PAG. The  
19 Pima allocation is \$831 million over the five years.

20 Just so you know, these funds do not account for  
21 legislative appropriation, federal earmarks, grants or other  
22 funding from external sources.

23 Then we'll -- I will take a look at each region,  
24 starting with Greater Arizona. As noted earlier, the total 50  
25 percent allocation for the period of 2026 through 2030 is

1 \$4.47 billion. These funds are programmed by the Board and are  
2 primarily dedicated to the 13 counties outside of Maricopa and  
3 Pima Counties. The uses of the funds cover two systems. Number  
4 one, the projects on the state highway system, and number two is  
5 competitively awarded projects on local and other systems.

6 This slide shows how the \$4.47 billion for  
7 Greater Arizona breaks down by year, by primary RIC category and  
8 by the system on which the funding is used.

9 Chart Number 1 in the -- on the upper left corner  
10 shows the breakout of the total \$4.47 billion between  
11 preservation, expansion, modernization, and planning and the  
12 project development.

13 Chart 2 in the middle shows the breakout of \$4.47  
14 billion based on the RIC categories of expansion, modernization  
15 and preservation.

16 Let's move on to Chart Number 3 in the upper  
17 right corner. Compares the RIC of 78 percent preservation, 15  
18 percent modernization and 7 percent expansion, with the last  
19 year and this year tentative programs.

20 Chart Number 4 in the lower left shows the  
21 funding used on the state highway system. The red line  
22 designates the amount of funding dedicated to preservation,  
23 which is \$466 million annually. This consists of \$390 million  
24 for pavement rehab, \$16 million paid for pavement preservation,  
25 and 60 million for bridges.

1 Finally, Chart Number 5 shows the amounts used  
2 for local and other systems from the competitive subprograms  
3 such as off-system bridge, transportation alternatives and  
4 Highway Safety Improvement Program.

5 This slide shows the expansion projects which  
6 will begin or be underway in 2026 totaling \$334.6 million. Of  
7 this amount, \$182 million is coming from the Greater Arizona 50  
8 percent allocation, and the rest from federal grants, private  
9 developers and appropriations and other sources.

10 To highlight some of the few of the 2026  
11 expansion projects, Lion Springs on 260, \$110 million over a  
12 three-year period, 2026 being the first year. Vista Royale on  
13 US-93, \$68 million, with the \$26 million INFRA grant. And the  
14 Colorado River Bridge replacement on I-10 at the California  
15 border.

16 In 2027, expansion projects total \$190 million,  
17 of which 187 is funded by the 50 percent allocation, and the  
18 remainder from a legislative appropriation. To highlight a few  
19 of the 2027 projects, the second year of construction on Lion  
20 Springs on 260, the Big Jim Wash widening projects -- or project  
21 on US-93, two projects on I-17. The design will begin for the  
22 number one ranked expansion project in P2P list this year, which  
23 is widening I-17 from Sunset Point to SR-69. We also have  
24 another \$52 million for the road and the facility projects  
25 related to the new Douglas port-of-entry.

1 Moving on to 2028, there are three expansion  
2 projects. We anticipate finishing construction of the SR-260  
3 Lion Springs and Big Jim Wash projects, and will begin design on  
4 the northbound widening I-17 from Milepost 298 to 314. This is  
5 the number two ranked expansion project in the P2P list.

6 In 2029, there are two expansion projects. We'll  
7 begin design on the number three ranked expansion project, which  
8 is a widening on the I-40 from I-17 to Country Club, and the  
9 first year of construction on I-17 widening from Sunset Point to  
10 SR-69.

11 Finally, in 2030, there are also two projects.  
12 The completion of the widening on I-17 and design on the number  
13 four ranked project, which is the southbound widening on I-17,  
14 from Milepost to 298 to 314.

15 Now we'll take a quick look at the -- at each  
16 board district. This slide shows the distribution of the  
17 projects program from the 50 percent allocation in the 2026 to  
18 2030 program. As you can see from the pie chart, a small amount  
19 of funding is programmed in Maricopa and Pima Counties, and the  
20 37 percent Maricopa and 13 percent Pima allocations are not  
21 included in this data. The Maricopa and Pima County sections of  
22 this tentative program contains those projects.

23 The table at the bottom shows the amount  
24 programmed by year in each district. The large percentages in  
25 Districts 5 and 6 are related to multiple widening, bridge and

1 pavement rehab projects.

2 Before we go over the projects by district, I  
3 would like to share with you that we have created a tentative  
4 program dashboard to help the Board. You can filter it by  
5 county, board district and other geographic options. It  
6 displays project maps, descriptions and details of the years,  
7 funding amount and funding types.

8 CHAIRWOMAN DANIELS: Iqbal.

9 MR. HOSSAIN: Yes.

10 CHAIRWOMAN DANIELS: We have a question from --

11 VICE CHAIR MAXWELL: Yes.

12 CHAIRWOMAN DANIELS: -- Board Member Elters.

13 MR. ELTERS: Thank you, Madam Chair.

14 Iqbal, on the page that has 2026 on it, I think a  
15 correction or clarification is needed. In that page, it -- in  
16 the -- in the slide, it shows the emblem for I-40, but in the  
17 text, it says, I-10 Colorado River. I think it needs to be  
18 I-40, is it not?

19 MR. HOSSAIN: It's I-40. Yes.

20 MR. ELTERS: So if you -- in this -- you're on  
21 the slide, if you look at the I-40 midway of the page, the  
22 arrow's to two locations on I-40, yet the text says I-10  
23 Colorado River Bridge. I think that needs to say I-40, if I'm  
24 not mistaken.

25 VICE CHAIR MAXWELL: Yeah, it does.

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1 MR. HOSSAIN: We'll make these changes.  
2 (Inaudible.)  
3 MS. PESHAKAI: (Inaudible.)  
4 CHAIRWOMAN DANIELS: Yes. Board Member  
5 Peshlakai.  
6 MS. PESHAKAI: And also, that would be Little  
7 Colorado River Bridge, because the big Colorado is the one that  
8 goes through the Grand Canyon. So that would be Little  
9 Colorado. I know because I herd sheep along that river.  
10 CHAIRWOMAN DANIELS: I want to come.  
11 MR. HOSSAIN: Thank you.  
12 CHAIRWOMAN DANIELS: That sounds amazing.  
13 MR. ELTERS: Just -- Madam Chair.  
14 CHAIRWOMAN DANIELS: Please.  
15 MR. ELTERS: Just to point out, I think the  
16 project that is being discussed or intended here is the Colorado  
17 River along the state line between the state of Arizona and  
18 California. So I do believe the Colorado River notation is  
19 correct, but it needs to be I-40 as opposed to I-10. Thank you.  
20 MR. HOSSAIN: Thank you.  
21 MR. ELTERS: Thank you.  
22 MS. PESHAKAI: Thank you.  
23 CHAIRWOMAN DANIELS: Thank you.  
24 MR. ELTERS: Thank you for your comment.  
25 CHAIRWOMAN DANIELS: Proceed.

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1 MR. ELTERS: I appreciate it.  
2 Now, finally, in 2030 there are also two  
3 projects, the completion of the widening on I-17 and design on  
4 the number four ranked project, which is the southbound widening  
5 on I-17, from Milepost 298 to 314.  
6 (Inaudible) Board Number -- District 2.  
7 So in District 2, as you can see, there are  
8 also -- there are 16 projects total over the five-year period  
9 totaling \$47 million. There are several preservation projects  
10 programmed, a total of \$32.85 million, and include SR-85 and two  
11 off-system bridge preservation projects. Modernization projects  
12 total \$14.2 million and include 11 safety projects in the City  
13 of Tucson and two safety projects in Pima County. Expansion  
14 projects in District 2 are shown in the Pima County section of  
15 the program, which we'll review in the later slide.  
16 In District 3, there are 27 total projects  
17 programmed for \$209 million. This includes -- this includes 20  
18 preservation projects for \$135.2 million on I-19B, I-10, SR-82  
19 and also five bridge rehab projects, and also the replacement of  
20 San Pedro River Bridge. There are three modernization projects,  
21 including the improvements at the San Simon port of entry, and  
22 two expansion projects are both related to the new Douglas port  
23 of entry, including \$42.5 million for the facility and  
24 \$20 million for the construction of the new connector road  
25 between US border and SR-60.

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1 District 4 has 20 projects totaling  
2 \$229.6 million. Out of this there are 10 pavement preservation  
3 projects covering US-60, US-70 and SR-347. There are several  
4 bridge rehab projects throughout the district. There are a  
5 number of modernization projects, including passing lane  
6 construction on SR-79 and US-191, roadway lighting installation  
7 on US-70 and two local safety projects in Pinal County and Casa  
8 Grande. The only expansion project in this district is the Lion  
9 Springs widening on SR-260, expanding it to four lanes from  
10 Milepost 256 to Milepost 261.  
11 Moving on to District 5, there are 53 projects  
12 programmed for a total of \$654 million. Four pavement rehab  
13 projects on -- actually for 566 million of this comes in the  
14 form of 34 preservation projects, which include four pavement  
15 rehab projects on I-40, improving a total of 38 miles. Other  
16 projects are on US-160 and SR-260. There are 13 bridge rehab or  
17 replacement projects in District 5. There are 15 modernization  
18 projects, including truck parking at the Meteor Crater Rest Area  
19 on I-40, scales at the Page and Sanders port of entry. And  
20 also, we have ITS projects on SR-260 and I-40. There are three  
21 design projects totaling \$57 million, all related to the north  
22 and southbound expansion of I-17 and I-40.  
23 Lastly, in District 6, there are 55 projects  
24 programmed for a total of \$981 million. To highlight some of  
25 the preservation projects, which include projects on I-40, I-10

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1 and US-93. Also includes several pavement rehab projects in  
2 La Paz County, Mojave, Yavapai and Yuma Counties. There are  
3 five bridge rehab or the replacement project in District 6,  
4 including the Colorado River Bridge rehab on I-40 and Santa  
5 Maria River Bridge on 96.  
6 There are 27 modernization projects in  
7 District 6, including scales and inspection-based projects at  
8 the Topock and Yuma ports of entry. Several safety projects on  
9 Routes 8, 89, 89A, 93 and 95 for signs and other safety  
10 improvements. There are also 13 local safety projects,  
11 including the signals, bike and pedestrians, and intersection  
12 improvement.  
13 The expansion projects are primarily on the  
14 widenings on I-70 and US-93, including \$190 million projects on  
15 I-17, from Sunset Point to SR-69, Big Jim Wash and Vista Royale  
16 on US-93 totaling \$178 million.  
17 As I mentioned earlier, we have developed a  
18 tentative program map dashboard to assist the Board in reviewing  
19 the projects. The -- this dashboard can be filtered by county,  
20 board district or other geographic options. It includes project  
21 maps, descriptions and shows the years, amounts and types of  
22 funding anticipated to be used for each year. We'll also make  
23 this available to the public during the public comment period.  
24 Moving on to Maricopa County, the 37 percent  
25 funding allocated to Maricopa County, which is programmed

1 primarily by MAG. For the five years, Maricopa County will  
2 receive \$2.38 billion to program on ADOT routes. With the  
3 passage of Proposition 479, MAG is now working through updating  
4 project schedules and costs. We have not included any projects  
5 in the presentation except the status of the I-10 widening on  
6 the next slide. We expect to have better information on MAG  
7 projects later this summer.

8 CHAIRWOMAN DANIELS: I just want to comment  
9 briefly on that as well. There's a lot of moving parts and  
10 pieces at the MAG level right now because of the delayed  
11 timeline to approving Prop 479, which we had obviously hoped to  
12 approve two years ago, in which case we would have had a better  
13 map, if you will, for this board meeting and for our five-year  
14 plan, but we do anticipate that to be completed by the end of  
15 April; is that correct?

16 MR. HOSSAIN: End of summer.

17 UNIDENTIFIED SPEAKER: Summer.

18 CHAIRWOMAN DANIELS: End of summer? Okay.

19 MR. HOSSAIN: Yeah. End of summer.

20 CHAIRWOMAN DANIELS: So we -- when we get the  
21 five -- obviously, our five-year plan needs to be approved in  
22 June, and so we will have lots of placeholders, I believe, or we  
23 will be basically approving the five-year plan based on some  
24 historical information rather than current information, and then  
25 as they approve theirs, how would that sort of coincide?

1 DIRECTOR TOTH: So when this has happened in the  
2 past, generally, the Board approves it, pending MAG's, you know,  
3 adoption of their program.

4 CHAIRWOMAN DANIELS: Uh-huh. Okay. So just to  
5 be clear on the MAG side of the world. Thank you, Iqbal.

6 Oh, Board Member Peshlakai?

7 MS. PESHAKAI: Madam Chair, I want to go back to  
8 the last district item.

9 CHAIRWOMAN DANIELS: District 6?

10 MS. PESHAKAI: Yeah. And I misspoke when I  
11 almost took a bridge project from Member Elters' district, so I  
12 will continue wading across my river.

13 CHAIRWOMAN DANIELS: I want to --

14 MS. PESHAKAI: I will wait my turn. Thanks.

15 CHAIRWOMAN DANIELS: I want to come see the  
16 Little Colorado with you now.

17 Iqbal, if you want to proceed.

18 MR. HOSSAIN: This slide highlights four active  
19 projects related to I-10 widening in Maricopa and Pinal  
20 Counties. So the first one is Loop 202 to Gila River project.  
21 The procurement activities are ongoing. Gila River Bridge, as  
22 Randy mentioned, construction is well underway, with completion  
23 expected by summer 2026. Gila River Bridge to Gas Line Road  
24 project. Bid advertisement is planned for March '26, 2026. And  
25 finally, the Gas Line Road to SR-387, scheduled for bid

1 advertisement in early April this year.

2 Next is Pima County. The 13 percent allocated to  
3 Pima County and is programmed primarily by PAG. Over the five  
4 years, Pima County will receive \$831 million for ADOT routes.  
5 Pima County also has a dedicated tax for transportation  
6 projects. I will show you some projects in the next slides.  
7 These projects -- all of these projects include both the 13  
8 percent allocation plus other funds.

9 We'll start with the widening of I-10 from  
10 Country Club to Kino at \$600 million. This is the largest  
11 project we have undertaken in southern Arizona. In addition to  
12 widening three miles of the interstates, we are reconstructing  
13 the Kino TI, adding a new TI at Country Club, and making other  
14 improvements. The project will be under construction from 2025  
15 through 2028.

16 This map shows the locations of additional PAG  
17 projects currently programmed. In addition to the widening from  
18 Country Club to Kino, there are three more projects on I-10,  
19 such as Alvernon Way, Park Avenue TI and 6th Avenue TI. Two  
20 projects on I-19, such as Valencia to I-10 and Irvington TI.  
21 And finally, a new wildlife crossing will be constructed on  
22 SR-86.

23 Moving on to the Airport Program, we are  
24 anticipating \$135.2 million over the five-year period. The  
25 projects have yet to be identified, as the Federal Aviation

1 Administration does this work in April each year. As a result,  
2 the projects will appear in our final program after this were  
3 received from the Federal Aviation.

4 As part of our Airport Capital Improvement  
5 Program, this slide displays the five programs and associated  
6 programmed amount. First, we have the FAA match program. This  
7 program provides half of the sponsor's share for an FAA airport  
8 Improvement Program Grant. Next is the State-Funded Development  
9 Grant Program. This grant program supports a wide range of  
10 initiative, including design, construction, safety improvements  
11 and planning. Then we come to the Airport Pavement Maintenance  
12 System Program. Under this program, the sponsor is responsible  
13 for only 10 percent of the construction cost. Following that,  
14 the Grand Canyon National Park Airport Program provides grants  
15 specifically for that facility. And lastly, we have ADOT  
16 Airport Development Funding, which is dedicated to conducting  
17 statewide system studies and executing various projects.

