ARIZONA STATE TRANSPORTATION BOARD

Douglas A. Ducey, Governor

Deanna Beaver, Chair
William Cuthbertson Vice Chair
Joseph E. La Rue, Member
Jack W. Sellers, Member
Michael S. Hammond, Member
Steven E. Stratton, Member
Jesse Thompson, 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.

CITIZEN INPUT

Citizens 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. In addition to the regular business meetings held each month, the Board also conducts three 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) 712-7550.

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 meeting open to the public on Friday, July 21, 2017 at 9:00 a.m. at the Mohave County Board of Supervisors Auditorium, 700 W. Beale Street, Kingman, AZ 86402. The Board may vote to go into Executive Session to discuss certain matters, which will not be open to the public. Members of the Transportation Board will attend either in person or by telephone conference call. The Board may modify the agenda order, if necessary.

EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. 38-431.02, notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation of legal advice with legal counsel at its meeting on Friday, July 21, 2017, relating to any items on the agenda. Pursuant to A.R.S. 38-431.03(A), the Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

CIVIL RIGHTS

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

De acuerdo con el título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en inglés) no discrimina por raza, color, nacionalidad, edad, género o discapacidad. Personas que requieren asistencia (dentro de lo razonable) ya sea por el 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 South 17th Avenue, Room 135, Phoenix, Arizona at least 24 hours in advance of the meeting.

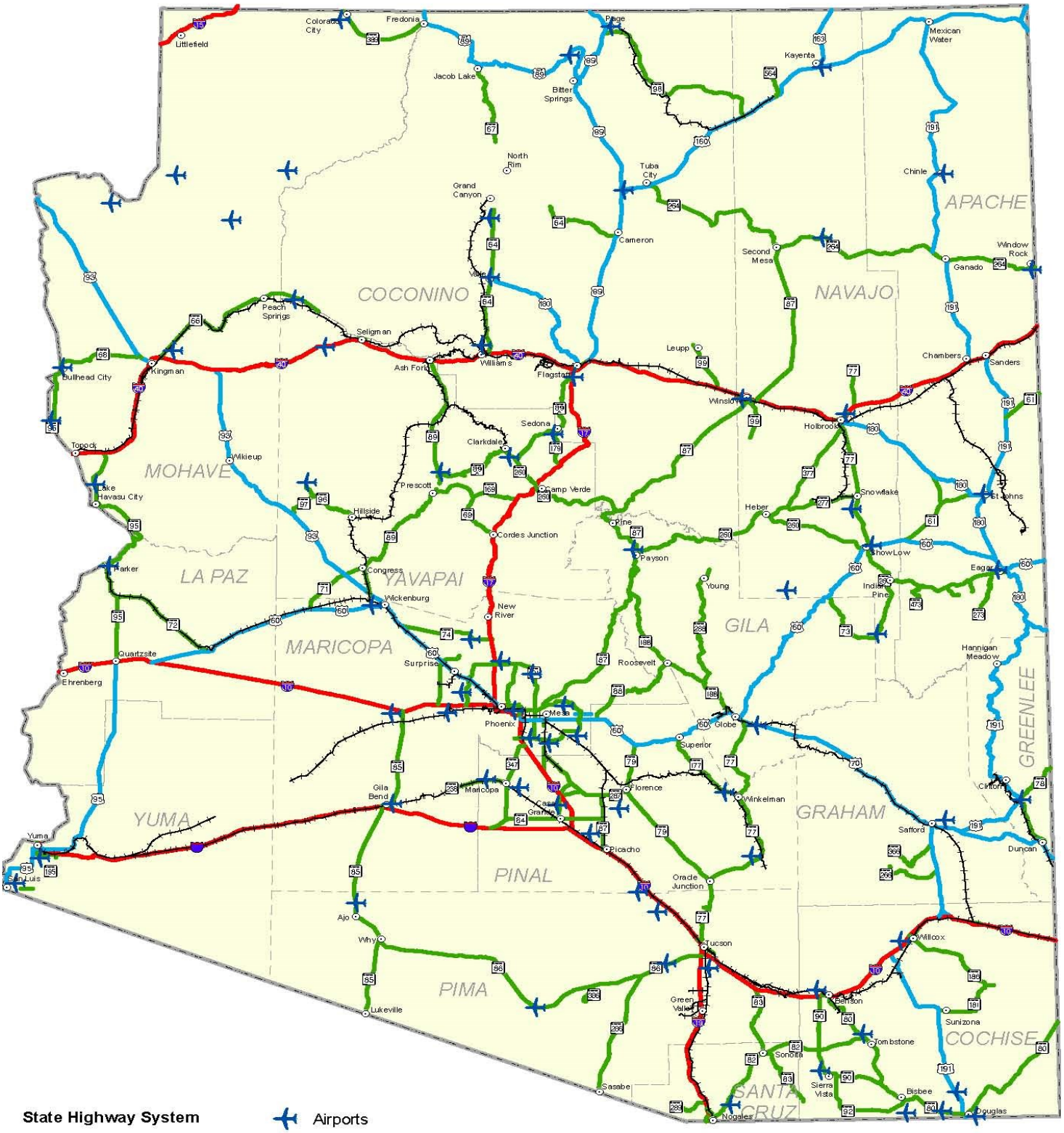
ORDER DEFERRAL AND ACCELERATIONS OF AGENDA ITEMS, VOTE WITHOUT DISCUSSION

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 Chair 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 Chair 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 Linda Priano at 206 South 17th Avenue, Room 135, Phoenix, Arizona 85007, or by phone (602) 712-7550. Please be prepared to identify the specific agenda item or items of interest.

Dated this 14th day of July, 2017

Arizona Highways, Airports, and Railroads



ARIZONA STATE TRANSPORTATION BOARD

STATE TRANSPORTATION BOARD MEETING
9:00 a.m., Friday, July 21, 2017
Mohave County Board of Supervisors Auditorium
700 W. Beale Street
Kingman, AZ 86402

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, July 21, 2017, at 9:00 a.m. at the Mohave County Board of Supervisors Auditorium, 700 W. Beale Street, Kingman, AZ 86402. The Board may vote to go into Executive Session, which will not be open to the public. Members of the Transportation Board will attend either in person or by telephone conference call. The Board may modify the agenda order, if necessary.

EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD
Pursuant to A.R.S. 38-431.03 (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, July 21, 2017. 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 District 6, Chairwoman Beaver

ROLL CALL
Roll call by Linda Priano

OPENING REMARKS
Opening remarks by Chairwoman Deanna Beaver

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964, as amended.
Reminder to sign in at meeting entrance and fill out survey cards by Floyd Roehrich, Jr.

Call to the Audience (Information and discussion)
An opportunity for citizens 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.

ITEM 1: District Engineer's Report
Staff will provide an update and overview of issues of regional significance, including an updates on current and upcoming construction projects, district operations, maintenance activities and any regional transportation studies. (For information and discussion only —Alvin Stump, Northwest District Engineer)

ITEM 2: Director's Report
The Director will provide a report on current issues and events affecting ADOT.
(For information only — Floyd Roehrich, Jr., Executive Officer)

A) 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 3: Consent Agenda** **Page 7**

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

Items on the Consent Agenda generally consist of the following:

- Minutes of previous Public Hearings
- Minutes of previous Board Meetings
- 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.