18 The next step, if the Board chooses to approve  
19 the tentative program today, the next step will be from  
20 March 3rd through May 23rd, public comment. May 16 will be  
21 public hearing. June 5th, board study session on draft final  
22 program, and on June 20th, final program presented to the Board  
23 for approval.

24 With that, for the Board's consideration, the  
25 requested action is approve to publish the 2026 to 2030

1 Tentative Five-Year Transportation Facilities Construction  
 2 Program for public review and comment.  
 3 CHAIRWOMAN DANIELS: Thank you, Iqbal.  
 4 And just for the public's awareness, this board  
 5 did have a study session on February 6th, an extensive study  
 6 session. So if you don't hear a lot of questions from us, it  
 7 may be because we got those answered on the 6th, but are there  
 8 any additional questions from the Board on the presentation that  
 9 we've received today? Okay. Seeing none.  
 10 Staff would like us to approve the -- and publish  
 11 the tentative program for public review and comment and set the  
 12 public hearing for May 16th, 2025. Is there a motion?  
 13 MR. ELTERS: Madam Chair, move for approval of  
 14 the 2026-2030 tentative program to be released for public  
 15 comments.  
 16 VICE CHAIR MAXWELL: Madam Chair, second with a  
 17 comment.  
 18 CHAIRWOMAN DANIELS: Please.  
 19 VICE CHAIR MAXWELL: Yeah. It's important, some  
 20 of us (sic) may have seen us leaning over. We were talking  
 21 about -- we're talking about specifically during the study  
 22 session. There's also some discussion on the 347. The reason  
 23 it's important to continue this process going now is now we're  
 24 going to the point where the public gets to provide their input,  
 25 so they can see where projects sit, where they sit in the five-

1 year plan. They can make comments alluding to if they want to  
 2 see things moved up, down, vice versa. I've never heard anybody  
 3 volunteer to move their projects down in the plan, but it does  
 4 give you an opportunity to start talking about moving things  
 5 forward or things that may not be in the plan, wanting them  
 6 forward. So this really is the critical part for us to put it  
 7 out and hear what the public has to say about it. Obviously,  
 8 the financial considerations are quite often the overarching  
 9 factors, but it is really the opportunity for the public to get  
 10 engaged.  
 11 Thank you, Madam Chair.  
 12 CHAIRWOMAN DANIELS: Thank you.  
 13 We have a motion and a second. All in favor?  
 14 BOARD MEMBERS: Aye.  
 15 CHAIRWOMAN DANIELS: Any opposed?  
 16 That motion carries with a 5-0 vote.  
 17 Thank you, Iqbal and Kristine for your help on  
 18 this item. I'm going come back to 5 in just a minute --  
 19 MR. HOSSAIN: Okay.  
 20 CHAIRWOMAN DANIELS: -- in the interest of time,  
 21 and I apologize in advance. I have a hard stop coming soon, and  
 22 so I wanted to make sure we had a quorum to vote on all the  
 23 items that we needed to, and so I would like to move us to  
 24 Agenda Item 10. Then we'll move to Agenda Item 9, since Greg  
 25 will already be at the podium, and then we'll come back to 5.

1 So thank you.  
 2 Agenda Item 10 is our construction contracts.  
 3 Before Greg gets started, is there -- are there any comments or  
 4 anything of those three construction contracts that you'd like  
 5 to pull?  
 6 VICE CHAIR MAXWELL: No.  
 7 CHAIRWOMAN DANIELS: Okay. So to save us some  
 8 time, and because all the information is available in our  
 9 packet, Greg, is there anything that you think is a specific  
 10 note or any corrections to the slides that you'd like to provide  
 11 before we entertain a motion?  
 12 MR. BYRES: No, all the information is -- you've  
 13 already received it all.  
 14 CHAIRWOMAN DANIELS: Terrific. So is there a  
 15 motion to approve Items 10A, 10B and 10C in one motion?  
 16 MR. ROEHRICH: Madam Chair, I would just like to  
 17 clarify. The motion would be to award Item 10A, award Item 10B,  
 18 and then reject all bids on Item 10C.  
 19 CHAIRWOMAN DANIELS: Yes. As -- yes.  
 20 MR. ROEHRICH: As --  
 21 CHAIRWOMAN DANIELS: I appreciate that.  
 22 MR. ROEHRICH: As identified.  
 23 CHAIRWOMAN DANIELS: Thank you.  
 24 MR. ELTERS: Madam Chair, I move for approval to  
 25 award Items 10A, Item 10B and reject Item 10C.

1 MS. HOWARD: I'll second.  
 2 CHAIRWOMAN DANIELS: We have a motion a second.  
 3 All in favor say aye.  
 4 BOARD MEMBERS: Aye.  
 5 CHAIRWOMAN DANIELS: Any opposed? None.  
 6 VICE CHAIR MAXWELL: Madam Chair, one quick  
 7 question, though.  
 8 CHAIRWOMAN DANIELS: Please.  
 9 VICE CHAIR MAXWELL: I would like to hear just  
 10 about Item C, if the rejection was for the cost, because  
 11 obviously it's huge, but -- or if it has to do with also having  
 12 a single bidder or both?  
 13 MR. BYRES: So Madam Chair, Board Member Maxwell,  
 14 yes, we only had one bid on that project. It was substantially  
 15 higher in almost all categories. So, consequently, the entity  
 16 has decided to not accept that bid. They just don't have the  
 17 funding to -- for the overage, so...  
 18 VICE CHAIR MAXWELL: All right.  
 19 MR. BYRES: We will bring that back. We're going  
 20 to look at doing some revisions and bring it back in the future.  
 21 VICE CHAIR MAXWELL: So the clarification, the  
 22 City of Yuma is the one that said they can't --  
 23 MR. BYRES: Correct.  
 24 VICE CHAIR MAXWELL: -- because a lot of times  
 25 when it's over our bid, they have to come up with excess money,

1 and good luck to them getting something closer, because that  
 2 wasn't even close.

3 CHAIRWOMAN DANIELS: Not in the ballpark.  
 4 All right. Agenda Item 9. We'll move to the  
 5 state engineer's report. Greg.

6 MR. BYRES: So for the state engineer's report,  
 7 and I'm giving an option here. Let me go through it. We got  
 8 103 projects that are under construction. We're at \$3 billion.  
 9 Seven projects that have been finalized in the month of January,  
 10 which is worth \$39 million. Fiscal year to date, there's 54  
 11 projects have been finalized.

12 I'm going to give you an option here. I've  
 13 got -- you want to go through every single one of the districts,  
 14 or if anybody has any questions on any projects, I can take  
 15 those offline and we can just get through this.

16 CHAIRWOMAN DANIELS: I hate to make everybody  
 17 rush through it. I'm sure you worked hard on that preparation,  
 18 but it is great information for everybody to have, so...

19 MR. BYRES: Okay. I will go through each one.

20 CHAIRWOMAN DANIELS: Oh, no. I meant you can  
 21 skip --

22 (Simultaneous conversation.)

23 MR. BYRES: I'll sit down, too.

24 CHAIRWOMAN DANIELS: What I meant to -- what I  
 25 meant to say, Greg, is I really appreciate the hard work you put

1 in, and I absorbed all of the information that you're providing.

2 VICE CHAIR MAXWELL: And, Madam Chair, as you  
 3 said before, we do have the copies of all these slides.

4 CHAIRWOMAN DANIELS: We do. Yeah.

5 VICE CHAIR MAXWELL: So we see everything that  
 6 he's not talking about today.

7 CHAIRWOMAN DANIELS: And it is available to the  
 8 public as well, so important caveat. Thank you.

9 MR. BYRES: Thank you.

10 CHAIRWOMAN DANIELS: All right. We'll move back  
 11 to Iqbal. You command the stage today. We are not letting you  
 12 off the hook, and we'll come back to Agenda Item 5.

13 MR. HOSSAIN: I'll keep it brief. I would like  
 14 to provide a brief update on our recent and upcoming tribal  
 15 outreach and engagement activities. In January and early  
 16 February, we participated in key meetings, including the Arizona  
 17 Strategic Highway Safety Plan, tribal lands emphasis area  
 18 meetings. The -- sorry. So one of our key partnerships in --  
 19 is with the Intertribal Council of Arizona, where we actively  
 20 participate in advisory committees and working groups. This  
 21 focused on transportation enhancements and safety initiatives  
 22 for tribal lands.

23 On January 23rd, ADOT and Intertribal Council of  
 24 Arizona hosted the tribal working group meetings. In that  
 25 meeting, we discussed critical updates, such as the AZ SMART

1 Funds Program, ensuring funding accessibility for tribal  
 2 transportation projects. We talked about the ADOT  
 3 Transportation Alternative Program, promoting multimodal options  
 4 for tribal communities. We also talked about Arizona Strategic  
 5 Highway Safety Plan to address key safety initiatives. Finally,  
 6 we discussed the tribal traffic count projects to improve data  
 7 collection to support infrastructure planning.

8 Next, I would like to provide a brief update on  
 9 the recent and upcoming tribal outreach and engagement  
 10 activities. In January and early February, we participated in  
 11 key meetings, including the Arizona Strategic Highway Safety  
 12 Plan, Tribal Lands Emphasis Area meetings, the Maricopa  
 13 Association of Governments Tribal Safety Data meeting, and the  
 14 Roads & Streets Conference Planning Committee kickoff meetings.

15 Looking ahead, we are preparing for the National  
 16 Transportation in Indian Country Conference in September, hosted  
 17 in Chandler, Arizona. This event will provide a valuable  
 18 platform to discuss tribal transportation challenges and  
 19 opportunities at a national level.

20 This concludes my presentation on tribal  
 21 transportation updates. Thank you.

22 Now, I invite Jason James, the P2P manager, with  
 23 the Multimodal Planning Division, to provide an overview of the  
 24 P2P process. Following that, Trent Kelso, the ADOT project  
 25 manager, will present SR-347 and US-95. Thank you.

1 MR. JAMES: Excellent, Iqbal. Thank you. I  
 2 appreciate it. Good morning, Madam Chair, members of the Board.  
 3 Good to see all of you.

4 Which one? Yeah. Thank you. Awesome. And  
 5 okay. Good.

6 All right. So per the request from the Board at  
 7 our study session, I will give a overview of our P2P process.

8 So what is P2P? And you've seen this slide  
 9 before from my supervisor, Iqbal, who showed it earlier. So  
 10 with the P2P process, it's a process we use to prioritize  
 11 projects on the state highway system. It connects the  
 12 recommended investment choice, as was mentioned before, of our  
 13 Long Range Transportation Plan, to the five-year construction  
 14 program through performance as required by Arizona Revised  
 15 Statutes.

16 So ADOT's initial P2P methodology was developed  
 17 in June of 2014, which aligned with the principles and guidance  
 18 from the Moving Ahead For Progress in the 21st Century MAP-21  
 19 transportation bill. Since then, the Fixing America's Surface  
 20 Transportation Act, the FAST Act, and the Bipartisan  
 21 Infrastructure Bill, have identified specific performance  
 22 measures that ADOT must identify, track and report to the  
 23 Federal Highway Administration. So in response to the  
 24 performance requirements of the FAST Act and subsequent federal  
 25 transportation bills, ADOT has refined, and we continue to

1 refine our P2P process.

2           So why P2P? And this is a running thing

3 through -- throughout the country, because we don't have them --

4 a lot of money to (indiscernible) spend. Per the 20-year

5 financial forecast from the current ADOT Long Range

6 Transportation Plan, which forecasted revenues and needs on the

7 state highway system from 2026 to 2050, ADOT's approximately two

8 and a half billion dollars in the hole every year in just

9 maintaining our existing state highway system pavement. Now, if

10 we consider the other needs of the state highway system,

11 including mobility, safety, freight, bridge needs, we're

12 actually six and a half billion dollars in the hole every year.

13           So because of that, the P2P process is crucial in

14 providing a data-driven approach to investing limited state

15 dollars in appropriate transportation projects. Additionally,

16 per what you see on the screen here, per federal statute and

17 state statute, it is required to have a performance-based

18 planning-to-programming process in order to maximize the use of

19 our public funds.

20           This next slide here is our P2P flow chart. With

21 this process, this is a year-long process we do every sing- --

22 you know, pretty much we do daily, every day, for -- you know,

23 on an annual basis.

24           So where we're at, as everyone knows, is right

25 now in the -- in the draft five-year program, and about to go to

1 public outreach, on the right-hand side of the screen, but for

2 myself as the P2P manager and my team, I'm already on the left-

3 hand side of the screen starting the '27 to '31 cycle. The --

4 one of the big things we'll do in early coordination is actually

5 doing road reviews in the field with all seven of our

6 engineering districts and our subject matter experts, driving

7 the roads, looking at all the project priorities for next year's

8 P2P cycle.

9           So this one right here, this shows our scoring

10 overview. I will do just a little bit of a deep dive in the

11 next few slides on how we approach scoring our pavement

12 preservation, risk preservation, modernization and expansion

13 projects in Greater Arizona. The annual investment targets that

14 you see there on the screen, those are our rolling averages

15 based on the funding allocations that we receive from the

16 Highway User Revenue Fund, the HURF fund, our Regional Area Road

17 Fund, the RARF, and our federal formula funding.

18           Again, those are rolling averages. Again, as you

19 saw in the previous slide for the tentative five-year program,

20 those will vary from year to year, depending on revenues,

21 depending on the progress of design and construction of projects

22 in our program. And also, a reminder, too, and -- that with our

23 annual investment targets, they do not include any of the

24 national grants, Governor's office funding or any Congressional

25 earmark projects. Those are just strictly the funding that we

1 receive as ADOT on an annual basis. And then as far as the

2 scoring, like I said, I'll get into detail on that here in the

3 next few slides.

4           All right. So the first thing I want to talk

5 about --

6           CHAIRWOMAN DANIELS: Sorry. Real quick, Jason --

7           MR. JAMES: Yes.

8           CHAIRWOMAN DANIELS: -- on that last slide.

9           MR. JAMES: Absolutely.

10           CHAIRWOMAN DANIELS: Who determines the 390, the

11 60, the 132 and the 90? Is that specific to how the funding is

12 coming in, or is that a decision that's made through the

13 planning process?

14           MR. JAMES: Gotcha. That is actually made

15 through the planning process, through our Long Range

16 Transportation Plan.

17           CHAIRWOMAN DANIELS: Okay.

18           MR. JAMES: So once we get -- determine what our

19 recommended investment choice is, then we look at our revenues,

20 like, okay, what -- where do we want to prioritize our fund? So

21 this is actually based off of, I guess, the funds that we can

22 actually -- you know, that we can actually utilize in our

23 planning process. So the planning process.

24           CHAIRWOMAN DANIELS: So that is discretionary, as

25 far as the buckets are concerned?

1           MR. JAMES: Yes, ma'am.

2           CHAIRWOMAN DANIELS: That's where I was going.

3 Okay. Thank you.

4           DIRECTOR TOTH: I'd just like to clarify

5 something real quick, though. The Board --

6           CHAIRWOMAN DANIELS: Uh-huh.

7           DIRECTOR TOTH: -- approves that recommended

8 investment choice.

9           MR. JAMES: Yes.

10           DIRECTOR TOTH: Right. Yeah. Yeah.

11           MR. JAMES: Okay.

12           DIRECTOR TOTH: No, I just wanted to make sure

13 that, like, if we decided that we wanted to make a shift, we

14 could.

15           MR. JAMES: Absolutely. Thank you. And thanks

16 for that clarification, Director Toth.

17           All right. So for the pavement preservation

18 scoring, so we see the breakdown of our scoring here, again,

19 with a preservation of our system. That's any activities as to

20 improve and sustain the condition of our roadway to a state of

21 good repair. On the right-hand side of the screen, you see all

22 the different work types associated with our pavement

23 preservation activities.

24           On the left-hand side of the screen, you see the

25 percentages. So 51 percent comes directly from our technical

1 scoring, as provided by our pavement technical group. 40  
2 percent of the scoring comes from our district. So we filter  
3 out all the top-rated pavement rehab projects and preservation  
4 projects by seven engineering districts, and they go to our  
5 district administrators to provide their district ranking, and  
6 then we have our policy score there, which I'll talk about in a  
7 little bit.

8 CHAIRWOMAN DANIELS: One more question on that.  
9 Sorry.

10 MR. JAMES: Oh, yes.

11 CHAIRWOMAN DANIELS: And I encourage the Board to  
12 ask questions as we go, because this is a very technical  
13 process, and so please jump in, too.

14 What about when a project spans two different  
15 districts, such as the 347?

16 MR. JAMES: Gotcha. In those situations, we  
17 typically will put it in the engineering district where the most  
18 amount of roadway's in. So if majority -- like three-fourths of  
19 the roadway is in, you know, the south -- Southwest District,  
20 and only about a fourth in the Central, we'll put it in the  
21 Southwest. So that's usually, typically how we do that.

22 CHAIRWOMAN DANIELS: So you don't put two  
23 engineers' heads together?

24 MR. JAMES: Oh, they will definitely (inaudible)  
25 together. Oh, no, we -- they definitely --

1 CHAIRWOMAN DANIELS: Just checking.

2 MR. JAMES: -- collaborate and coordinate. Oh,  
3 absolutely.

4 CHAIRWOMAN DANIELS: Okay.

5 MR. JAMES: But as far as how it appears on the  
6 list, that's how we -- how we do it.

7 CHAIRWOMAN DANIELS: Thank you.

8 MR. JAMES: Absolutely.

9 All right. So in the middle of the screen here,  
10 the performance targets, those are identified from our ADOT  
11 Transportation Asset Management Plan, and that is our strategic  
12 document that outlines our approach to managing and maintaining  
13 our transportation infrastructure system. So that actually is  
14 kind of our strategy to try to reach those performance targets  
15 and goals, and we're actually in the process of updating that  
16 (indiscernible).

17 With the measures that we use, so for our  
18 technical group, our technical scoring -- I'm sorry -- we look  
19 at such measures as IRI, which is International Roughness Index.  
20 That's an assessment of the overall pavement ride quality. Look  
21 at the cracking of the road, the rutting, suppression or groove  
22 worn into the road by the travel of the wheels, deterioration  
23 factors. That includes surface distresses, drainage, traffic  
24 volumes, the impact of heavy vehicles on the pavement surface,  
25 and also the base condition of the roadway, which we get from

1 our coring data and our pavement data trucks, which drive all  
2 the roads on an annual basis. And then also look at the life  
3 cycle factors, which is cradle to grave of a roadway, from the  
4 time of original construction to the terminal condition for a  
5 pavement structure. So -- and then I already talked about our  
6 district scoring.

7 As far as our policy scoring, we have 5 percent  
8 that goes to a scope project. This is something that's actually  
9 specific just for pavement, and this is a project of scope in  
10 the top 20 of the previous P2P cycle. And the reason why we  
11 added this specifically for pavement is because, number one,  
12 our -- you know, our number one priority is the preservation of  
13 our pavement and our state highway systems, but we ran into a  
14 problem where we would have these projects, specifically in a  
15 lot of rural communities, that would be -- rank number 16,  
16 number 15, year after year, you know, rank high, but not enough  
17 to get funded, and then all of a sudden it goes to number six or  
18 five, but then it's no longer a pavement rehab or preservation  
19 project. It's a reconstruction project. So it's just tripled  
20 or quadrupled the cost. So in order to be more proactive in  
21 getting those type of projects off the list and not turning into  
22 reconstruction projects, we added this, so...

23 And then the other measure, too, is disadvantaged  
24 communities, and this is an extra four points for any project  
25 that's located in the census track that meets one of eight

1 categories of burden or within the boundaries of a federally-  
2 recognized tribe. And this measure was actually added a couple  
3 years ago at the directive of previous State Transportation  
4 Board members, Jesse Thompson and Gary Knight, to help the  
5 competitiveness of rural area road projects.

6 All right. The next one right here is our bridge  
7 preservation scoring. Again, any activities that improve or  
8 sustain the condition of a bridge to a state of good repair.  
9 Again, we see all -- on the right-hand side of the screen all  
10 the different work types associated with this scoring.

11 With our scoring, we have 60 percent comes  
12 directly from our bridge technical group, 30 percent from our  
13 districts, and 10 percent policy score. The performance  
14 targets, as I mentioned before, in line for transportation asset  
15 management plan, the measures we look at when we look at  
16 specifically for a bridge technical score, we look at the  
17 condition of the deck, which is the surface of the bridge where  
18 you cross.

19 We look at the condition of the superstructure,  
20 and that's the portion of the bridge that supports the deck and  
21 connects one substructure element to another. That's a deck  
22 slab, a girder, a truss. We also look at the condition of the  
23 substructure, which is the portion of the bridge that supports  
24 the superstructure and distributes all the bridge loads to  
25 below-ground bridge footings. That's piers, abutments, wing

1 walls and returns, the foundation.  
2 We also look at the bridge scour. That's the  
3 removal of any sediment, such as sand and gravel from around the  
4 bridge abutments and piers. Also look at the life cycle factors  
5 that I talked about earlier.

6 And then again, you know, already talked about  
7 our district scoring there. With our policy scoring, we do look  
8 at -- not just for bridge, but also for modernization and  
9 expansion, which I'll talk about in a little bit, we look at the  
10 freight percentage as part of the policy score, and that's,  
11 again, the percentage of overall traffic volumes that freight  
12 vehicles represent, and then the functional classification of  
13 the roadway. That's the class of roads that our road belongs,  
14 interstate, highway, arterial collector road. And then I  
15 already talked about our disadvantaged communities.

16 And just want to note, too, the reason why you  
17 see freight percentage and functional classification in the  
18 policy score here, and you also see for modernization and  
19 expansion, and you didn't see it in our pavement, is because  
20 those two measures are already inclusive in the technical  
21 scoring for our pavement. So we didn't want to double dip those  
22 measures.

23 All right. Next up is our modernization, and  
24 that's any improvements that uprate efficiency, functionality  
25 and safety without adding capacity. So pretty much we have 21

1 different work types. It's any work types that doesn't add a  
2 new road or new lane. So that's, I guess, another way of  
3 defining modernization.

4 So as far as the technical score, we have 35  
5 percent of the technical score comes directly from either our  
6 applicable ADOT technical groups or from a study. So we have a  
7 series of statewide studies, DCRs, roadway safety assessments,  
8 and also local studies that come from our COG and NPO partners  
9 that contribute to that technical score and the project  
10 nominations that go into that modernization list. 30 percent of  
11 the score comes from our districts. 25 percent of the score is  
12 our safety score, which we based on level of safety, which is  
13 looking at the last five years of crash history, and also  
14 looking at the observed -- and also comparing it to the  
15 predicted average crash frequency at a site using Highway Safety  
16 Manual guidelines. And then, finally, our policy score, which I  
17 already discussed, those three measures there.

18 All right. Next up here is our expansion  
19 scoring. And again, that's any improvements that add capacity,  
20 new capacity by adding new facilities. So new roads, new lanes,  
21 new TIs. So 50 percent of our scoring for our expansion scoring  
22 comes directly from our Arizona travel demand model. The  
23 measures that we look at include level of service, which is a  
24 rating system that measures how well a transportation facility  
25 is operating. So it's used to assess traffic congestion and

1 delay at intersections and all roadways.

2 We look at total delay, which is the difference  
3 between the travel time that's actually experienced by the  
4 traveling public and comparing that to our reference travel time  
5 during ideal conditions where there's, you know, no accidents,  
6 no incidents. So kind of comparing the two, and that's what  
7 gives us to -- total delay.

8 We also look at system reliability, and that's  
9 actually a measure of dependability of a travel trip -- a travel  
10 time of a trip or, you know, a time to travel a road segment,  
11 you know, experience at different hours of the day, especially  
12 during the peak hours, and also, days of the week, for both  
13 passenger vehicles and for freight.

14 Next up, we look at supporting economic vitality,  
15 and that's scores for any project that's located within a key  
16 commerce corridor route. And key commerce corridors are road  
17 segments to connect major economic hubs of Arizona with their  
18 associated markets. So there are interstates, international,  
19 regional routes that promote the most economic activity and  
20 support and growth of jobs. So I-40, I-17, I-10, I-19, US-93  
21 would be examples of that.

22 And then finally, improving congestion, which is  
23 comparing the project future change in vehicle hours traveled at  
24 a project level. So those are the things that factor in to our  
25 technical scoring. And again, 25 percent of our score comes

1 directly from our districts, 15 percent from our level of safety  
2 service, and finally, 10 percent of our scoring for our policy  
3 for those three measures there.

4 And the last thing I want to say before I move on  
5 to the next slide for our expansion scoring is that one of the  
6 data sets that we use, that we input into the technical score  
7 that comes directly from our Arizona travel demand model is a  
8 socioeconomic data set that encompasses population, household,  
9 employment and other economic variables that we need to  
10 consider, especially looking at future traffic volumes and also  
11 potential growth in an area. So that's factored in to our  
12 technical scoring for expansion projects.

13 MS. HOWARD: Chair Daniels, I have a quick  
14 question.

15 CHAIRWOMAN DANIELS: Please.

16 MS. HOWARD: Jason --

17 MR. JAMES: Yes.

18 MS. HOWARD: -- back on that slide.

19 MR. JAMES: Yes.

20 MS. HOWARD: The engineering evaluation, can you  
21 elaborate on that as far as expansion projects go?

22 MR. JAMES: Gotcha. As far as the engineering --  
23 as far as from studies from our district engineers?

24 MS. HOWARD: Yes. What is included in that  
25 evaluation for expansion?

1 MR. JAMES: Okay. Gotcha. Gotcha. So usually,  
2 again, like I said before, we depend a lot on our model on that,  
3 but we do base a lot of it on DCRs. Well, a lot of times we  
4 will do a DCR on a particular roadway, design concept report, to  
5 see, okay, you know, number one, does this road warrant a  
6 widening, and then what type of widening? Do we have to widen  
7 to four lanes? Six lanes?

8 So we usually will do a study, a full-blown DCR.  
9 Usually takes about a couple years and do that, and then we kind  
10 of base it off of that. Usually, the results that come from  
11 that DCR, we put it to our P2P list. So that's kind of how we  
12 approach that. We really, you know, do a full-blown study on  
13 it. And a majority of the projects that are on our P2P Greater  
14 Arizona expansion list have come out of DCRs. A few of them  
15 have been just recommendations that we -- you know, that we, you  
16 know, analyzed with our traffic command model and in the field,  
17 but the majority of them were -- came from studies like that  
18 that really looked at it from a very extensive lens.

19 MR. ROEHRICH: So what -- to add on to that,  
20 Madam Chair, and Mrs. Howard, a lot of the design concept  
21 reports, (indiscernible) DCRs, we establish the scope of the  
22 project. We do engineering analysis, whether it's traffic  
23 impact analysis, traffic engineering studies, as well as then  
24 the technical studies of whether it's geometric concerns or  
25 other engineering-type concerns.

1 So we go through the different engineering  
2 disciplines within the highway and the horizontal construction  
3 aspect in order to evaluate those as part of that -- the design  
4 concept report, that DCR. So it is pretty thorough in that it's  
5 a multidisciplinary look at it in order to determine what is  
6 needed within that specific area.

7 MR. JAMES: Excellent. Thank you.

8 All right. Any other questions on this before I  
9 move on to the next slide?

10 So as far as our P2P process, again, it's a  
11 continuous improvement process every single year, especially  
12 when we conclude another cycle. We're always looking at  
13 different ways of improving our process. We do consult a lot  
14 with our external stakeholders, which includes our COGs, our  
15 MPOs, our tribes, our board, our districts, always looking at  
16 annual lessons learned to really refine the project -- the  
17 process as much as we can.

18 So just some of the things, and I'll go through  
19 this real quickly as far as continuous improvement that we did  
20 in the last cycle. We did expand our field time for our road  
21 reviews. You know, we have some very big districts around the  
22 state that take a few days to drive, so we took that -- we took  
23 that extra time. We also added a call for new projects for our  
24 state legislative representatives. So that is now part of our  
25 process. We updated our recommended investment choice and

1 annual investment targets per our Long Range Transportation Plan  
2 that was adopted about year, year and a half ago.

3 We did update our expansion project scoring  
4 criteria, that technical scoring that I showed you earlier. We  
5 actually had a consultant look at it and a compare it to other  
6 DOTs across the country just to see, okay, you know, how can we  
7 modernize this to be in line with what a lot of folks are doing  
8 and to reach national goals when it comes to expansion projects.  
9 So that was updated there. And then, as I mentioned before, we  
10 added the scope project measure for our pavement projects.

11 Forthcoming for this next year's P2P cycle, we  
12 are updating the manual. We're integrating a lot of the P2P to  
13 be automated within GI -- our GIS software, and we're also going  
14 to be updating the performance metrics with the updated  
15 Transportation Asset Management Plan.

16 So finally, on this one right here, kind of where  
17 we're at for this year for P2P, as I mentioned earlier, we're  
18 going to be starting the road reviews in all districts starting  
19 in the first week of March, starting in the Southeast District.  
20 So we'll be in Globe and be in Bisbee and Safford and that area  
21 pretty soon.

22 So the next one is the call for new projects,  
23 which we'll put out round one to our COGs, MPOs, our tribes, our  
24 State Transition Board, our districts and state legislative.  
25 We'll put that out there probably in about I would say mid to

1 late March, to put that call out, due beginning of May. Then we  
2 also do a round two just for our technical groups at ADOT for  
3 pavement, bridge, modernization and expansion.

4 And then once we receive those, we do the project  
5 rankings from May to August. We do the technical ranks in May  
6 to June, district ranks in about June time frame, safety and  
7 policy scores in July, and finally, I will -- myself and my  
8 team, we'll QA/QC all the final scores, finalize the district  
9 project list, you know, follow up with our internal and external  
10 stakeholders on the list and make sure we're capturing  
11 everything in August time frame, and that leads to our P2P  
12 workshops for all seven of our engineering districts in  
13 September, and then we finalize the list in October. And once I  
14 finalize the list, I hand that baton to my colleague, Lisa, and  
15 she takes it from there for programming, so -- and then I start  
16 '28-32. So there you go.

17 And I think that was the last slide. So I'll  
18 stop right there, and I'll take any questions or comments.

19 CHAIRWOMAN DANIELS: Terrific. Thank you, Jason.  
20 Appreciate it. I have one question, but look to the Board if  
21 you have additional.

22 Are the scoring sheets made public?

23 MR. JAMES: They are not made -- they are not on  
24 our public website. However, they are -- they are available  
25 upon request.

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1 CHAIRWOMAN DANIELS: Okay.

2 MR. JAMES: So if anybody from our public or

3 anyone from our external stakeholders request it, I provide it

4 to them, but as of right now, we have not put it on the website.

5 CHAIRWOMAN DANIELS: Okay. Thank you.

6 Appreciate that.

7 MR. JAMES: Yeah.

8 CHAIRWOMAN DANIELS: Any other questions for

9 Jason?

10 All right. That moves us to our 347 report.

11 MR. JAMES: Excellent. Thank you.

12 CHAIRWOMAN DANIELS: And that's Trent.

13 It's really helpful to see how we get all the way

14 here, and now, actually, we get to do the practical application

15 of the scoring sheet. I'm hoping you have it available for us

16 today.

17 MR. KELSO: I do not have the scoring sheet

18 available.

19 CHAIRWOMAN DANIELS: Okay. I will ask that I --

20 we received that, just because it is, you know, so critically

21 important to the prioritization.

22 MR. KELSO: Sure. Yeah.

23 CHAIRWOMAN DANIELS: So at some point.

24 MR. KELSO: I'll get that, make sure that that's

25 transmitted to you.