ITEM 4: Legislative Report

Staff will provide a report on State and Federal legislative issues.
(For information and discussion only — Floyd Roehrich, Jr., Executive Officer)

ITEM 5: 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 6: Multimodal Planning Division Report

Staff will present an update on the current planning activities pursuant to A.R.S. 28-506.
(For information and discussion only — Greg Byres, Assistant Director, Multimodal Planning Division)

***ITEM 7: Priority Planning Advisory Committee (PPAC)** **Page 126**

Staff will present recommended PPAC actions to the Board including consideration of changes to the FY2017 - 2021 Statewide Transportation Facilities Construction Program.
(For discussion and possible action — Greg Byres, Assistant Director, Multimodal Planning Division)

***ITEM 8: Project Modifications to the FY2018-2022 Five Year Transportation Facilities Construction Program**

Staff will present current status of on-going coordination with local governments regarding inter-governmental agreements and cost sharing proposals to add two projects to the FY2018-2022 Five Year Transportation Facilities Construction Program. The projects are the SR 69 widening project in the City of Prescott and the 4th Street bridge replacement project in the City of Flagstaff.

(For discussion and possible action – Dallas Hammit, Deputy Director of Transportation/State Engineer)

ITEM 9: State Engineer's Report **Page 130**

Staff will present a report showing the status of highway projects under construction, including total number and dollar value. In addition, staff will provide an overview of the Safety Corridor Program.

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

***ITEM 10: Construction Contracts** **Page 138**

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

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

ITEM 11: Suggestions

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

Adjournment

*ITEMS that may require Board Action

Items on the Consent Agenda generally consist of the following:

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

RIGHT OF WAY RESOLUTIONS (action as noted)

ITEM 3a:

RES. NO. 2017–07–A–038
PROJECTS: 060 MA 154 H5600 01R / RAM 060–B–803; and 060 MA 149 H7292 01R
HIGHWAY: WICKENBURG – PHOENIX
SECTION: 43rd Avenue – 71st Avenue (Maryland / 55th Avenue)
ROUTE NO.: U. S. Route 60 (Grand Avenue)
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D – C – 015
RECOMMENDATION: Abandon to the City of Glendale right of way temporarily acquired for this highway improvement project, in accordance with Intergovernmental Agreement No. 13–0002457, dated December 29, 2014, any and all amendments thereto, and that certain 120-Day Advance Notice of Abandonment, dated March 10, 2017.

ITEM 3b:

RES. NO. 2017–07–A–039
PROJECTS: 060 MA 155 H5610 01R / RAM 060–B–806; and 060 MA 149 H7292 01R
HIGHWAY: WICKENBURG – PHOENIX
SECTION: 43rd Avenue – 71st Avenue (Glendale / 59th Avenue)
ROUTE NO.: U. S. Route 60 (Grand Avenue)
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D – C – 018
RECOMMENDATION: Abandon to the City of Glendale right of way temporarily acquired for this highway improvement project, in accordance with Intergovernmental Agreement No. 13–0002457, dated December 29, 2014, any and all amendments thereto, and that certain 120-Day Advance Notice of Abandonment, dated March 10, 2017.

ITEM 3c:

RES. NO.	2017–07–A–040
PROJECTS:	202L MA 000 H5439; and 202L MA 056 H8827 01R / 202–D(200)S
HIGHWAY:	SOUTH MOUNTAIN FREEWAY
SECTION:	Jct. I–10 Maricopa Freeway – Jct. I–10 Papago Freeway
ROUTE NO.:	State Route 202 Loop
ENG. DIST.:	Central
COUNTY:	Maricopa
RECOMMENDATION:	Establish new right of way as a controlled access state route and state highway in order to incorporate numerous design enhancements into this ongoing construction project to advance convenience and safety for the traveling public.

ITEM 3d:

RES. NO.	2017–07–A–041
PROJECT:	019 PM 061 H8467 / 019–A(220)S
HIGHWAY:	NOGALES – TUCSON
SECTION:	Ajo Way T. I. (Jct. SR 86)
ROUTE NO.:	Interstate Route 19
ENG. DIST.:	Southcentral
COUNTY:	Pima
RECOMMENDATION:	Establish new right of way as a state route and state highway to facilitate the imminent construction phase of the Ajo Way Traffic Interchange Project entailing realignment and widening improvements necessary to enhance convenience and safety for the traveling public.

ITEM 3e:

RES. NO.	2017–07–A–042
PROJECTS:	I–10–2(27)
HIGHWAY:	EHRENBERG – PHOENIX
SECTION:	Buckeye – Cemetery Rd. (Yuma Road)
ROUTE NO.:	Interstate Route 10
ENG. DIST.:	Central
COUNTY:	Maricopa
DISPOSAL:	D – M – 451
RECOMMENDATION:	Abandon to the City of Buckeye right of way that is no longer needed for the State Transportation System, in accordance with that certain 120-Day Advance Notice of Abandonment, dated October 07, 2014.

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 3f:** BOARD DISTRICT NO.: 1 **Page 149**

BIDS OPENED: June 9, 2017

HIGHWAY: CITY OF GLENDALE

SECTION: OLIVE, NORTHERN, AND 51ST AVENUES

COUNTY: MARICOPA

ROUTE NO.: LOCAL

PROJECT : TRACS: CM-GLN-0(247)T : 0000 MA GLN SZ14101C

FUNDING: 94% FEDS 6% LOCAL

LOW BIDDER: ROADWAY ELECTRIC, LLC

LOW BID AMOUNT: $ 570,886.74

STATE ESTIMATE: $ 640,842.90

$ UNDER ESTIMATE: ($ 69,956.16)

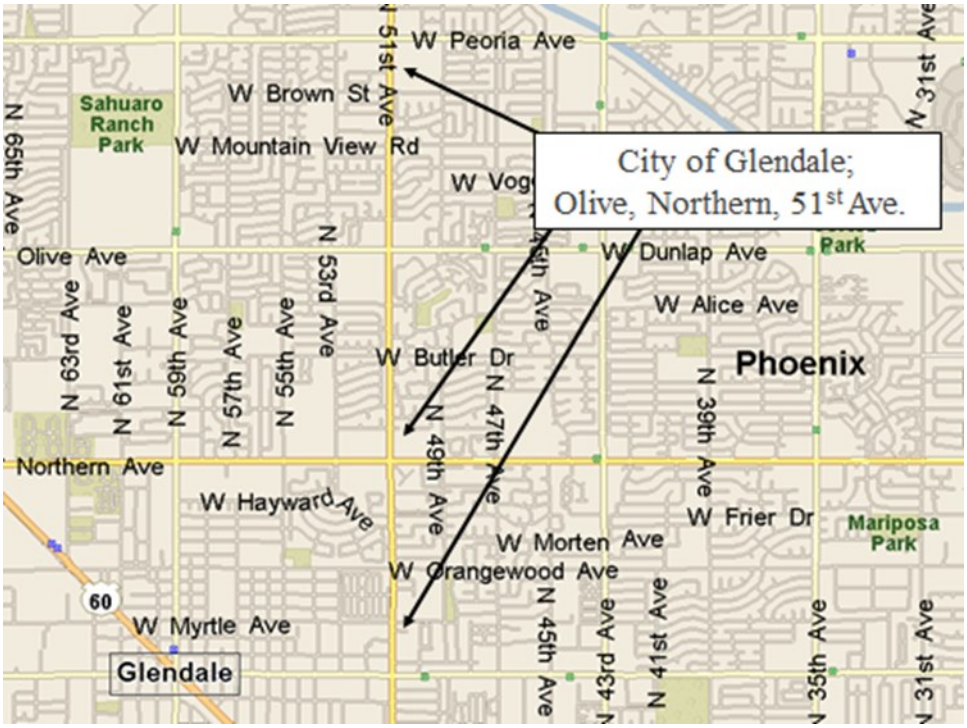
% UNDER ESTIMATE: (10.9%)

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 7

RECOMMENDATION: AWARD



***ITEM 3g:** BOARD DISTRICT NO.: 5 **Page 153**

BIDS OPENED: June 23, 2017

HIGHWAY: WOODRUFF-SNOWFLAKE BRIDGE

SECTION: NAVAJO COUNTY

COUNTY: NAVAJO

ROUTE NO.: LOCAL

PROJECT : TRACS: TEA-NNA-0(202)T : 0000 NA NNA SB44801C

FUNDING: 94% FEDS 6% LOCAL

LOW BIDDER: J. BANICKI CONSTRUCTION, INC.