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1 CHAIRWOMAN DANIELS: Thank you.

2 MR. KELSO: Iqbal's team.

3 CHAIRWOMAN DANIELS: Terrific.

4 MR. KELSO: So good morning, and thank you for

5 the opportunity to present updates on Items 5C and 5D, the State

6 Route 347 and US-95 corridors. And I'm happy to say that I had

7 a -- I was sitting in my rocking chair this morning. I had a

8 long dissertation all written out, word for word, and I'm happy

9 to report that I scrapped it all. Okay? I'm going to -- I'm

10 going to just --

11 VICE CHAIR MAXWELL: The dog ate it.

12 MR. KELSO: -- focus it in on the high points

13 here and --

14 CHAIRWOMAN DANIELS: Well, please don't be

15 offended, because at some point in the next -- this

16 presentation, both Ted and I will have to leave, so I --

17 MR. KELSO: That's fine.

18 CHAIRWOMAN DANIELS: -- apologize in advance. It

19 wasn't anything you said.

20 MR. KELSO: That's fine. I'll try to keep it as

21 short as possible.

22 CHAIRWOMAN DANIELS: Board Member Elters will

23 take over the meeting at that point, so thank you.

24 MR. KELSO: Sure. Sure.

25 Okay. So the first slide here is just a state

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1 map to kind of orient everybody where the projects are, the

2 segments are within each respective corridor.

3 So State Route 347, we have four separately

4 funded projects that ADOT is actively developing. All of these

5 projects are within the Gila River Indian Community. So we've

6 been collaborating and partnering with the Community throughout

7 this process, and we'll continue to do so as we develop and

8 implement the projects. These four projects include pavement

9 rehabilitation and corridor widening, a new interchange and

10 intersection improvements, and the projects are at various

11 levels of completeness and funding.

12 So the first project that I'd like to talk about

13 is the pavement rehabilitation project, and it extends from I-10

14 to the Maricopa city limits. The second project -- and I'll

15 have -- on the third and four slides, I have additional

16 information regarding the funding and the timing of these

17 projects all expand upon these. The second project is

18 intersection improvements at Mammoth Way and Casa Blanca Road.

19 The third project is the new interchange planned at Riggs Road.

20 And the final project is the corridor widening project.

21 Approximately 6.1 miles of the corridor is in Maricopa County,

22 and 7.3 is in Pinal County. And really, the Pinal County

23 segment is -- of the corridor widening is the missing piece of

24 the funding pie, and that's kind of why I'm here to talk about

25 or give an update on the corridor.

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1 So looking at the -- at the corridor funding

2 table we have here, we have four projects, again, some fully

3 funded, some partially funded, and they use a variety of funding

4 sources. Now, I've updated some of the numbers in the table,

5 primarily in the funding and estimates column, and made them add

6 up, too. So there's a little bit of a change from the original

7 packet, but it doesn't -- it didn't impact what is important in

8 this presentation, and that's the shortfall. So in the end, we

9 end up with a shortfall of approximately \$145 million to fully

10 improve this corridor, and it's made up of 131 million in the

11 Pinal County segment, or the Greater Arizona area, and 14

12 million in Maricopa County.

13 So moving on to the project timeline. From a --

14 from this perspective, the pavement rehabilitation project would

15 be the first one ready to construct by the end of this year, and

16 then over the next 12 to 15 months, each of the other three

17 projects would be ready to advertise. As indicated, you may

18 notice the long durations in between the time we complete design

19 and the project is bid ready, for instance, to get to the -- to

20 the stars at the end, and that time is needed to complete

21 utility relocations, acquire the needed right-of-way, and also

22 complete cultural recovery throughout the length of the corridor

23 that you may have noticed taking place on I-10 as we get ready

24 to widen I-10 through the community.

25 So there's still a lot of work to do to meeting

1 these timelines. And again, we -- we're going to continue to  
2 coordinate with our regional stakeholders and the community to  
3 do our best to achieve these goals.

4 So that's all I have. I'd open it up for  
5 discussion.

6 CHAIRWOMAN DANIELS: Please.

7 MR. ELTERS: Thank you, Madam Chair. Good to see  
8 you, Trent.

9 MR. KELSO: Yeah. You too.

10 MR. ELTERS: Back a couple of slides,  
11 understanding the time these slides, this information and data  
12 was gathered and to be presented, and the timing when the City  
13 of Maricopa announced their contribution, is that number  
14 reflected in this total shortage?

15 MR. KELSO: So, no. This is an overall total  
16 shortage. It doesn't anticipate funding from outside sources.

17 MR. ELTERS: Okay. The other question that I  
18 have is related to -- I think it's the same slide, last row,  
19 where it says SR-347 widening, Pinal County. Current estimate  
20 is 120, but the shortage 131.

21 MR. KELSO: That's --

22 MR. ELTERS: Is that --

23 MR. KELSO: It should be 120.

24 MR. ELTERS: -- one of those --

25 MR. KELSO: So it should be 120. If you add up

1 the shortages, that number should -- was changed right at the  
2 end. So apologize for that, but the shortage is 120.

3 MR. ELTERS: Okay.

4 MR. KELSO: Okay?

5 MR. ELTERS: Any other questions?

6 VICE CHAIR MAXWELL: Yeah. I'd like to ask --  
7 the comment made at the bottom of it caught my attention,  
8 because you talked about the last MAG committee meeting, there's  
9 already been talk about if funding becomes available in Pinal  
10 County, then widening could move up significantly. So is --  
11 could that, in theory, be some of the funding that's coming from  
12 Maricopa, the City of Maricopa, to move it forward?

13 MR. KELSO: No, I think that would be separate  
14 from that. The funding that is in Prop 479 is in phase two.  
15 It's already anticipated to widen the corridor from I-10 to --  
16 down to Riggs Road. So the money that you're asking about would  
17 be in addition to that funding in Prop 479.

18 VICE CHAIR MAXWELL: Okay.

19 CHAIRWOMAN DANIELS: One other question, and this  
20 might be more sort of philosophical in nature, so forgive me in  
21 advance, but, you know, we just did the -- looked through the  
22 P2P process and sort of saw what all the percentages are and how  
23 those things rank, but there really wasn't anything in that P2P  
24 process that says, is there funding available, and therefore, it  
25 will be moved up, right?

1 I think I have a little bit of pause that now  
2 we're talking about the 347 and that we have a funding shortfall  
3 and that that's the reason why we're not moving forward with the  
4 construction, but then we have the P2P process, which is very,  
5 very objective and doesn't have an element of the financial  
6 component in it as far as rankings go. And so I just want to  
7 make sure that we're not sort of convoluting the two. They're  
8 two completely different processes or analyses, if you will, but  
9 they do seem to eliminate or have some sort of play. Can you  
10 speak to that? Or maybe this is a more Director Toth -- I won't  
11 put you on the spot, Trent. Let's look to Director Toth.

12 MR. KELSO: Yeah, I (inaudible).

13 CHAIRWOMAN DANIELS: That wasn't fair. I'm  
14 sorry.

15 So Director Toth, how are we reconciling -- like,  
16 this is a big number, and if we do this project, or if it's  
17 ranked higher, that means that there's a substantial number of  
18 other projects that don't get into the five-year plan. At the  
19 same time, when we hear of new funding sources, are we now  
20 bumping this up because we now have funding? And how do we  
21 reconcile those two processes?

22 DIRECTOR TOTH: Right. So where we are, when we  
23 present to the Board the five-year program, we have a certain  
24 amount of funding that's available for new projects, and so  
25 based on the ranking of the P2P, we basically -- which projects

1 can be fully funded, and then where's the -- the remaining  
2 funding that can be allocated to the next level of P2P. So  
3 that -- that's the process in terms of providing that to the  
4 Board.

5 Now, when we get legislative appropriations and  
6 things like that, that changes. Obviously, if the funding is  
7 there, we can move forward with it, but that's up to the Board's  
8 discretion as well in terms of the five-year program.

9 CHAIRWOMAN DANIELS: So if the Board moved money  
10 from one bucket to another, which it sounds like we have the  
11 authority with which to do so, we technically could find  
12 dollars, we're still taking away from others, which I -- again,  
13 I hate, even, like, making -- trying to say that, because I  
14 don't love that mentality. I'd rather -- I'd rather plan with  
15 vision rather than plan with funding, but there -- that is an  
16 option, if you will, for the Board?

17 DIRECTOR TOTH: Correct.

18 CHAIRWOMAN DANIELS: Okay.

19 MR. ELTERS: Madam Chair, if I may real quick,  
20 maybe I can summarize it. It just seems like we're hearing that  
21 Proposition 479 has some money for this corridor.

22 CHAIRWOMAN DANIELS: Yes. It's --

23 MR. ELTERS: We're also hearing that --

24 CHAIRWOMAN DANIELS: -- phase two, though.

25 MR. ELTERS: Oh, phase two. And --

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1 CHAIRWOMAN DANIELS: Yeah. And so that's what  
2 they're working on right now, is to get it moved into phase one  
3 through the MAG process.

4 MR. ELTERS: Okay. So thank you for that  
5 clarification. My point then is if that moves forward, and the  
6 City of Maricopa is contributing a certain amount, and we saw  
7 proposal -- legislative proposals for funding to be --

8 CHAIRWOMAN DANIELS: (Inaudible.)

9 MR. ELTERS: -- available, if that makes it, then  
10 added up, whatever that final number is, and compared to this  
11 gap, it may close the gap, and there might be just a smaller  
12 gap. With that said, the design, from what I understand it, is  
13 moving forward. So if the funding becomes available in its  
14 entirety, then the design will be finalized and there would be  
15 no delay from design to construction. If the gap is -- I'm  
16 assuming but summarizing -- if the gap is smaller, but the 145  
17 is no longer 145, it's a lot smaller, and three of the four  
18 segments can be advanced, then it's going to be advanced. I'm  
19 assuming that is the case, right?

20 DIRECTOR TOTH: So, Madam Chair, Mr. Elters,  
21 that -- in its simplest form, yes.

22 VICE CHAIR MAXWELL: Good answer.

23 CHAIRWOMAN DANIELS: So the earliest that this  
24 project could actually come online -- and you can go back to  
25 your other slide, Trent, if you want.

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1 MR. ROEHRICH: That's what I was going to go to.  
2 The timeline slide.

3 CHAIRWOMAN DANIELS: Yeah. This is all things  
4 proceeding as needed and necessary and construction funding  
5 becoming available. This is the timeline.

6 MR. KELSO: Right. That's why we call it bid  
7 ready.

8 CHAIRWOMAN DANIELS: Right.

9 MR. KELSO: Essentially. Obviously, the pavement  
10 rehab project is funded in 2026, in the tentative program, so  
11 that would proceed, you know, as planned.

12 CHAIRWOMAN DANIELS: So for this -- the purposes  
13 of our board here, we can't put this into the five-year plan  
14 until we know that there's a funding source available. Okay.  
15 So that gives us all lots of homework between now and May 16th  
16 or shortly thereafter. I guess we have until June, technically,  
17 but that gives us all a lot of homework if we want to see this  
18 be included in the five-year plan beginning this year.

19 Okay. I think that's --

20 VICE CHAIR MAXWELL: That makes sense.

21 CHAIRWOMAN DANIELS: Clear as mud. Thank you.

22 MR. KELSO: Yeah. You bet. Any other questions?

23 CHAIRWOMAN DANIELS: Anything else?

24 MR. ELTERS: Any other questions for Trent  
25 related to SR-347?

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1 CHAIRWOMAN DANIELS: Moves to the 95.

2 MS. HOWARD: I just want to say thank you.

3 CHAIRWOMAN DANIELS: Yeah.

4 MR. KELSO: You bet.

5 (Speaking simultaneously.)

6 MS. HOWARD: -- to help us understand to make  
7 these decisions, and we appreciate you.

8 MR. KELSO: Happy to do it. Thank you.

9 MR. ELTERS: I think you're providing an update  
10 on US-95 as well, right?

11 MR. KELSO: You bet. Yes. Yes. I am. Item 5D.

12 VICE CHAIR MAXWELL: Sorry.

13 MR. KELSO: So US-95. ADOT has been working on  
14 this corridor for many, many years. As a matter of fact, the  
15 environmental document and DCR was completed in 2006, almost 20  
16 years ago, and it took until about the last five to seven years  
17 for ADOT to improve sections of this corridor. They -- we've  
18 used various funding sources, including legislative  
19 appropriations and a DOD grant, as a matter of fact, to  
20 construct the first three segments shown on the list here from  
21 US -- or from Avenue 9E to Wellton Mohawk Canal.

22 And the fourth project is a project that's under  
23 design currently, and it's from Wellton Mohawk Canal to Imperial  
24 Dam Road. Imperial Dam Road is the entrance to the Yuma Proving  
25 Grounds. That project, as I said, is under design, but it's --

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1 the time frame for that project is significantly longer than  
2 project number five, which I'll talk about shortly, just due to  
3 the -- due to its complexity and the location of it related to  
4 the Dome Mountain there.

5 So moving on to segment five, the project that  
6 we're discussing, from Imperial Dam to Aberdeen Road, this  
7 segment is entirely contained within the US Army's Yuma Proving  
8 grounds, which provides testing for a large variety of machinery  
9 and weapons developed by the US Army.

10 So the design team has been working on this -- on  
11 developing this project for over a year, and we've been  
12 designing the ultimate improvements. So the first project or  
13 the first set of improvements that I would talk -- we'll talk  
14 about it, are the ultimate improvements. It's reconstructing  
15 and widening the existing two-lane highway to a four-lane  
16 divided highway. It's constructing two new roundabouts and a  
17 wider intersection at Martinez Lake Road, new bridge over the  
18 existing military tank crossing, which happens at grade  
19 currently, and then protecting the corridor with wildlife  
20 fencing for 11.7 miles. A lot of the incidents that happen on  
21 US-95 here are related to burro strikes.

22 So an update on the project. We have our  
23 environmental clearance and the right-of-way acquisitions and  
24 utility relocations to support the ultimate improvements. We'll  
25 be done this summer. So, in essence, this project is bid ready

1 and ready to advertise this summer, pending the obtaining  
2 construction funding,

3 The second -- or the second set of improvements  
4 that we've looked at are to match the existing legislative  
5 appropriation funding that's available to us, and we call that  
6 the intersection-only project intersection improvement. So  
7 essentially, the two roundabouts at either end of the corridor  
8 would be constructed to their ultimate condition with this  
9 project, and we would also widen Martinez Lake Road.

10 We -- in between the two roundabouts, we would  
11 have to construct tapers and tie back in to the existing  
12 two-lane facility, and because we're not reconstructing the  
13 entire length, we'd have to rehab the pavement in between the  
14 roundabouts. So we're already talking about potentially  
15 redesigning and repackaging the project to the scope of just the  
16 intersection improvement project, and we could have that done  
17 later this summer and ready for advertisement in August or  
18 September of this year.

19 And again, the environmental -- all of the  
20 clearance documents or the clearance efforts that have been  
21 undertaken have been to support the ultimate improvements. So  
22 since these improvements are compatible with the ultimate, we're  
23 in the same condition -- or position regarding the ability to  
24 deliver the project. This project would cost approximately  
25 \$30 million which, on the last slide, is approximately the

1 amount we have from a legislative appropriation left over from  
2 the development of the projects. So, in essence, to be in a  
3 position to construct the ultimate improvements, we're looking  
4 at a shortage of \$46 million.

5 MR. ELTERS: Thank you, Trent.

6 MR. KELSO: You bet.

7 MR. ELTERS: Any questions? Do you have any  
8 questions?

9 MS. HOWARD: No.

10 MR. ELTERS: So I just want to acknowledge the  
11 fact and the history that you provided, which is this corridor  
12 has been under improvement for a couple of decades. A DCR was  
13 completed probably many years ago, and so it's been needed for  
14 all these years. We have a \$46 million gap. Has there been  
15 any -- that you're aware, are you aware of any discussion  
16 related to potentially closing this gap from any source,  
17 including the base? I just can't help but wanting to ask that  
18 question, understanding that the longer it's delayed, the more  
19 it will cost eventually, and it will still be needed.

20 MR. KELSO: Right. No, not specifically.

21 However, the base, the Yuma Proving Grounds is performing  
22 utility relocations at their expense to set the project up for  
23 the ultimate improvements. They're performing those right now  
24 to be done by this summer.

25 MR. ELTERS: Is it like an in-kind contribution,

1 Trent?

2 MR. KELSO: You could call it that. Yes.

3 Now, we did submit for a Department of Defense  
4 grant earlier this year, and we found out in July that we were  
5 not accepted. I think we submitted for \$15 million to help  
6 close that gap. Again, we weren't -- we weren't -- we weren't  
7 successful, but it -- as you said, this corridor has been under  
8 development for quite some time, and the State is actively  
9 looking, along with Crystal Figueroa from YMPO, actively looking  
10 to try to obtain additional funding to fully improve this  
11 corridor.

12 MR. ELTERS: Thank you.

13 MS. HOWARD: I do have one question.

14 MR. ELTERS: Please.

15 MS. HOWARD: With so many changes in leadership  
16 at the federal level, do you see any improvement through the DOD  
17 for projects like this forthcoming or...

18 MR. KELSO: Well, the DOD has \$100 million  
19 available every year for their projects, so this is not like a  
20 Mega grant-type situation. Like, when we got the DOD grant for  
21 the third project on that screen there, we only asked for \$13  
22 million at that time. That was the largest project ever awarded  
23 under that DOD program, so I'm not anticipating that there would  
24 be any increase in that possibility.

25 MS. HOWARD: Thank you.

1 MR. ELTERS: Thank you.

2 Okay. That completes 5D. We still have 5E. Any  
3 last minute items? No? Okay. Thank you.

4 Since we jumped around, I think we're ready to go  
5 to Item 11. So moving on to Agenda Item 11 for any future  
6 suggestions from any board members. Any future? Okay. That  
7 was easy.

8 MS. HOWARD: We're making it easy on you.

9 MR. ELTERS: With no other items pending or  
10 remaining, I will say one more time, a special thanks to the  
11 City of Surprise for hosting us, and with that, I will adjourn  
12 this meeting. Thank you.

13 (Meeting adjourned at 11:44 a.m.)  
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25

1 STATE OF ARIZONA )  
                          )  
2 COUNTY OF MARICOPA )

3  
4       BE IT KNOWN that the foregoing proceedings were reported by  
5 me, TERESA A. WATSON, Registered Merit Reporter, Certified  
6 Reporter, Certificate No. 50876, State of Arizona, from an  
7 electronic recording and were reduced to written form under my  
8 direction; that the foregoing 116 pages constitute a true and  
9 accurate transcript of said electronic recording, all done to  
10 the best of my skill and ability.

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

14       DATED at Phoenix, Arizona, this 3rd day of August 2025.

15  
16  
17                         /s/ Teresa A. Watson        
18                   TERESA A. WATSON, RMR  
19                   Certified Reporter  
                      Certificate No. 50876  
20  
21  
22  
23  
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25

**Adjournment**

***Chair Jenn Daniels adjourned the State Transportation Board Meeting on February 21, 2025.***

**Meeting adjourned at 11:44a.m. PST.**

Not Available for Signature

Jenn Dainels, Chair  
State Transportation Board

Not Available for Signature

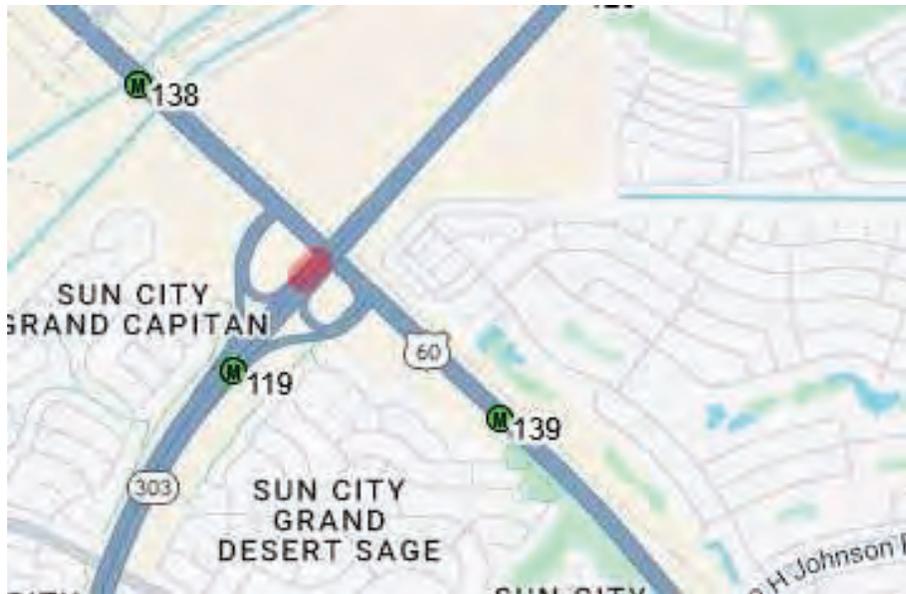
Jennifer Toth, Director  
Arizona Department of Transportation

**PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION**

\*Item 7a

<b>Route &amp; MP:</b>	303L @ MP 19
<b>Project Name:</b>	GRAND AVENUE SYSTEM INTERCHANGE
<b>Type of Work:</b>	CONSTRUCT INTERCHANGE
<b>County:</b>	Maricopa
<b>District:</b>	Central
<b>Schedule:</b>	
<b>Project:</b>	F085401D TIP#: 105485
<b>Project Manager:</b>	Tricia Brown
<b>Program Amount:</b>	\$0
<b>New Program Amount:</b>	\$200,000
<b>Requested Action:</b>	Establish new project

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1. PRB Meeting Date: 7/15/2025 [checked] 2. Teleconference: (602) 712-7046

3. Form Date / 5. Form By: 7/24/2025 Tricia Brown
4. Project Manager / Presenter: Tricia Brown @ (602) 712-7046
205 S 17TH AVE, , 614E - 4983 PROJECT MANAGEMENT

6. Project Name: GRAND AVENUE SYSTEM INTERCHANGE
7. Type of Work: CONSTRUCT INTERCHANGE
8. CPSID: AU1R 9. District: Central 10. Route: 303L 11. County: Maricopa 12. Beg MP: 19 13. TRACS #: F085401D ? 14. Len (Mi.): .5 15. Fed Id #:

16. Program Budget: \$0 17. Program Item #: 105485
18. Current Approved Program Budget: \$0 18a. (+/-) Program Budget Request: \$200 18b Total Program Budget After Request: \$200

CURRENTLY APPROVED:
19. BUDGET ITEMS:

CHANGE / REQUEST:
19A. BUDGET ITEMS:
Table with columns: Item #, Amount, Description, Comments. Row 1: 3660, \$200, MAG Region Right-of-Way Advance Acquisition

CURRENT SCHEDULE:
21. CURRENT FISCAL YEAR:
22. CURRENT BID READY:
23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:
21A. REQUEST FISCAL YEAR:
22A. REQUEST BID READY:
23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO [checked] PROJECT FUNDING VERIFIED BY PM

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

Establish new project

26. JUSTIFICATION OF REQUEST

This request is to provide RARF funding for environmental and right of way staff for advance acquisition of Maricopa County Assessor Parcel 503-58-821. A state-funded early acquisition environmental clearance was completed on 06/11/2025.

Staff: \$188K
ICAP: \$12k

27. CONCERNS OF REQUEST

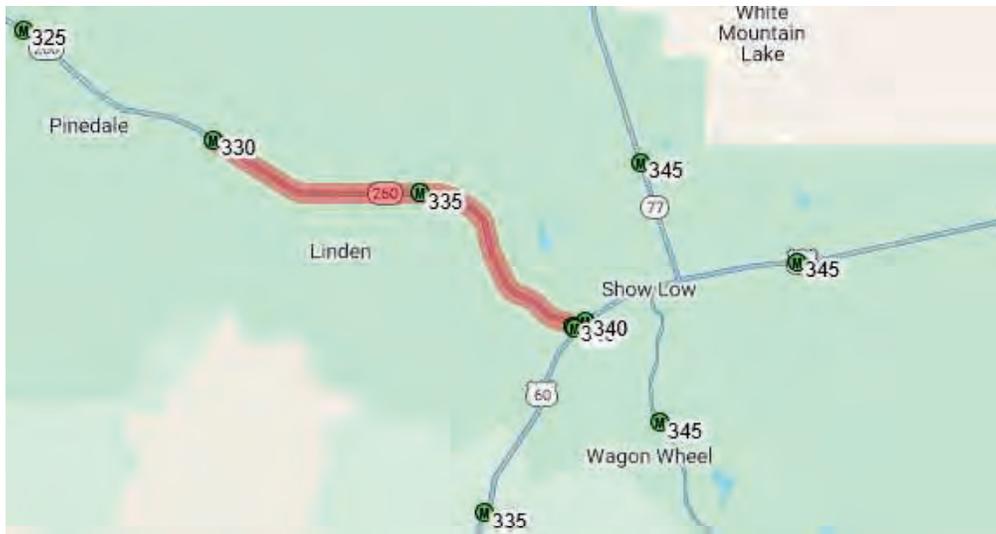
28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS: ESTABLISH A NEW PROJECT
APPROVED / RECOMMENDED ACTIONS: REQUEST APPROVED SUBJECT TO PPAC APPROVAL - 8/11/2025
PRB APPROVED

\*Item 7b

**Route & MP:** 260 @ MP 330.0  
**Project Name:** LINDEN - SHOW LOW  
**Type of Work:** PAVEMENT LIFE EXTENSION & SPOT IMPROVEMENTS  
**County:** Navajo  
**District:** Northeast  
**Schedule:** FY 2026  
**Project:** F068501C TIP#: 104056  
**Project Manager:** Meagan Bell  
**Program Amount:** \$4,147,000  
**New Program Amount:** \$4,047,000  
**Requested Action:** Decrease Budget

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3. Form Date / 5. Form By:
7/24/2025
Meagan Bell

4. Project Manager / Presenter:
Meagan Bell @ (928) 662-7990
1611 W JACKSON ST, , - 4210 MPD PLANNING TEAM

6. Project Name:
LINDEN - SHOW LOW

7. Type of Work:
PAVEMENT LIFE EXTENSION & SPOT IMPROVEMENTS

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:
IV1Q Northeast 260 Navajo 330.0 F068501C ? 10.0

16. Program Budget: \$4,147 17. Program Item #: 104056

18. Current Approved Program Budget: \$4,147 18a. (+/-) Program Budget Request: (\$100) 18b Total Program Budget After Request: \$4,047

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: DT5651 0, \$3,875, ., . Row 2: 72526, \$272, ., (\$256,609 NHPP \$15,511 State Match)

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 72526, (\$272), ., (\$256,609 NHPP \$15,511 State Match) Row 2: DT5651 0, \$172, ., (\$172,200)

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 26
22. CURRENT BID READY:
23. CURRENT ADV DATE: 1/22/2026

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 III

24e. ENVIRONMENTAL CLEARANCE: NO 24f. MATERIALS MEMO COMP: NO
24g. U&RR CLEARANCE: NO 24h. C&S CLEARANCE: NO
24i. R/W CLEARANCE: NO 24j. CUSTOMIZED SCHEDULE: NO
24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Decrease Budget

26. JUSTIFICATION OF REQUEST

This is a Legislative Appropriation funded project that had pavement rehab subprogram funds inadvertently added to the project. This request removes the pavement rehab subprogram funds from the project. Subsequent year Legislative appropriation funds are being added to the project.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

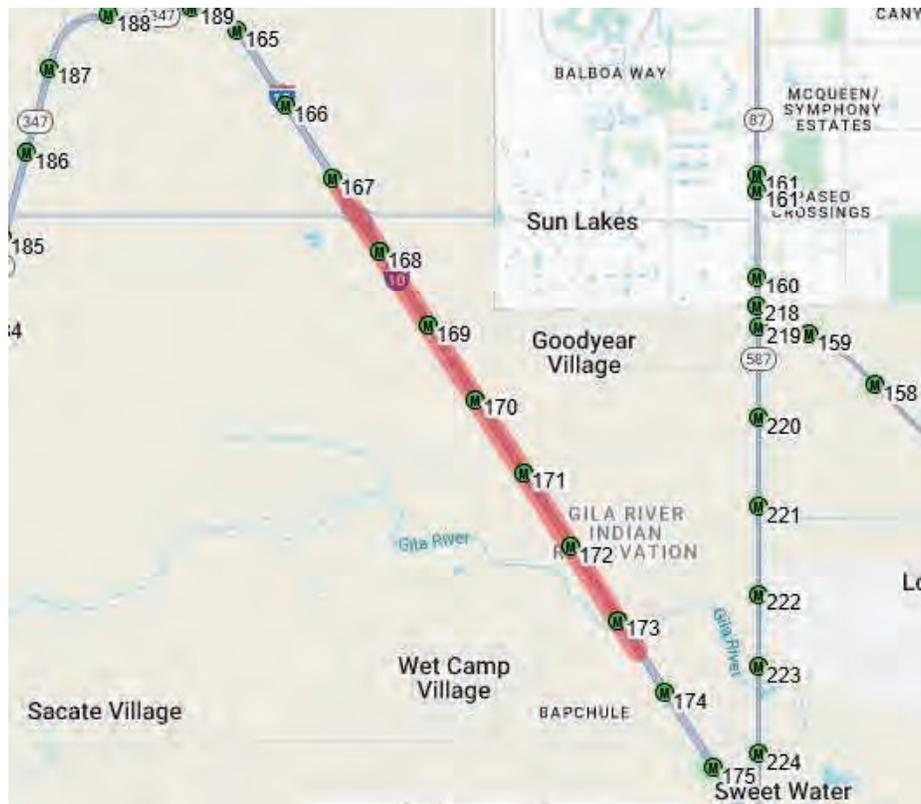
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 8/11/2025

PRB APPROVED

\*Item 7c

**Route & MP:** 10 @ MP 167.1  
**Project Name:** SR 202 (SANTAN/SOUTH MTN) - GILA RIVER  
**Type of Work:** CONSTRUCT FREEWAY WIDENING & CROSSROAD  
**County:** Maricopa  
**District:** Central  
**Schedule:**  
**Project:** F072101C TIP#: 101860  
**Project Manager:** Amy Ritz  
**Program Amount:** \$141,786,000  
**New Program Amount:** \$404,189,000  
**Requested Action:** Establish Construction Project

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3. Form Date / 5. Form By:

7/31/2025

Amy Ritz

4. Project Manager / Presenter:

Amy Ritz @ (602) 708-0267

206 S 17TH AVE, - 4124 P3 Initiatives

6. Project Name:

SR 202 (SANTAN/SOUTH MTN) - GILA RIVER

7. Type of Work:

CONSTRUCT FREEWAY WIDENING & CROSSROAD

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

MM1Q Central 10 Maricopa 167.1 F072101C ? 5.7

16. Program Budget: \$141,786

17. Program Item #: 101860

18. Current Approved Program Budget:

\$141,786

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

\$262,403

18b Total Program Budget After Request:

\$404,189

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Rows include 101860 (\$150,400) and DT5590 (\$8,614).

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Rows include 104086 (\$37,600), 104082 (\$33,000), and 5723 (\$191,803).

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

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: 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 Construction Project

26. JUSTIFICATION OF REQUEST

This is a Design-Build project.