LOW BID AMOUNT: $ 761,167.00

STATE ESTIMATE: $ 856,073.00

$ UNDR ESTIMATE: ($ 94,906.00)

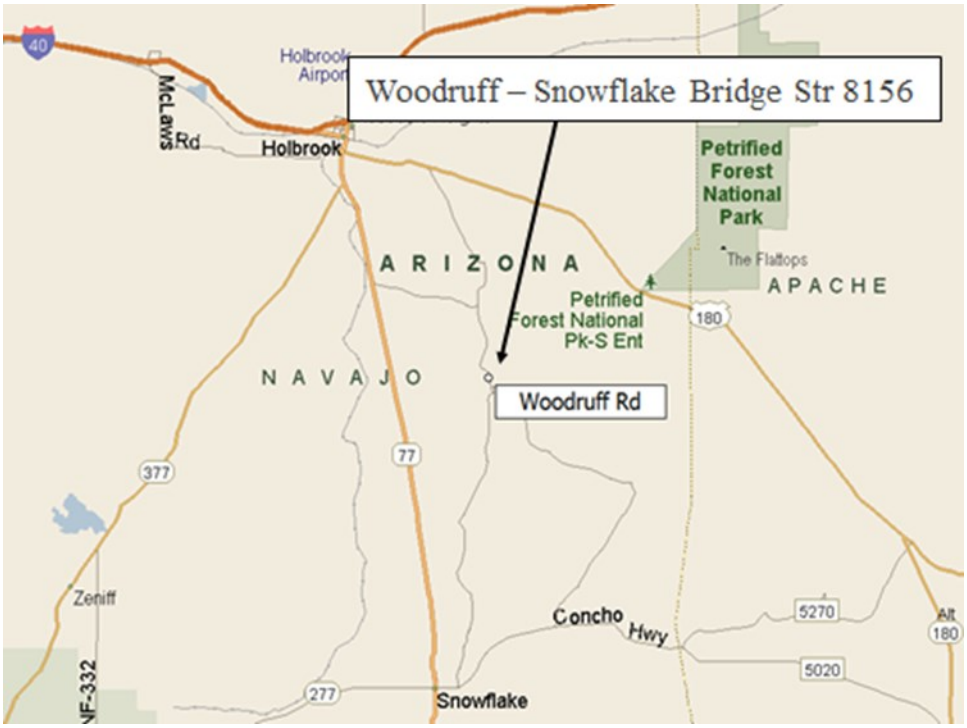
% UNDER ESTIMATE: (11.1%)

PROJECT DBE GOAL: 4.93%

BIDDER DBE PLEDGE: 7.27%

NO. BIDDERS: 7

RECOMMENDATION: AWARD



***ITEM 3h:** BOARD DISTRICT NO.: 6 **Page 158**

BIDS OPENED: June 30, 2017

HIGHWAY: CENTRAL YAVAPAI COUNTY (CYMPO)

SECTION: VARIOUS LOCATIONS

COUNTY: YAVAPAI

ROUTE NO.: LOCAL

PROJECT : TRACS: HSIP-CYM-0(202)T : 0000 YV CYM SH59901C

FUNDING: 100% FEDS

LOW BIDDER: SUNLINE CONTRACTING, LLC

LOW BID AMOUNT: $ 385,352.60

STATE ESTIMATE: $ 437,056.50

$ UNDER ESTIMATE: ($ 51,703.90)

% UNDER ESTIMATE: (11.8%)

PROJECT DBE GOAL: N/A

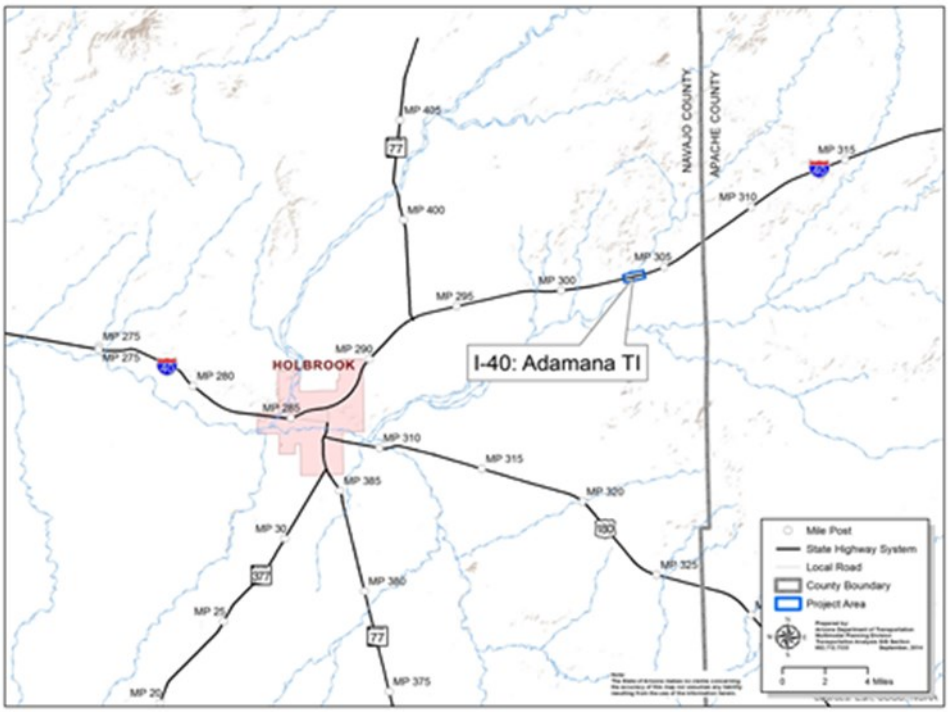
BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 4

RECOMMENDATION: AWARD

***ITEM 3i:**

BOARD DISTRICT NO.:	5
BIDS OPENED:	June 30, 2017
HIGHWAY:	HOLBROOK-LUPTON HIGHWAY (I-40)
SECTION:	ADAMANA TI
COUNTY:	NAVAJO
ROUTE NO.:	I 40
PROJECT : TRACS:	NHPP-IM-040-E(212)T : 040 NA 303 H803601C
FUNDING:	94% FEDS 6% STATE
LOW BIDDER:	SHOW LOW CONSTRUCTION, INC.
LOW BID AMOUNT:	$ 667,214.91
STATE ESTIMATE:	$ 615,329.86
$ OVER ESTIMATE:	$ 51,885.05
% OVER ESTIMATE:	8.4%
PROJECT DBE GOAL:	4.92%
BIDDER DBE PLEDGE:	5.29%
NO. BIDDERS:	2
RECOMMENDATION:	AWARD



***ITEM 3j:**

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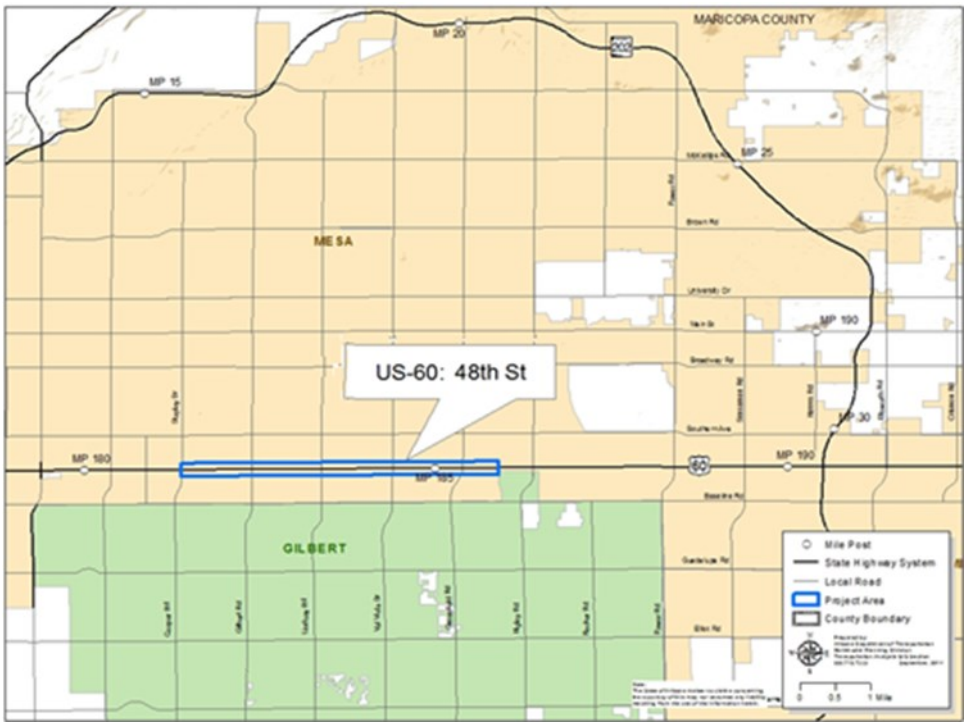
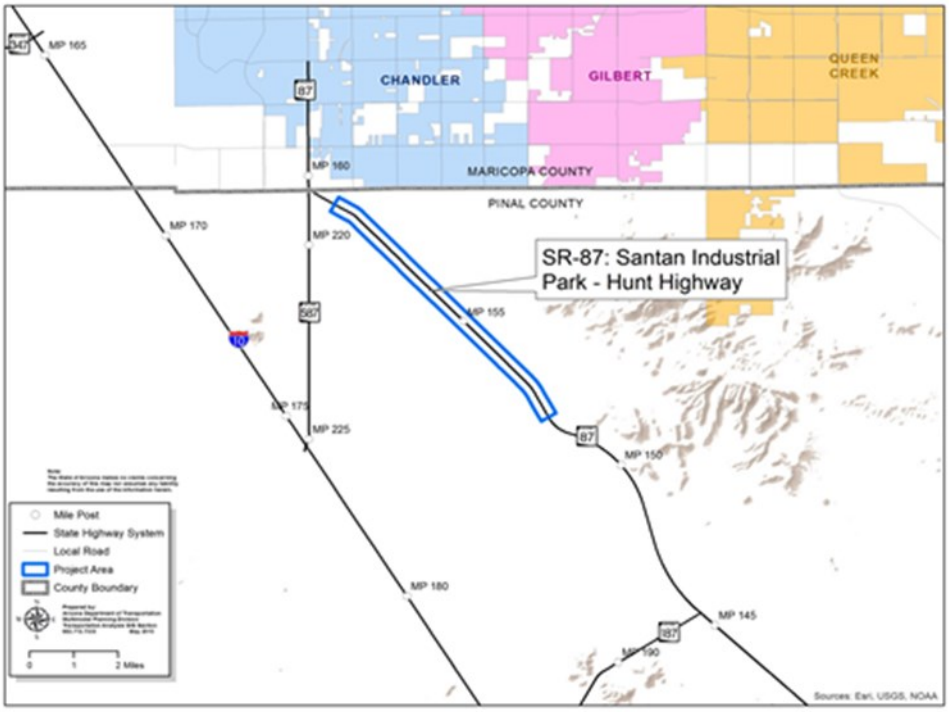
BOARD DISTRICT NO.: 1
BIDS OPENED: June 30, 2017
HIGHWAY: SUPERSTITION FREEWAY
SECTION: US 60, 48TH STREET
COUNTY: MARICOPA
ROUTE NO.: SUPERSTITION FREEWAY (US 60)
PROJECT : TRACS: NHPP-060-C(209)T : 060 MA 181 H880601C
FUNDING: 94% FEDS 6% STATE
LOW BIDDER: PCL CONSTRUCTION, INC.
LOW BID AMOUNT: $ 1,698,100.00
STATE ESTIMATE: $ 1,923,500.00
$ UNDER ESTIMATE: ($ 225,400.00)
% UNDER ESTIMATE: (11.7%)
PROJECT DBE GOAL: N/A
BIDDER DBE PLEDGE: N/A
NO. BIDDERS: 4
RECOMMENDATION: AWARD



***ITEM 3k:**

BOARD DISTRICT NO.:	4
BIDS OPENED:	June 30, 2017
HIGHWAY:	PICACHO-COOLIDGE-CHANDLER-MESA HIGHWAY (SR 87)
SECTION:	SANTAN INDUSTRIAL PARK TO HUNT HIGHWAY
COUNTY:	PINAL
ROUTE NO.:	SR 87
PROJECT : TRACS:	087-A-NFA : 087 PN 152 H886401C
FUNDING:	100% STATE
LOW BIDDER:	SUNLAND ASPHALT & CONSTRUCTION, INC.
LOW BID AMOUNT:	$ 1,427,750.00
STATE ESTIMATE:	$ 1,625,737.60
$ UNDER ESTIMATE:	($ 197,987.60)
% UNDER ESTIMATE:	(12.2%)
PROJECT DBE GOAL:	N/A
BIDDER DBE PLEDGE:	N/A
NO. BIDDERS:	4
RECOMMENDATION:	AWARD



***ITEM 3l:**

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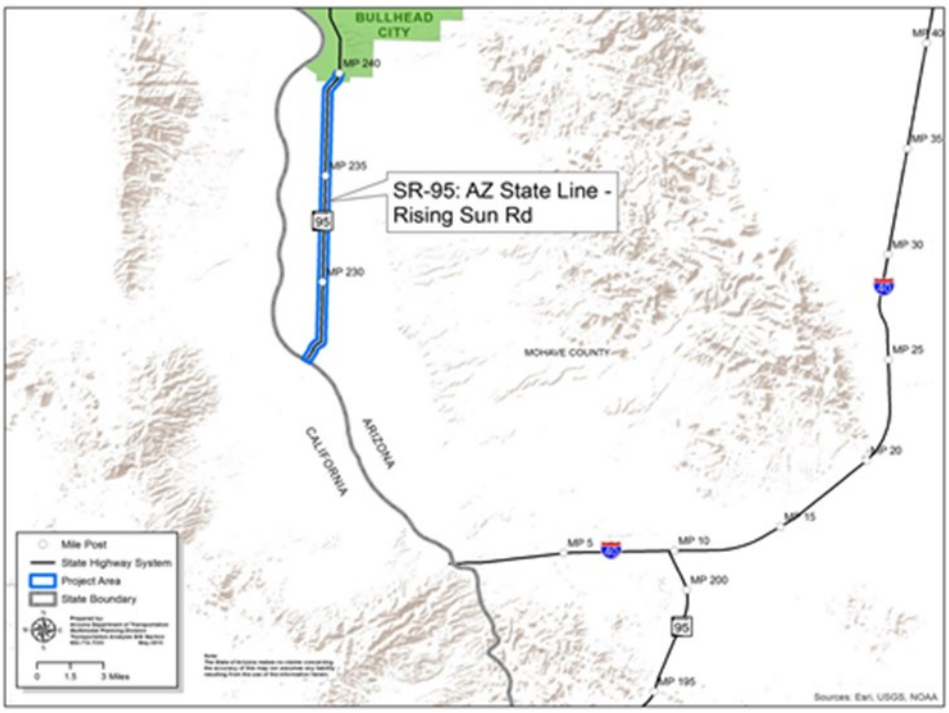
BOARD DISTRICT NO.:	6
BIDS OPENED:	June 9, 2017
HIGHWAY:	PARKER-BULLHEAD CITY HIGHWAY (SR 95)
SECTION:	AZ STATE LINE-RISING SUN ROAD
COUNTY:	MOHAVE
ROUTE NO.:	SR 95
PROJECT : TRACS:	999-A-NFA : 095 MO 227 H887901C
FUNDING:	100% STATE
LOW BIDDER:	INTERMOUNTAIN SLURRY SEAL, INC.
LOW BID AMOUNT:	$ 1,942,622.10
STATE ESTIMATE:	$ 1,798,301.20
$ OVER ESTIMATE:	$ 144,320.90
% OVER ESTIMATE:	8.0%
PROJECT DBE GOAL:	N/A
BIDDER DBE PLEDGE:	N/A
NO. BIDDERS:	3
RECOMMENDATION:	AWARD