This request is to aggregate the funds for this project to be ready to move forward with the Design-Build project in October.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

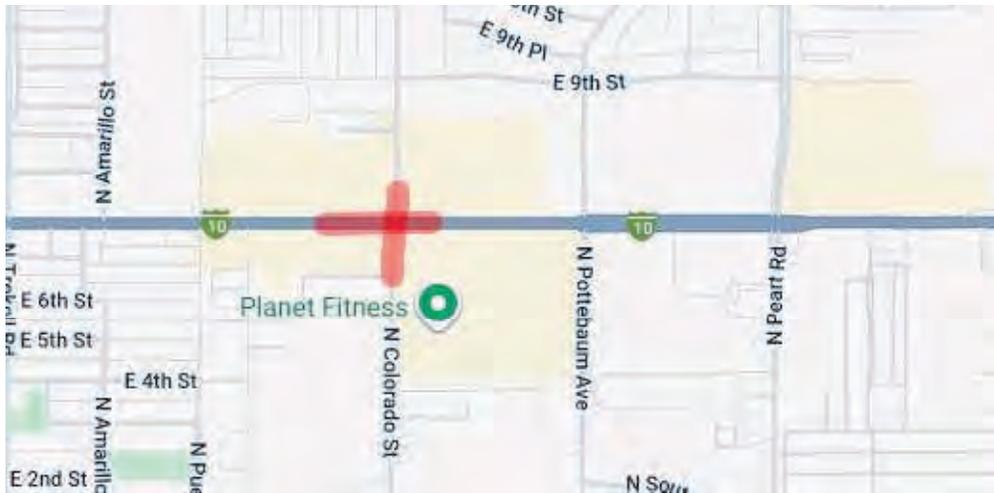
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 8/11/2025

PRB APPROVED

\*Item 7d

**Route & MP:** 0000  
**Project Name:** CITY OF CASA GRANDE; FLORENCE BLVD AND COLORADO ST STREET  
**Type of Work:** INSTALL RAISED MEDIAN  
**County:** Pinal  
**District:** Southcentral  
**Schedule:**  
**Project:** T047001C TIP#: 103883  
**Project Manager:** Pei-jung Li  
**Program Amount:** \$0  
**New Program Amount:** \$495,000  
**Requested Action:** Establish a new project

---



05

1. PRB Meeting Date: 8/5/2025

2. Teleconference: No

3. Form Date / 5. Form By:
8/5/2025
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: I11Q 9. District: Southcentral 10. Route: 0000 11. County: Pinal 12. Beg MP: CSG 13. TRACS #: T047001C 14. Len (Mi.): 0.0 15. Fed Id #: CSG-0(213)T

16. Program Budget: \$0 17. Program Item #: 103883

18. Current Approved Program Budget: \$0 18a. (+/-) Program Budget Request: \$495 18b Total Program Budget After Request: \$495

CURRENTLY APPROVED:

CHANGE / REQUEST:

19. BUDGET ITEMS:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Rows include OTHR26 items with amounts \$79, \$4, \$23 and 70126 with amount \$389.

CURRENT SCHEDULE:

CHANGE REQUEST/NEW SCHEDULE:

21. CURRENT FISCAL YEAR:
22. CURRENT BID READY:
23. CURRENT ADV DATE:

21A. REQUEST FISCAL YEAR: 26
22A. REQUEST BID READY: TBD
23A. REQUEST ADV DATE: TBD

20. JPA #'s: 23-0009427-I 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: YES 24h. C&S CLEARANCE: YES
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 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 JPA amendments were approved by Council on 7/21. The SCMPO Board approved adding some of their Federal funds to this project on March 11.

TIP ID CSG-23-01

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 8/11/2025

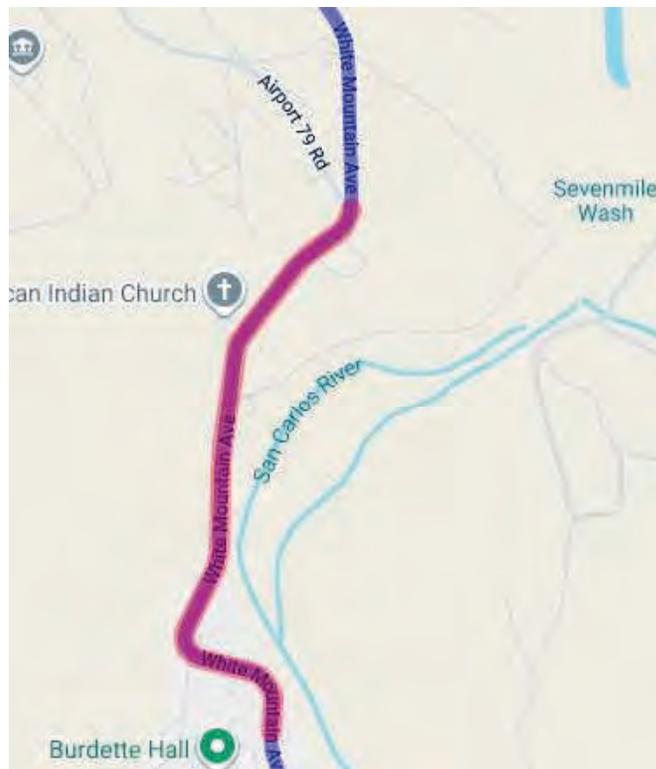


PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

\*Item 7e

<b>Route &amp; MP:</b>	0000 @ MP ISC
<b>Project Name:</b>	WHITE MTN AVE; 5000 FT N OF BIA 170 - AIRPORT RD
<b>Type of Work:</b>	STREET LIGHTING AND STRIPING
<b>County:</b>	Gila
<b>District:</b>	Southeast
<b>Schedule:</b>	
<b>Project:</b>	T067201D TIP#: .
<b>Project Manager:</b>	Tricia Brown
<b>Program Amount:</b>	\$0
<b>New Program Amount:</b>	\$30,000
<b>Requested Action:</b>	Establish a new project

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1. PRB Meeting Date: 7/15/2025 2. Teleconference: (602) 712-7046

3. Form Date / 5. Form By: 7/17/2025 Tricia Brown
4. Project Manager / Presenter: Tricia Brown @ (602) 712-7046
205 S 17TH AVE, 614E - 4983 PROJECT MANAGEMENT

6. Project Name: WHITE MTN AVE; 5000 FT N OF BIA 170 - AIRPORT RD
7. Type of Work: STREET LIGHTING AND STRIPING
8. CPSID: VN1Q 9. District: Southeast 10. Route: 0000 11. County: Gila 12. Beg MP: ISC 13. TRACS #: T067201D ? 14. Len (Mi.): 0.0 15. Fed Id #: ISC-0(205)T

16. Program Budget: \$0 17. Program Item #:
18. Current Approved Program Budget: \$0 18a. (+/-) Program Budget Request: \$30 18b Total Program Budget After Request: \$30

Table with 2 main sections: CURRENTLY APPROVED and CHANGE / REQUEST. Section 19: BUDGET ITEMS. Section 19A: BUDGET ITEMS table with columns: Item #, Amount, Description, Comments. Row 1: 70126, \$30, STATEWIDE TRIBAL TRANSPORTATION SAFETY - VRU.

Table with 2 main sections: CURRENT SCHEDULE and CHANGE REQUEST/NEW SCHEDULE. Section 21: CURRENT FISCAL YEAR. Section 22: CURRENT BID READY. Section 23: CURRENT ADV DATE. Section 21A: REQUEST FISCAL YEAR. Section 22A: REQUEST BID READY. Section 23A: REQUEST ADV DATE.

20. JPA #'s: 25-0011001-I SIGNED: YES ADV: YES PROJECT FUNDING VERIFIED BY PM

Table with 2 main sections: CHANGE IN and CLEARANCE. Section 24a: PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE. Section 24e: ENVIRONMENTAL CLEARANCE: NO 24f. MATERIALS MEMO COMP: NO 24g. U&RR CLEARANCE: NO 24h. C&S CLEARANCE: NO 24i. R/W CLEARANCE: NO 24j. CUSTOMIZED SCHEDULE: NO 24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST
Establish a new project

26. JUSTIFICATION OF REQUEST
The project will install street lights, thermoplastic pavement striping, and raised reflective pavement markers for safety countermeasures. This is a 100-percent HSIP-funded project for the San Carlos Apache Tribe.
This subphase will be used to cover staff charges only. The IGA was executed on July 1, 2025.
Staff: \$30k

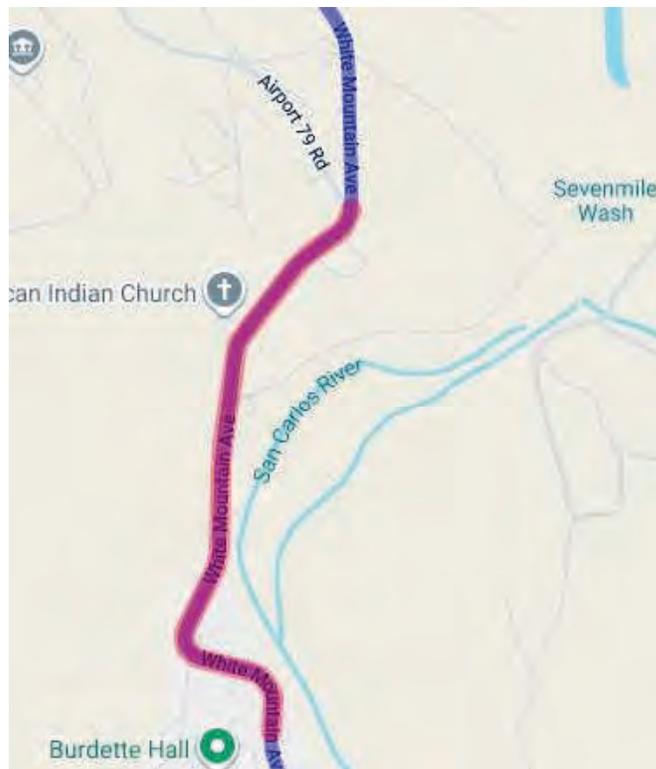
27. CONCERNS OF REQUEST
28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS: ESTABLISH A NEW PROJECT
APPROVED / RECOMMENDED ACTIONS: REQUEST APPROVED SUBJECT TO PPAC APPROVAL - 8/11/2025
PRB APPROVED

\*Item 7f

**Route & MP:** 0000 @ MP ISC  
**Project Name:** WHITE MTN AVE; 5000 FT N OF BIA 170 - AIRPORT RD  
**Type of Work:** STREET LIGHTING AND STRIPING  
**County:** Gila  
**District:** Southeast  
**Schedule:**  
**Project:** T067203D TIP#: .  
**Project Manager:** Tricia Brown  
**Program Amount:** \$0  
**New Program Amount:** \$345,000  
**Requested Action:** Establish a new project

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1. PRB Meeting Date: 7/15/2025 [checked] 2. Teleconference: (602) 712-7046

3. Form Date / 5. Form By: 7/17/2025 Tricia Brown
4. Project Manager / Presenter: Tricia Brown @ (602) 712-7046
205 S 17TH AVE, 614E - 4983 PROJECT MANAGEMENT

6. Project Name: WHITE MTN AVE; 5000 FT N OF BIA 170 - AIRPORT RD
7. Type of Work: STREET LIGHTING AND STRIPING
8. CPSID: VN1Q 9. District: Southeast 10. Route: 0000 11. County: Gila 12. Beg MP: ISC 13. TRACS #: T067203D ? 14. Len (Mi.): 0.0 15. Fed Id #: ISC-0(205)T

16. Program Budget: \$0 17. Program Item #:
18. Current Approved Program Budget: \$0 18a. (+/-) Program Budget Request: \$345 18b Total Program Budget After Request: \$345

Table with 2 main sections: CURRENTLY APPROVED and CHANGE / REQUEST. Section 19: BUDGET ITEMS. Section 19A: BUDGET ITEMS. Table with columns: Item #, Amount, Description, Comments. Row 1: 70126, \$345, STATEWIDE TRIBAL TRANSPORTATION SAFETY - VRU

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: 25-0011001-I SIGNED: YES ADV: YES [checked] PROJECT FUNDING VERIFIED BY PM

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

25. DESCRIPTION OF REQUEST

Establish a new project

26. JUSTIFICATION OF REQUEST

The project will install street lights, thermoplastic pavement striping, and raised reflective pavement markers for safety countermeasures. This is a 100-percent HSIP-funded project for the San Carlos Apache Tribe.

This subphase will be used to cover consultant design charges only. The IGA was executed on July 1, 2025.

Staff: \$345k

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 8/6/2025

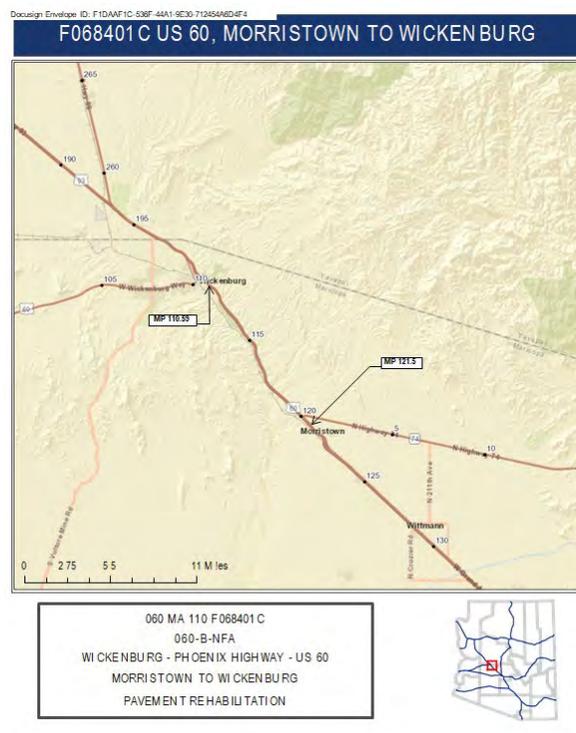


# CONTRACTS

## Contracts: (Action as Noted)

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

\*ITEM 10a: BOARD DISTRICT NO.: 1  
BIDS OPENED: JULY 11, 2025  
HIGHWAY: WICKENBURG – PHOENIX HIGHWAY (US 60)  
SECTION: MORRISTOWN TO WICKENBURG  
COUNTY: MARICOPA  
ROUTE NO.: US 60  
PROJECT : TRACS: 060-B-NFA: 060 MA 110 F068401C  
FUNDING: 100% STATE  
LOW BIDDER: SUNLAND ASPHALT & CONSTRUCTION, LLC.  
LOW BID AMOUNT: \$ 4,930,930.00  
STATE ESTIMATE: \$ 7,339,719.00  
\$ UNDER ESTIMATE: \$ 2,408,789.00  
% UNDER ESTIMATE: 32.8%  
PROJECT DBE GOAL: N/A  
BIDDER DBE PLEDGE: N/A  
NO. BIDDERS: 7  
RECOMMENDATION: AWARD



\*ITEM 10b : BOARD DISTRICT NO.: 3

BIDS OPENED: JULY 11, 2025

HIGHWAY: NOGALES – RUBY HIGHWAY (SR 289)

SECTION: I-19 TO PENA BLANCA LAKE

COUNTY: SANTA CRUZ

ROUTE NO.: SR 289

PROJECT : TRACS: 289-A(200)T; 289 SC 000 F057601C

FUNDING: 94.3% FED 5.7% STATE

LOW BIDDER: GRANITE CONSTRUCTION COMPANY

LOW BID AMOUNT: \$ 9,539,524.00

STATE ESTIMATE: \$ 12,745,468.50

\$ UNDER ESTIMATE: \$ 3,205,944.50

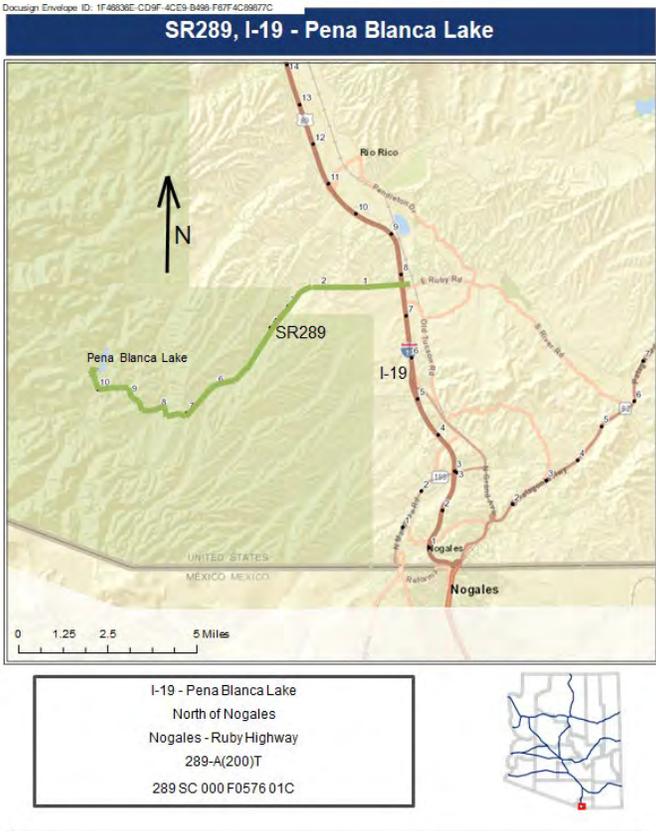
% UNDER ESTIMATE: 25.2%

PROJECT DBE GOAL: 3.31%

BIDDER DBE PLEDGE: 3.33%

NO. BIDDERS: 2

RECOMMENDATION: AWARD



# CONTRACTS

\*ITEM 10c: BOARD DISTRICT NO.: 5

BIDS OPENED: JULY 11, 2025

HIGHWAY: APACHE COUNTY

SECTION: CR 5020 & US 180A, CR 2108 & US 191

COUNTY: APACHE

ROUTE NO.: LOCAL

PROJECT : TRACS: AAP-0(208)T; 0000 AP AAP T046701C

FUNDING: 100% FED

LOW BIDDER: AJP ELECTRIC, INC.

LOW BID AMOUNT: \$ 176,080.00

STATE ESTIMATE: \$ 218,223.00

\$ UNDER ESTIMATE: \$ 42,143.00

% UNDER ESTIMATE: 19.3%

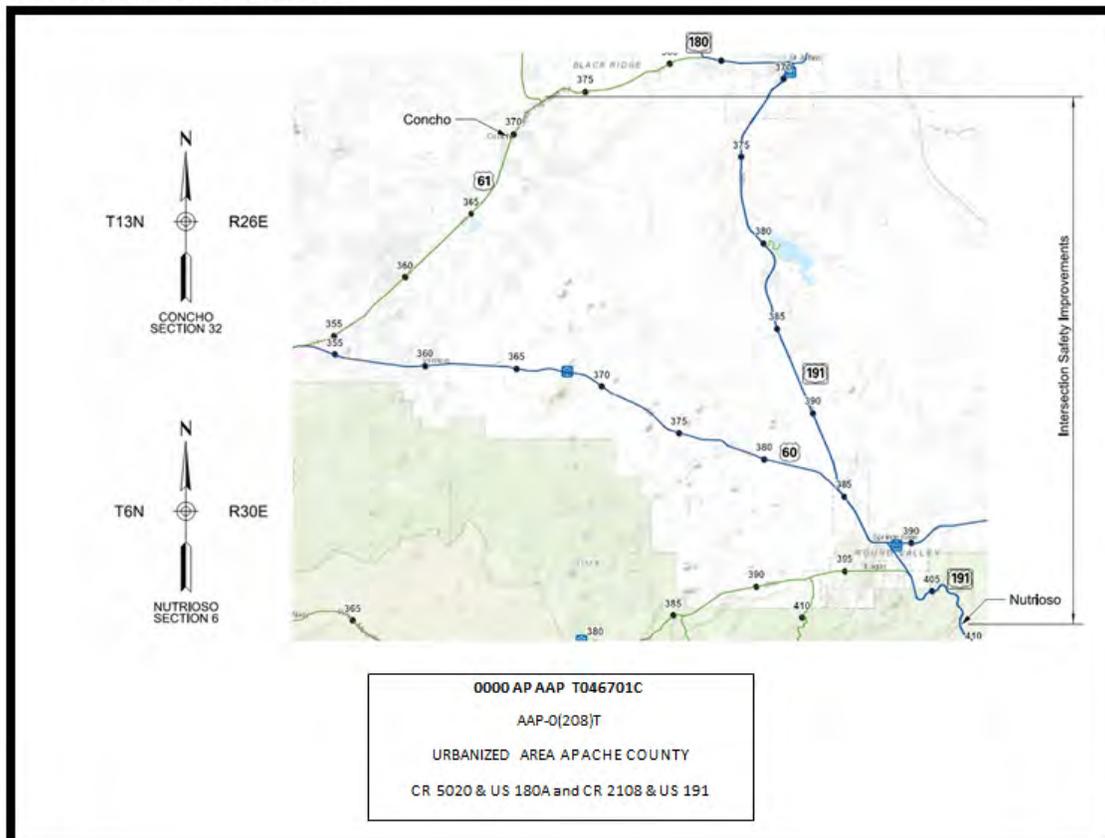
PROJECT DBE GOAL: 0.0%

BIDDER DBE PLEDGE: N/A

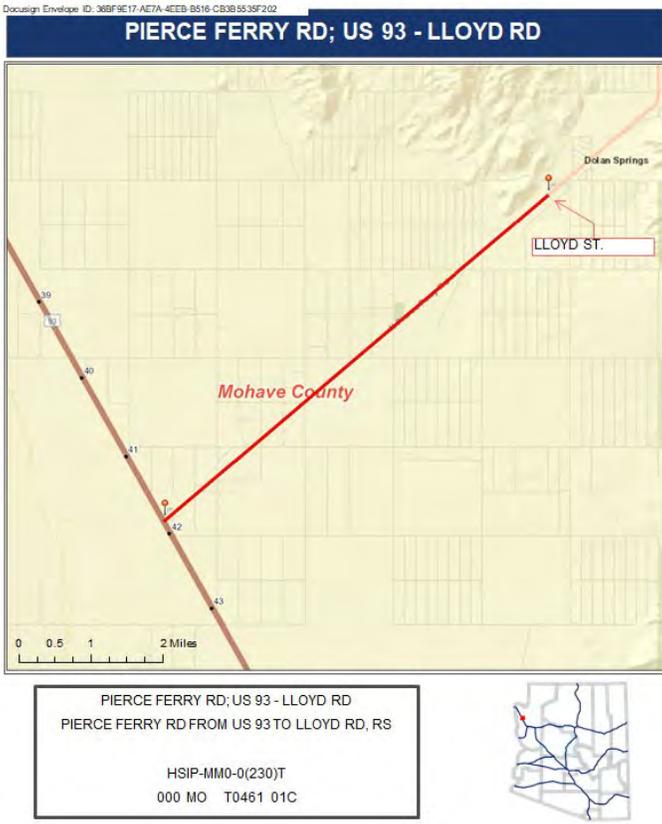
NO. BIDDERS: 2

RECOMMENDATION: AWARD

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\*ITEM 10d : BOARD DISTRICT NO.: 6  
BIDS OPENED: JULY 11, 2025  
HIGHWAY: MOHAVE COUNTY  
SECTION: PIERCE FERRY ROAD, US 93 – LLOYD STREET  
COUNTY: MOHAVE  
ROUTE NO.: LOCAL  
PROJECT : TRACS: MMO-0(230)T; 0000 MO MMO T046101C  
FUNDING: 100% FED  
LOW BIDDER: COMBS CONSTRUCTION COMPANY, INC.  
LOW BID AMOUNT: \$ 341,807.00  
STATE ESTIMATE: \$ 423,658.60  
\$ UNDER ESTIMATE: \$ 81,851.60  
% UNDER ESTIMATE: 19.3%  
PROJECT DBE GOAL: 0.0%  
BIDDER DBE PLEDGE: N/A  
NO. BIDDERS: 3  
RECOMMENDATION: AWARD



\*ITEM 10e : BOARD DISTRICT NO.: 6

BIDS OPENED: JULY 11, 2025

HIGHWAY: YUMA COUNTY

SECTION: COUNTY 11<sup>TH</sup> ST AT AVE G

COUNTY: YUMA

ROUTE NO.: LOCAL

PROJECT : TRACS: YUM-0(223)T; 0000 YU YUM T037801C

FUNDING: 94.30% FED 5.70% LOCAL

LOW BIDDER: DPE CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 1,185,555.00

STATE ESTIMATE: \$ 1,750,792.00

\$ UNDER ESTIMATE: \$ 565,237.00

% UNDER ESTIMATE: 32.3%

PROJECT DBE GOAL: 3.79%

BIDDER DBE PLEDGE: 2.38%

NO. BIDDERS: 1

RECOMMENDATION: REJECT BID



4/25/2025

**ARIZONA DEPARTMENT OF TRANSPORTATION  
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
CONTRACTS AND SPECIFICATIONS SECTION**

## BID RESULTS

**Completion Date:**

125 Working Days

The proposed project is located in Yavapai County on I-17, from Milepost (MP) 252 to MP 262, south of the City of Flagstaff. The work consists of pavement rehabilitation. The work includes milling asphalt concrete and repaving with Stone Matrix Asphalt (SMA) of travel lanes, removing and replacing guard rails, pavement marking, seeding and other related work.

Bid Opening Date : 7/18/2025, Prequalification Required, Engineer Specialist : Jesmin Farhana

Project No.	Highway Termini	Location	Item
017 YV 252 F075801C 017-A-(264)T	CORDES JCT-FLAGSTAFF HIGHWAY (I-17)	Sunset Point to SR 69 NorthWest District	104410

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$6,514,571.84	ASPHALT PAVING & SUPPLY, INC.	2425 NORTH GLASSFORD HILL RD PRESCOTT VALLEY, AZ 86314-
2	\$6,712,000.00	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-
	\$6,975,979.00	DEPARTMENT	
3	\$7,739,363.05	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
4	\$9,197,687.85	PAVECO, INC.	P.O. BOX 1067 SUN CITY, AZ 85372-

**Apparent Low Bidder is 6.6% Under Department Estimate (Difference = (\$461,407.16))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: FRIDAY, JULY 18, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO            017 YV 252 F0758 01C  
PROJECT NO        017-A(264)T  
TERMINI            CORDES JCT-FLAGSTAFF HIGHWAY (I-17)  
LOCATION             SUNSET POINT - SR 69

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-17	252 to 262	NORTHWEST	104410

The amount programmed for this contract is \$10,000,000. The location and description of the proposed work are as follows:

The proposed project is located in Yavapai County on I-17, from Milepost (MP) 252 to MP 262, south of the City of Flagstaff. The work consists of pavement rehabilitation. The work includes milling asphalt concrete and repaving with Stone Matrix Asphalt (SMA) of travel lanes, removing and replacing guard rails, pavement marking, seeding and other related work.

The time allowed for the completion of the work included in this contract will be 125 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

*Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.*

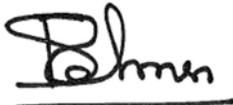
A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

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: Farhana Jesmin, [fjesmin@azdot.gov](mailto:fjesmin@azdot.gov), any correspondence with the Engineering Specialist is subject to posting onto Bidx through the project's Q&A link. Answers to questions will not be given verbally, but will be posted exclusively to the Bidx website.

A handwritten signature in black ink, appearing to read "K. Huston", written over a horizontal line.

For Kirstin Huston, P.E.  
Group Manager  
Contracts & Specifications

PROJECT ADVERTISED ON: 6/10/2025

**ARIZONA DEPARTMENT OF TRANSPORTATION  
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
CONTRACTS AND SPECIFICATIONS SECTION**

## BID RESULTS

**Completion Date:**

200 Calendar Days

The proposed work is located in Sonoita, Santa Cruz County on SR 83 between MP 28.50 and 31.25. The work consists of reconstructing the pavement for the length of the project. The roadway work includes pavement removal, asphaltic concrete paving, erosion control, pavement markings, guardrail, and other related work.

Bid Opening Date : 7/18/2025, Prequalification Required, Engineer Specialist : Yusuf Kadem

Project No.	Highway Termini	Location	Item
083 SC 028 F068801C 083-A-NFA	PARKER CANYON LAKE – MT VIEW HIGHWAY (SR-83)	Black Oak Dr To Lower Elgin Rd SouthCent District	104059

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$3,929,810.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714-
	\$4,363,165.50	DEPARTMENT	
2	\$4,541,283.85	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-
3	\$4,948,419.00	ISX CONSTRUCTION, LLC.	5800 W. ARIZONA PAVILIONS DRIVE # 2398 TUCSON, AZ 85652-

**Apparent Low Bidder is 9.9% Under Department Estimate (Difference = (\$433,355.50))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: FRIDAY JULY 18, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO                    083 SC 028 F0688 01C  
PROJECT NO                083-A-NFA  
TERMINI                    PARKER CANYON LAKE – MT VIEW HIGHWAY (SR-83)  
LOCATION                    BLACK OAK DR – LOWER ELGIN RD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR-83	28.50 to 31.25	SOUTHCENTRAL	104059

The amount programmed for this contract is \$6,501,000. The location and description of the proposed work are as follows:

The proposed work is located in Sonoita, Santa Cruz County on SR 83 between MP 28.50 and 31.25. The work consists of reconstructing the pavement for the length of the project. The roadway work includes pavement removal, asphaltic concrete paving, erosion control, pavement markings, guardrail, and other related work.

The time allowed for the completion of the work included in this contract will be 200 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 proposal will be accepted from any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

*Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.*

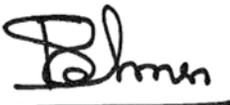
A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions shall be submitted through the Questions and Answers (Q&A) link located within the corresponding letting date and project proposal number links. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

The Engineering Specialist assigned to this project is: Yusuf Kadem, [ykadem@azdot.gov](mailto:ykadem@azdot.gov), any correspondence with the Engineering Specialist is subject to posting onto Bidx through the project's Q&A link. Answers to questions will not be given verbally, but will be posted exclusively to the Bidx website.



For Kirstin Huston, P.E.  
Group Manager  
Contracts & Specifications

PROJECT ADVERTISED ON: 05/23/2025

**ARIZONA DEPARTMENT OF TRANSPORTATION  
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
CONTRACTS AND SPECIFICATIONS SECTION**

## BID RESULTS

**Completion Date:**  
80 Working Days

The proposed project is located on US93 in Mohave County at the Intersection of Chevron Travel Center and US 93, and at the Intersection of TA Express and US 93. The work consists of restriping, signing, along with miscellaneous Asphaltic Concrete placement at the intersections and along the northbound merge lane at the vicinity of Grand Canyon Travel Center and US93 intersection and other related work.

Bid Opening Date : 7/18/2025, Prequalification Required, Engineer Specialist : Jalal Kamal

Project No.	Highway Termini	Location	Item
093 MO 028 F069001C 093-A-(213)T	HOOVER DAM-KINGMAN HYW (US93)	W TONY AVE W ROCKY POINT AVE NorthWest District	103637

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$1,720,251.00	DEPARTMENT	
1	\$1,879,227.00	MCCORMICK CONSTRUCTION CO,	P.O. BOX 545 BULLHEAD CITY, AZ 86430-
2	\$1,900,091.00	HAWK CONTRACTING LLC	1022 E. LOYOLA DRIVE TEMPE, AZ 85282-
3	\$1,990,996.00	COMBS CONSTRUCTION COMPANY, INC.	1903 WEST PARKSIDE LANE, SUITE #100 GLENDALE, AZ 85027-

**Apparent Low Bidder is 9.2% Over Department Estimate (Difference = \$158,976.00)**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: FRIDAY, JULY 18, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO            093 MO 28 F069001C  
PROJECT NO        093-A(213)T  
TERMINI            HOOVER DAM – KINGMAN HIGHWAY (US 93)  
LOCATION             W TONY AVE – W. ROCKY POINT AVE.