STATE TRANSPORTATION BOARD PUBLIC HEARING MINUTES
9:00 a.m., Friday, March 17, 2017
City of Tucson
Council Chambers
255 W. Alameda
Tucson, AZ 85701

Pledge
The Pledge of Allegiance was led by Board member Michael Hammond.

Roll call by Board Secretary Linda Hogan
In attendance: Deanna Beaver, William Cuthbertson, Joe La Rue, Jack Sellers, Michael Hammond, Steve Stratton and Jesse Thompson.
Absent: None.

Opening Remarks
Chairwoman Beaver thanked Mayor Rothschild and the Council for their hospitality in hosting the Board meeting here in Tucson. She then thanked Ted Maxwell and the staff of the Southern Arizona Leadership Council, RTA and PAG for hosting the dinner last night, adding that the location, food and networking opportunities were well received. She also commented on the history of the location of the dinner and hoped that she will be able to come back to visit the museum. She also commented on the Wildcat victory. Then she proceeded to mention her history note for the meeting and explained that she had gone back to look up the history of the five-year plan and read an article from *The Copper Era and Morenci Leader*, dated Friday, July 7, 1916. Mrs. Beaver then asked Board Member Hammond if he had anything to add, to which Mr. Hammond responded and commented about the dinner last night adding that it was nice of the owner of Maynards to stop in on the group also commenting on the part he has played in the resurgence of downtown Tucson.

Title VI of the Civil Rights Act
Floyd Roehrich reminded all attendees to fill out survey cards to assist our Civil Rights Department.

Call to the Audience for the 2018-2022 ADOT Tentative Five-Year Transportation Facilities Construction Program:
The following members of the public addressed the Board:

1. Jonathan Rothschild, Mayor of Tucson, re: agreed that if the Chairwoman was to visit the museum she would love it. He then welcomed the Board to Tucson and their Chambers. He commented on the fact that Mr. Hammond was seated in the Mayor's chair. Thanked ADOT for the projects being and soon to be constructed in Tucson and mentioned a few. Commented about SR 189 and thanked the Board for their continued support. He then pointed out the importance of the Sonoran Corridor and added further information of where it was at. He also mentioned his involvement with PAG and thanked Rod and staff for their support as well. He added that if there were any complaints to please take them to his City Manager Mike Ortega.
2. James DeGrood, Deputy Director for PAG, re: also expressed his appreciation to the Board for coming to Tucson for their meeting. Adding to the Mayor's comments, he wanted to express his sincere appreciation to ADOT staff for working so well with them, particularly Rod Lane. He spoke about a couple of the projects (Ajo Road Interchange and Ina Road) and also expressed his thanks to Patrick Stone.
3. Robin Raine, Deputy Director of Transportation for the City of Tucson, re: reiterated everything that the Mayor said especially in regards to the support they have received from staff and their wonderful working relationship.
4. John Moffatt, Economic Development Director re: glad to see continued progress on SR 189 and most excited about the Sonoran Corridor. He wanted to concentrate on the next phase adding that they needed to start looking at funding sources. He wrapped up with comments from former board member Steve Christy to the Board, sending his regards.
5. Chris Bridges, CYMPO Administrator re: SR 69 – mentioned that they do have a draft joint project agreement in hand that is currently going through attorney reviews and explained some of what it entailed. They were hoping to partner with the Board on the next 5-year plan and asked for their consideration of including this project.
6. David Wessel, Manager with Flagstaff MPO re: he was there to request the replacement of the four street bridges over I-40. The City of Flagstaff estimates that it would be an $8M project and has $3M in hand. He requested that this project find its way into the 5-year plan of construction.
7. Bruce Bracker, Santa Cruz County Supervisor re: mentioned that he has been coming to the Board regarding SR 189 so much that he feels they are family. He welcomed Mr. Thompson to the Board adding that this is a great appointment. In regards to SR 189, he had two resolutions with him, one from the City of Nogales and the other from the County Board of Supervisors that have been passed unanimously in support of it. They are now in phase two on this project. He also thanked them for including Ruby Road in the 5-year plan.
8. Tom McGovern, representing Southern Arizona Leadership Council and Tucson Metro Chamber re: thanked the Board and especially Mike Hammond for what they are doing for the state. More thanks to Rod and all of ADOT staff involved with the Ina Road project. Also thanked them for moving forward on the Sonoran Corridor and the movement on SR 189 as well. He then mentioned HB 2529 and asked the Director the purpose of it and if it had to do with I-11. Director Halikowski as well as Michelle Kunzman agreed that this could not be commented on during the public comment section but could be addressed in the Legislative Update for him.

STATE TRANSPORTATION PUBLIC HEARING – MARCH 17, 2017

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PUBLIC HEARING ON FY 2018-2022 FIVE-YEAR TRANSPORTATION FACILITIES CONSTRUCTION PROGRAM (Bret Anderson).....3

P R O C E E D I N G S

CHAIRWOMAN BEAVER: With no more comments, we now will move into the public hearing portion of the presentation for FY 2018-2022, the ADOT Tentative Five-Year Transportation Facilities Construction Program recommendations. (Inaudible.)

MR. ANDERSON: Thank you. Madam Chair, members of the Board, it's my pleasure to be here to present today the 2018 to 2022 Draft Tentative Five-Year Program. If it pleases the Board, I'd like to take Items A through E all together at one if that's all right.

CHAIRWOMAN BEAVER: That's fine with us.

MR. ANDERSON: Thank you.

And this slide (inaudible). No. There we go.

So what we'll do here is go through the -- (inaudible) a quick background of how programs come together. We'll go over some -- an overview of our asset conditions. Then I'll talk about the tentative five-year highway program, the delivery part of it. Then we'll hit the MAG -- or the PAG, the Pima Association of Governments, the tentative piece of their -- of the five-year program, and then the Maricopa Association of Governments, the tentative piece, what they have, and then finally -- and then the airport program, and then we'll talk about our next steps.

So with the background, how this -- how our five-

year program comes together. It's developed collaboratively with the State Transportation Board, ADOT staff, the -- all the sections of ADOT and our regional partners. Today with all the public comments, we want to make sure that everybody has an opportunity to comment on the five-year program. We take those comments and incorporate the comment piece of it into our five-year program as part of the -- our public hearing process.

This five-year program will demonstrate how the federal funds and the state dollars are planned to be obligated over the next five-years. It's an approved annual process, and it starts every -- July 1 of every year, and we have to have it fiscally constrained.