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 93	N/A	NORTHWEST	103637

The amount programmed for this contract is \$ 2,549,000. The location and description of the proposed work are as follows:

The proposed project is located on US93 in Mohave County at the Intersection of Chevron Travel Center and US 93, and at the Intersection of TA Express and US 93. The work consists of restriping, signing; along with miscellaneous Asphaltic Concrete placement at the intersections and along the northbound merge lane at the vicinity of Grand Canyon Travel Center and US93 intersection and other related work.

The time allowed for the completion of the work included in this contract will be 80 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department’s website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No 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](mailto: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: JUNE 04, 2025

ARIZONA DEPARTMENT OF TRANSPORTATION  
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**  
125 Working Days

The proposed project is located in Pinal County on SR 187 between mileposts 186.79 and 192.19, near Sacaton. The work consists of removing the existing asphaltic concrete surface course and replacing it with new asphaltic concrete and hot applied chip seal coat. The work also includes right turn lane widening, shoulder widening, pipe and box culvert extension, traffic signal modifications, bridge deck repair, guardrail and guardrail end terminals replacement, pavement markings, signing, and other related work.

Bid Opening Date : 7/18/2025, Prequalification Required, Engineer Specialist : Zarghami Ata

Project No.	Highway Termini	Location	Item
187 PN 186 F064101C 187-A-(200)T	CASA GRANDE - OLBERG HIGHWAY (SR 187)	SR 387 to SR 87 SouthCent District	103678

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$9,831,499.00	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-
2	\$9,945,683.55	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
3	\$10,408,726.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714-
	\$11,172,441.75	DEPARTMENT	
4	\$11,669,186.99	SEMA CONSTRUCTION, INC.	7353 S EAGLE STREET CENTENNIAL, CO 80112-
5	\$12,843,745.00	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040-

**Apparent Low Bidder is 12.0% Under Department Estimate (Difference = (\$1,340,942.75))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JULY 18, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO            187 PN 186 F064101C  
PROJECT NO        187-A(200)T  
TERMINI            CASA GRANDE - OLBERG HIGHWAY (SR 187)  
LOCATION            SR 387 TO SR 87

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 187	186.79 to 192.19	SOUTHCENTRAL	103678

The amount programmed for this contract is \$15,000,000. The location and description of the proposed work are as follows:

The proposed project is located in Pinal County on SR 187 between mileposts 186.79 and 192.19, near Sacaton. The work consists of removing the existing asphaltic concrete surface course and replacing it with new asphaltic concrete and hot applied chip seal coat. The work also includes right turn lane widening, shoulder widening, pipe and box culvert extension, traffic signal modifications, bridge deck repair, guardrail and guardrail end terminals replacement, pavement markings, signing, and other related work.

This project is located on a Native American Reservation, in the Gila River Indian Community area, which may subject the contractor to the laws and regulations of the Gila River Indian Community and its TERO office. Contractors are advised to make themselves aware of any taxes, fees or any conditions that may be imposed by the Gila River Indian Community on work performed on the Reservation.

The time allowed for the completion of the work included in this contract will be 125 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 5.41.

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: Ata Zarghami, [azarghami2@azdot.gov](mailto:azarghami2@azdot.gov), 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: May 30, 2025

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

145 Calendar Days

The proposed project located in Maricopa County within the City of Surprise on SR 303L from MP 118.58 to MP 119.30. The work includes widening of ramps, installing Department Furnished traffic signal and lighting equipment, signing, pavement markings, and other related work.

Bid Opening Date : 7/11/2025, Prequalification Required, Engineer Specialist : Zarghami Ata

Project No.	Highway Termini	Location	Item
303 MA 118 F077601C 303-A-NFA	BOB STUMP MEMORIAL PARKWAY (SR 303L)	SR303L and US 60 System TI Central District	105051

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$1,794,209.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714-
2	\$1,817,565.50	COMBS CONSTRUCTION COMPANY, INC.	1903 WEST PARKSIDE LANE, SUITE #100 GLENDALE, AZ 85027-

\$1,933,531.00 DEPARTMENT

**Apparent Low Bidder is 7.2% Under Department Estimate (Difference = (\$139,322.00))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JULY 11, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO            303 MA 118 F077601C  
PROJECT NO        303-A-NFA  
TERMINI            BOB STUMP MEMORIAL PARKWAY (SR 303L)  
LOCATION             SR 303L & US 60 TI ROUND 2.0

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 303L	118.58 to 119.30	CENTRAL	105051

The amount programmed for this contract is \$4,200,000. The location and description of the proposed work are as follows:

The proposed project located in Maricopa County within the City of Surprise on SR 303L from MP 118.58 to MP 119.30. The work includes widening of ramps, installing Department Furnished traffic signal and lighting equipment, signing, pavement markings, and other related work.

The time allowed for the completion of the work included in this contract will be 145 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 proposal will be accepted from any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

*Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.*

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions 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: Ata Zarghami, [azarghami2@azdot.gov](mailto:azarghami2@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: May 9, 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 within Maricopa County and is on US Route 60 (US 60). This planned project is located within the Arizona Dept. of Transportation Northwest District and Central District and will repair existing pavement distresses between Wickenburg, AZ (MP 110.59) and Morristown AZ (MP 121.50). Proposed work consists of milling and replacing AC pavement, installing pavement markings and other related work.

Bid Opening Date : 7/11/2025, Prequalification Required, Engineer Specialist : Rene Teran

Project No.	Highway Termini	Location	Item
060 MA 110 F068401C 060-A-NFA	WICKENBURB - PHOENIX HIGHWAY (US 60)	Morristown Wickenburg NorthWest District	104055

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$4,930,930.00	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-
2	\$4,993,191.74	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
3	\$5,650,000.00	NESBITT CONTRACTING CO., INC.	100 SOUTH PRICE ROAD TEMPE, AZ 85281-
4	\$5,761,898.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714-
5	\$6,275,152.15	CACTUS TRANSPORT II, LLC.	8211 WEST SHERMAN STREET TOLLESON, AZ 85353-
6	\$6,294,000.00	PAVECO, INC.	P.O. BOX 1067 SUN CITY, AZ 85372-
7	\$6,965,358.10	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$7,339,719.00	DEPARTMENT	

**Apparent Low Bidder is 32.8% Under Department Estimate (Difference = (\$2,408,789.00))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JULY 11, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO            060 MA 110 F0684 01C  
PROJECT NO        060-B-NFA  
TERMINI            WICKENBURG – PHOENIX HIGHWAY (US 60)  
LOCATION            MORRISTOWN TO WICKENBURG

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US-60	110.59 to 121.50	NW & Central	104055

The amount programmed for this contract is \$ 10,400,000.00. The location and description of the proposed work are as follows:

The proposed project is located within Maricopa County and is on US Route 60 (US 60). This planned project is located within the Arizona Dept. of Transportation Northwest District and Central District and will repair existing pavement distresses between Wickenburg, AZ (MP 110.59) and Morristown AZ (MP 121.50). Proposed work consists of milling and replacing AC pavement, installing pavement markings and other related work.

The time allowed for the completion of the work included in this 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.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No proposal will be accepted from any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

*Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.*

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions 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](mailto: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: 05-30-2025

**ARIZONA DEPARTMENT OF TRANSPORTATION  
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
CONTRACTS AND SPECIFICATIONS SECTION**

## BID RESULTS

**Completion Date:**  
130 Working Days

The proposed work is located in Santa Cruz County on SR 289 between mileposts 0.00 and 10.83, near Rio Rico. The work includes removing the existing asphaltic concrete surface course and replacing it with new asphaltic concrete followed by hot applied chip seal coat overlay. The work also includes replacing guardrails and guardrail end terminals, constructing pipe flared end sections, constructing ford wall, replacing pavement markings, and other related work.

Bid Opening Date : 7/11/2025, Prequalification Required, Engineer Specialist : Zarghami Ata

Project No.	Highway Termini	Location	Item
289 SC 000 F057601C 289-A-(200)T	NOGALES – RUBY HIGHWAY (SR 289)	I-19 to Pena Blanca Lake SouthCent District	103125

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$9,539,524.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714-

\$12,745,468.50 DEPARTMENT

2 \$18,094,846.00 ISX CONSTRUCTION, LLC.

5800 W. ARIZONA PAVILIONS DRIVE # 2398 TUCSON, AZ 85652-

**Apparent Low Bidder is 25.2% Under Department Estimate (Difference = (\$3,205,944.50))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: FRIDAY, JULY 11, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO            289 SC 000 F057601C  
PROJECT NO        289-A(200)T  
TERMINI            NOGALES – RUBY HIGHWAY (SR 289)  
LOCATION             I-19 TO PENA BLANCA LAKE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 289	0.00 to 10.83	SOUTHCENTRAL	103125

The amount programmed for this contract is \$17,500,000. The location and description of the proposed work are as follows:

The proposed work is located in Santa Cruz County on SR 289 between mileposts 0.00 and 10.83, near Rio Rico. The work includes removing the existing asphaltic concrete surface course and replacing it with new asphaltic concrete followed by hot applied chip seal coat overlay. The work also includes replacing guardrails and guardrail end terminals, constructing pipe flared end sections, constructing ford wall, replacing pavement markings, 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 3.31.

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: Ata Zarghami, azarghami2@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: May 9, 2025

**ARIZONA DEPARTMENT OF TRANSPORTATION  
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
CONTRACTS AND SPECIFICATIONS SECTION**

## BID RESULTS

**Completion Date:**  
45 Working Days

The proposed project is located in Apache County at the intersections of CR 5020 & US 180A in Concho and CR 2108 & US 191 in Nutrioso. The work consists of installing advance-warning signs with solar flashers, oversized stop signs with reflective tape and reflectors, transverse rumble strips, and a Stop-Ahead sign with solar flashers and other related work.

Bid Opening Date : 7/11/2025, Prequalification Required, Engineer Specialist : Jalal Kamal

Project No.	Highway Termini	Location	Item
0000 AP AAP T046701C AAP-0-(208)T	APACHE COUNTY	CR 5020 & US 180A and CR 2108 NorthEast District	103606

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$176,080.00	AJP ELECTRIC, INC.	1920 W. CHERYL DRIVE PHOENIX, AZ 85021-

\$218,223.00 DEPARTMENT

2 \$219,999.00 HAWK CONTRACTING LLC 1022 E. LOYOLA DRIVE TEMPE, AZ 85282-

**Apparent Low Bidder is 19.3% Under Department Estimate (Difference = (\$42,143.00))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JULY 11, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO            0000 AP AAP T0467 01C  
PROJECT NO        AAP-0(208)T  
TERMINI            APACHE COUNTY  
LOCATION            CR 5020 & US 180A, CR 2108 & US 191

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
0000	N/A	NORTHEAST	103606

The amount programmed for this contract is \$ 347,000. The location and description of the proposed work are as follows:

The proposed project is located in Apache County at the intersections of CR 5020 & US 180A in Concho and CR 2108 & US 191 in Nutrioso. The work consists of installing advance-warning signs with solar flashers, oversized stop signs with reflective tape and reflectors, transverse rumble strips, and a Stop-Ahead sign with solar flashers and other related work.

The time allowed for the completion of the work included in this contract will be **45** working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

*Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.*

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

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](mailto: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: MAY 28, 2025

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**  
 55 Working Days

The proposed project is on Pierce Ferry Road, located in the City of Dolan Springs in Mohave County. The project limits are approximately 5.7 miles between US 93 and Lloyd Street. The work includes centerline and edge line rumble strip installation with fog coat. The work also includes centerline and edge line pavement marking and other related work.

Bid Opening Date : 7/11/2025, Prequalification Required, Engineer Specialist : Yusuf Kadem

Project No.	Highway Termini	Location	Item
0000 MO MM0 MM0-0-(230)T	MOHAVE COUNTY	Pierce Ferry Rd from US 93 to NorthWest District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$341,807.00	COMBS CONSTRUCTION COMPANY, INC.	1903 WEST PARKSIDE LANE, SUITE #100 GLENDALE, AZ 85027-
2	\$350,277.39	NEVADA BARRICADE & SIGN COMPANY, INC.	9530 NORTH VIRGINIA ST RENO, NV 89506-
3	\$379,973.00	HAWK CONTRACTING LLC	1022 E. LOYOLA DRIVE TEMPE, AZ 85282-
	\$423,658.60	DEPARTMENT	

**Apparent Low Bidder is 19.3% Under Department Estimate (Difference = (\$81,851.60))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JULY 11, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO            0000 MO MMO T0461 01C  
PROJECT NO        MMO-0(230)T  
TERMINI            MOHAVE COUNTY  
LOCATION            PIERCE FERRY ROAD, US 93 – LLOYD STREET

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	NORTHWEST	LOCAL

The amount programmed for this contract is \$493,000. The location and description of the proposed work are as follows:

The proposed project is on Pierce Ferry Road, located in the City of Dolan Springs in Mohave County. The project limits are approximately 5.7 miles between US 93 and Lloyd Street. The work includes centerline and edge line rumble strip installation with fog coat. The work also includes centerline and edge line pavement marking and other related work.

The time allowed for the completion of the work included in this contract will be 55 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d 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.*

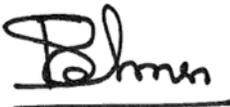
A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

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: Yusuf Kadem, [ykadem@azdot.gov](mailto:ykadem@azdot.gov), any correspondence with the Engineering Specialist is subject to posting onto Bidx through the project's Q&A link. Answers to questions will not be given verbally, but will be posted exclusively to the Bidx website.



For Kirstin Huston, P.E.  
Group Manager  
Contracts & Specifications

PROJECT ADVERTISED ON: 05/20/2025

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**  
 100 Working Days

The proposed project is located in the Yuma County at the intersection of County 11th Street and Avenue G. The work consists of removing sharp curve and realignment of Avenue G and County 11th Street and widening to provide exclusive left and right turn lanes. The work also includes aggregate base, asphalt concrete, street light conduit and junction boxes, pavement marking, signing, and other related work.

Bid Opening Date : 7/11/2025, Prequalification Required, Engineer Specialist : Jalal Kamal

Project No.	Highway Termini	Location	Item
0000 YU YYU T037801C YYU-0-(226)T	YUMA COUNTY	County 11th St at Ave G	SouthWest District 101664

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$1,185,555.00	DPE CONSTRUCTION, INC.	1636 E 20TH STREET YUMA, AZ 85365-
	\$1,750,792.00	DEPARTMENT	

**Apparent Low Bidder is 32.3% Under Department Estimate (Difference = (\$565,237.00))**

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JULY 11, 2025, AT 11:00 A.M. (M.S.T.)

TRACS NO            0000 YU YUM T037801C  
PROJECT NO        YUM-0(223) T  
TERMINI            YUMA COUNTY  
LOCATION            COUNTY 11TH ST AT AVE G

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
0000	N/A	SOUTHWEST	102261

The amount programmed for this contract is \$2,080,850. The location and description of the proposed work are as follows:

The proposed project is located in Yuma County at the intersection of County 11th Street and Avenue G. The work consists of removing sharp curve and realignment of Avenue G and County 11th Street and widening to provide exclusive left and right turn lanes. The work also includes aggregate base, asphalt concrete, street light conduit and junction boxes, pavement marking, signing, and other related work.

The time allowed for the completion of the work included in this contract will be **100** working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 3.79.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department’s website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

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A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

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The Engineering Specialist assigned to this project is: JALAL KAMAL, [Jkamal@azdot.gov](mailto: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: JUNE 04, 2025