So there we go. Overview of our asset conditions really quick. Our asset conditions are set to be at about $20.7 billion. That includes the bridges, the structures, the pavement, the guardrail, everything that we own with -- that goes along with the -- with a highway system. In order to -- if this system were to fail, if we had to replace it today, it would cost well over $200 billion. So just wanted to point that out. It's important to make sure that we're taking care of our system and making sure it's in a state of good repair.

Today with our bridge -- we monitor our bridge conditions, and this is the layout of what we've got today in our bridge system. You'll notice that 55 percent of our bridges are in that yellow category or in that fair category. Now, that

has increased over the last years by a few percentages, and so we're wanting to monitor that and make sure that -- we don't want that to get that too far below our standards.

One thing to note, too, is that the last 4 percent of our bridges that were in poor condition. Now, when I say "poor condition," that means they are -- you know, they're still safe. They're still good to drive on. They're not -- they're in a very safe condition, but it's just below the ADOT standards. And we have dropped that down to 3 percent. So that's a very positive thing that we've got going for with funding that we're putting towards our bridges.

Quick finger.

And then here's our -- here's the listing of our pavement conditions. Again, you'll notice again that the interstate is in a pretty good state, but we want to make sure that that yellow area does not grow. As long as that -- as well as the red area starts to grow. We want to make sure that we keep our roads in a very good state of repair. And it's like doing your oil changes in your vehicle. So, you know, if you -- after awhile if you let -- if you don't change the oil in your vehicle. Same way with the highways. If you don't fix those highways, they're going to be -- you're going to be rebuilding, and that costs a lot more than just doing the preservation work.

MR. HALIKOWSKI: Hey, Patrick -- Madam Chair, may I ask him a question?

CHAIRWOMAN BEAVER: Yes.

MR. HALIKOWSKI: So I want to be careful about percentages, because overall, as you said, Patrick, the interstates look pretty good. I'm sorry.

MR. ANDERSON: Bret.

CHAIRWOMAN BEAVER: Bret.

MR. HALIKOWSKI: Sorry, Bret.

But my concern is, is that we've got some serious areas in need of full reconstruction, and I don't want to gloss over those, because those are fairly expensive projects. So can you comment on those a little bit?

MR. ANDERSON: Certainly. I can pass them on to Dallas, if he has some -- to back me up on that a little bit (inaudible).

MR. ROEHRICH: He's right there at your back.

MR. LA RUE: Yes. He's got your back.

MR. HAMMIT: You're right. Especially on I-40, we have some areas that we've seen deterioration very quickly. We looked at one area that really failed this year just between Ash Fork and Williams, and we looked at it two years ago and the pavement looked pretty good. We looked at it this past August, and it was still in good shape, and in January we had huge potholes. And we've gone investigating, under -- the asphalt performed very well, but there's nothing underneath it. The subgrade has over the time -- the roadway's over 50 years old,

and a lot of trucks on I-40. That's just deteriorated.

So we will -- you will see a project before you this year to rebuild about a four-mile section of I-40, and we're going to continue. So Bret's exactly right. We do have to change the oil, but someday we need a new car. And so parts of I-40, we're going to have to start rebuilding, and that's going to happen on I-10 eventually as well. But right now, I-40 is our critical area.

MR. HALIKOWSKI: So thank you.

I just wanted to point out as we talk about expansion of new projects, we still have to take care of the basic engine, which is going to be somewhat expensive, as we have to do full reconstruction in areas.

Thank you (inaudible.) Thank you, Madam.

CHAIRWOMAN BEAVER: Thank you.

MR. ANDERSON: Thank you.

So next what I want to present to you is the tentative five-year highway program. This is kind of an overview of what we've got. So this is for the Greater Arizona piece. This is areas outside of the MAG and PAG region. You'll notice that we have -- so we have preservation, modernization and expansion. 59 percent of our program is in preservation. That is -- that's an increase over last year, which I believe was about 57 percent. So we're trying to make sure that we move things towards the preservation and do that -- and do those oil

changes on our system.

On the expansion program, you'll note that it's up 21 -- up to 21 percent. Last year I believe it was about 14 percent. This is due to some accelerated funding from the legislature as well as our FAST -- the FASTLANE Act that we've got. And then our 20 percent for modernization as well.

Modernization, just to let you know, some of the -- I think we went over some of the definitions of those, and if everybody's okay with what we've got, expansion is anything adding capacity to a travel lane that's longer than a mile, two miles. And preservation is just taking care of the surface (inaudible), and then anything else in between is safety or is a modernization type project.

So moving on to the level of preservation -- (inaudible). It's not quite -- I need to go back one more slide. There we go. Right there. That's perfect.

So we wanted to make note on this slide. So what you'll see in the bar chart here is the fiscal years 2018 through 2022 depicting this five-year program, and in this slide want to make that note that in fiscal years '20 through 2022, we get to our level of preservation of $260 million. And that combination of money is totaled up, 220 million to preservation and 40 million to our bridges, and that's been -- that's part of the long-range goal we've -- this is the first five-year program that I've been involved with that we've actually got to meet

that level of preservation, and I've been doing this for about seven years now. So we're real excited to be able to get to that point. And then the blue bars, we'll go through each one of those in the next slides that we have here.

So in 2018, you'll notice that we're -- we'll focus on the expansion projects, which is the blue bar that you see up there. $35 million to -- on US-93 Carrow to Stephens, and then $137 million on I-10 in between -- in Pinal County. That's the -- some money for the Picacho Peak and the I-8 to Early projects on I-10. Those projects were accelerated and moved up, combined together due to the legislature and some FASTLANE Act improvements and some funding that we have through the federal government.

And the next slide is $69 million for the design for the -- design build for 189, and US-93 Cane Springs, we've got $5 million for design, and then 5 million for the I-40/U.S. 93 to west Kingman TI phase one design, and then $15 million for an I-17 design that we're going to be -- we'll talk about the construction in a couple of slides.

So we'll take the next slide.

Okay. And then in fiscal year 2020, we have again $41 million for the -- for US-93, and then we're starting the $5 million on 93 at the Big Jim Wash, design for that, and then some more right-of-way in 2020 on the west Kingman TI. And then we're also starting the design for the two -- SR-260.

And now, like I said, in fiscal years '21 and '22, we have $128 million to do I-17, Anthem to Sunset Point. Now, the development of all that is still coming together. We don't know exactly what we're going to do yet, but we have some dedicated funding. We do know that is a very large project, and this is going to help us get to some funding and get us started with something on I-17 probably in the southbound direction, but we're still working through the design and getting all that tied up to exactly what we want to have done.

And then I wanted to note out, too, is that we have $50 million on I-17 widening in the MAG FY '19. They're planning $50 million, and that program is the proposed program that as we go through this public hearing, there's -- they're also rebalancing and (inaudible) may come to light down the road.

So with that, I'd like to move on to the -- here's just a map of where all these projects are. And you'll note that a lot of these projects that we have here are along that designated I-11 corridor, you know, starting down in Nogales, in the Tucson -- down in Nogales area, moving all the way up into the Kingman area. So we just want to point out that we're doing everything that we can to make sure that we -- or we're prepared for that I-11 when the funding becomes available for that.

And the next slide we have here, this is our six-

to ten-year development program. So the five-year program, we call it the delivery program. That means we're going to deliver at least those projects in the first two years of the program -- in the program. And this is the kind of, if you will, a staging area where we have the design that's proposed in the delivery program. These construction projects, this is the plan that we've got to construct these projects.

You'll note that we have $35 million for Cane Springs, $45 million for 260, and then on the -- and then a couple of the areas that we want to point out here, since we're down here in the Tucson area, 2026, we have about 33 million -- $33 and a half million for the Rio Rico and the Ruby Road TI improvements. So that's going to be something that's going to be nice coming to this area in the future.

So moving on, and just want to give a point -- or that these are some, just some of the preservation projects in this five-year program, not all an entirety. This is just a sampling list of these preservation types of projects and the dollar amounts that we're planning on putting towards these projects.

Again, here's some modernization lists. Some of the projects that we have in this five-year program are the Deck Park Tunnel lighting and port of entry screen -- truck screenings that we're putting in, and then there's some passing and climbing lanes and then other types of modernization

projects, or traffic signals, the roundabouts, as we discussed a little bit earlier. Some ITS things as well.

So to kind of just summarize the tentative program, at least the Greater Arizona piece, we've got the expansion projects from the five-year program. They've remained, but some of them have moved up in years from the last five-year program. We're combining I-10 projects and moved them to fiscal year '18. We're advancing the US-93 to Carrow Stephens -- Carrow to Stephens from '20 to '18. We're adding some design. We're going to advance the SR-189 project, which is very important, and have that ready to go and change the delivery method to design/build. And then the I-17 projects -- design is in '19, but the construction of -- potential construction of '21 and '22. And then we're increasing the preservation funding from 260 million in the later years, and that's increased due to the TIGER grants and a FASTLANE (inaudible).

With that being said, we'd like to move on to the Pima Association of Governments, the tentative program for '18 to '22. Here's a listing of projects that we have, the I-10 Ina Road TI, the two, $26 million; Houghten Road to about $39 million. And this is just a listing of projects. You'll notice that the PAG area has roughly about -- 82 percent of their program is all towards expansion. Just to keep in mind, too, as well, they have a dedicated funding source that comes and helps

out these projects. So this is a very important -- it's a good partnership. It's a great relationship that we have with the Pima Association of Governments and putting our -- coordinating our projects and getting the funding put together.

Moving on with that. So then now I'll move to the Maricopa Association of Governments.

Next slide. There we go. Okay. Right there.

So again, a great relationship with Maricopa Association of Governments to try and coordinate all of our projects. These are some of the major projects in their area. So the SR-24 Gateway project, they're putting $138 million into '18 to '20. And then a whole host of projects. The South Mountain project is in there as well, '18 to '19, the funding with that. The 202, the San Tan. Again, you'll note that 91 percent of their program is all expansion. Again, two dedicated funding sources they have with the Prop 400 and the sales tax that they have for going directly to transportation projects.

Oh, and I want to point out one thing to you that's on slide -- this is all -- this particular portion of the five-year program is all contingent upon MAG regional council approval once they go through that process and get it all approved together. So it is a cooperation. We're working together to make sure that we are all on the same page when it comes to the funding and all the mechanisms that go to putting these projects together.

All right. Then I'll go into the airport program. So this is (inaudible) Title 28, Chapter 25 of the aviation of the Arizona Revised Statutes. This is a -- this is part of the process that we do every year with them.

Next slide. There we go.

So the airport program is -- we are in a rebuilding year, if you will, and want to -- we want to hold off on getting some things put together for the state funds to come into this to hold up before we start moving any airport projects along. We do have the minimum there to help do some matching for all of our federal grants that might come in, and this is part of their airport -- this is the proposed airport program for fiscal year '18.

So then what I'd like to go through is the next steps. So this is the first of three public hearings. We'll have -- we'll take all the comments in today. I want to point out, too, as well that the -- our website is open. It is taking comments. There's SurveyMonkey. There's all ways for folks to leave comments. So if you have any folks -- any of your constituents that have ways to comment, send them to the web page to the five-year program. There's a tentative tab out there, and that all of this information is there, readily available, and there's a link there for them to make comments as well, and we would love to have those comments. It's been a very good way in the last few years to take in these comments,

and all of this goes towards helping meet our compliance with our public comment time.

So our next meeting is scheduled April 21st in Flagstaff. Then we'll have one in May in Phoenix. We'll do a study session that wraps up all of this together, and we'll come up with our final plan, present to you in May, on May 30th, and then we would like to present the final program in June at the Payson meeting. Then shortly after that, we make the final recommendation to the governor's office, and then fiscal year '18, July 1st, we are ready to start this process. We'll start to hit the ground running, and we're ready to go, and we will start on the '19 to '23 program.

With that, I will take any questions that you have if there are any.

CHAIRWOMAN BEAVER: Board Member Hammond.

MR. HAMMOND: My guess is John's going to want to jump in on this question, but on SR-189, first of all, I too want to thank the Board for the statewide support that that stretch of road has received. I was very pleasantly surprised on how the Board thinks statewide and is willing to recognize, you know, projects that might seem very (inaudible) to commerce.

I was pleased to hear the resolutions from the City of Nogales, and I thought I heard them say that they're looking at some funding sources, which kind of begs the question on we have a good solution that, yeah, I understand is about 70

percent perfect for what everybody wants in SR-189. And I think Option D was what -- the preferred total option if funding could be found.

Where are we in that conversation? I know it's a struggle with all the needs of the State, but I'd like to just get an update, I think the Board would, on where that full belt-out discussion is at present.

MR. HALIKOWSKI: So I'll take that, if you don't mind, Bret.

Right now, Madam Chair, we are in the process of finalizing the design as we're taking in the comments on what's happening on phase one, and so we've been trying to accommodate those comments and shift minor things to ensure that we've got support of the project.

In the meantime, discussions are still ongoing, both with folks locally, not so much with ADOT right now, but they're looking at how there might be local contribution in the phase two buildout. And so there are a number of different stakeholders in Nogales that I'm aware of, Fresh Produce Association being one, and there are others talking about whether or not there might be some private participation in that.

And in our discussions, what we've said is that if we're able to get private participation and make some slight changes in statute on an axle fee and if there's other ways that

we can contribute from funds that we already have dedicated at the border, what we're trying to do is put together enough of a cash flow so that we could get into a public private partnership on phase two. Now, that may require some more Board participation in the future, but I don't have all the final numbers in yet.

So I would say at this point we're proceeding well on the way with phase one, and we are very conscious that -- of the dates and times (inaudible) phase two at some point. So there's a lot of work going on in the background with that.

Floyd, you've been the point person there. I don't know if you have any comments.

MR. ROEHRICH: The only comment I'd say is if you remember the full buildout is about another $75 million. So that's the funding level that we are looking at working through, through a combination of what locally may be contributed, what else may be of benefit to the State to consider as you look at the full buildout of that facility.

And as John said, as there's a number of negotiations and talks going on as people decide what options they need available to them, if they're willing to contribute towards that. So if we do end up coming to agreement with a full buildout, we will be coming back to the Board to talk about the specifics of that and where we see that each member will have a contribution towards getting that type of project.

MR. HAMMOND: Thank you.

CHAIRWOMAN BEAVER: Board Member Stratton.

MR. STRATTON: In the Greater Arizona plan you spoke about SR-260 being designed in 2020, and then construction in year six. It wasn't designated, but my assumption is you're talking about Lion Springs section.

MR. ANDERSON: That's correct. Yes. Lion Springs section. Sorry. Yes, it is.

MR. STRATTON: Thank you.

CHAIRWOMAN BEAVER: Board Member Thompson.

MR. THOMPSON: Bret, Bret's a good name. I have a grandson by that name.

MR. ANDERSON: Thank you, sir.

MR. THOMPSON: In the category of modernization, did I understand you to say that -- I'm still learning (inaudible). So it includes the travel lights as well as the roundabout?

MR. ANDERSON: Madam Chair, Board Member Thompson, yes, it covers all phases of safety when it comes to signal -- whatever technology -- whatever technique works for that area, that's what they will look at best. Of course, roundabouts do -- are a little safer because they -- you know, the type of work that's done there and the type of accident that happens at a roundabout is less severe than what happens at a standard intersection. So it looks at all kinds of options, and

we keep everything open so we don't tie it in to just one specific type of fix.

MR. THOMPSON: Madame Chair, the last is just a comment. Many of the communities that I represent have been preparing and looking forward to apply for a TIGER grant, and I'd like to see that continue, because we have been preparing to get to that point to apply for that. That's a only comment.

MR. ANDERSON: Thank you.

CHAIRWOMAN BEAVER: Thank you.

Any other comments?

Thank you, Bret.

MR. ANDERSON: Thank you.

CHAIRWOMAN BEAVER: And I just wanted to just make a point. Thank you for stepping up. I think Mike Kies kind of snuck out into retirement without us roasting him or saying, goodbye, have a nice retirement.

MR. ANDERSON: I think there was meaning behind his madness (inaudible). So yes. No problem. Thank you very much.

MR. HALIKOWSKI: Madam Chair, I did see him in the hallway yesterday and (inaudible) chastised him for not being here today. So I think he's got one more week with us before he retires.

CHAIRWOMAN BEAVER: Okay. If we have nothing additional under the public hearing, this meeting is adjourned,

and now we will go into the regular meeting.

MR. HALIKOWSKI: Madam Chair, if I could, you need a motion and a second to adjourn the public hearing.

CHAIRWOMAN BEAVER: Oh, okay. Okay. Excuse me.

MR. SELLERS: So moved.

MR. LA RUE: Second.

CHAIRWOMAN BEAVER: Motion by Jack Sellers and second by Joe La Rue.

All those in favor to adjourn the hearing?

BOARD MEMBERS: Aye.

CHAIRWOMAN BEAVER: All those opposed?

The motion carries.

(Public hearing adjourned.)

Adjournment

A motion to adjourn the March 17, 2017 Public Hearing meeting was made by Jack Sellers and seconded by Joe La Rue. In a voice vote, the motion carries.

Meeting adjourned at 9:53 a.m. MST.

Deanna Beaver, Chairwoman
State Transportation Board

John Halikowski, Director
Arizona Department of Transportation

STATE TRANSPORTATION BOARD MEETING MINUTES
9:00 a.m., Friday, March 17, 2017
City of Tucson
Council Chambers
255 W. Alameda
Tucson, AZ 85701

Board Meeting start time: 9:55 A.M. MST

Roll call by Board Secretary Linda Hogan
In attendance: Deanna Beaver, William Cuthbertson, Joe La Rue, Jack Sellers, Michael Hammond, Steve Stratton and Jesse Thompson.
Absent: None.

Call to the Audience: None presented.

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P R O C E E D I N G S

CHAIRWOMAN BEAVER: Now we -- we now move on to the district engineer report. Rod Lane.

MR. LANE: Madam Chair, members of the Board, top of the morning on St. Patrick's Day.

So welcome to the South Central District. I'm going to start off by kind of giving you a view -- a review of the entirety of the South Central District is a pretty large district. We go all way from -- on I-10 from Milepost 173.81 to 323.33, so big stretch. We added that area in Benson several years ago. And all the way down to -- on SR-92, just down below Sierra Vista to 329.4. And down below Tombstone on SR-80 to 133.0, go all way up to just south of Winkelman on 177, excuse me, 77, to 133.00, and then all the way up to that little stretch of the US-60 just kind of west of Superior in the Apache Junction area where 79 and SR-60 come together. Then we've got all of SR-79. And then, of course, all the way out to Ajo for the entire -- entirety of Pima County, just south of the city of Maricopa is our limit. So we don't go into the city of Maricopa. So kind of gives you a view of the district.

So today I'm going to talk to you about really just the construction program, as Mr. Anderson has gone through the development program that's in the process of being worked through. So we'll just really talk about what's going on, and

then in the Tucson district in terms of construction.

The big elephant in the room, so to speak, is the Ina Road project. It's going very well. It's a CM at risk project. The contractor is Sundt/Kiewit. It's joint venture. (Inaudible.) We closed it about a month ago. We closed the traffic interchange about a month ago. It's moving along very well. You can see the bridge picture on the right shows the bridge for the eastbound side is completely demolished now, and the picture on the left shows the drill shafts being placed by the Santa Cruz River. So they are progressing quite nicely.

There was three structures, major structures on this job: The bridge over the Santa Cruz River, the bridge Ina Road going over I-10, and then Ina Road going over the railroad. This kind of gives you a visualization of what it's going to look like when the job is done from I-10.

One of the things that we did to that that was kind of not anticipated was the closure of the Orange Grove off ramp heading west on I-10. The logic behind that was it's a storage issue. So Orange Grove itself is open. The road is fully open. We just wanted to give extra storage space for that increase in traffic so that we didn't get a backup onto the interstate and create an unsafe condition. So it seems to be working very well.

Another thing that happened with Pima County's participation and their help, they managed to move the opening

of their bridge over the Santa Cruz River at Sunset a month ahead. So that's also given us a great relief in the some of the traffic burdens that we anticipated out there. The job's going really well. Like I said, we're going to -- it's quite a bit of -- three bridges, one over the railroad, one over I-10, one over the Santa Cruz. This phase that we're in now, it's going to be about a year of this, and then we'll switch it to the other side. So it's not a lot of back and forth changing. It should be pretty static. And then we'll see one more change.

So moving on to the -- I wanted to talk about the funding as well. We talked about that. This project is funded -- bring it up here -- it's about a $124 million project. 24 percent of this portion of the project is local funds. Around 64 (inaudible) is ADOT. The remainder is kind of utility funds. Got a lot of utility participation and such in this one.

Moving to the Ina/Ajo traffic interchange phase one project going down I-19 and Ajo, that contractor is Ames. $39 million. It's about a 50/50 split between local and ADOT federal participation. We're reconstructing the I-19/Ajo single-point urban interchange. A lot of excavation, a lot of sound walls and drainage improvements and such. Phase two will construct a bridge over the Santa Cruz River, and also will build that (inaudible) -- what we call the (inaudible) ramp. So if you get a chance to go down and see the next one (inaudible).

If you look, north is up, so south is going down.

So you'll see the first ramp coming down is the exit ramp for Ajo. And then there's another one that's kind of directly underneath the traffic interchange. It kind of -- it looks like it kind of heads underneath the ramp. That's the actual Irvington ramp. It's quite a long ramp. Again, quite a lot of storage. So that one's also going to be constructed as part of the phase two of the project and not phase one. And that was a funding issue, with the combination of PAG and ADOT funding and how this whole job got split, (inaudible) kind of the method to get this thing constructed.

And then moving forward, the job's going very well; on schedule. When did I say that was going to end? February, about 2018, is when we're going to end phase one, and then we're going to be advertising phase two about that same time. So that one moving forward.

The next big one we've got down -- there's the phase two project. You can see what we're building in there where we're going to widen mainline I-10. We're going to build that graded ramp (inaudible) the pedestrian crossing, going over I-19, and then the bridges is over the Santa Cruz River on Ajo (inaudible) as part of that one.

So the other big one we've got going on is SR-86, Valencia to Kinney, being constructed by the Ashton Company. It's about a $40 million project. About 20 percent local, about 80 percent ADOT. It's pretty much an arterial widening going

from a two-lane to a four-lane. Sections of it are going to be six lanes. So we expect to have that one done in July of this year -- excuse me -- July of next year.

Another interesting one we've got going on is Craycroft at I-10. So this one's (inaudible) because we're building -- we're utilizing a temporary bridge structure. So you can see that middle photo there, or excuse me, the photo on the left shows you the abutment where we're going to put that temporary structure. Looking at the photo on the right actually shows the structure being launched. So it's in place. It's going to sit for a week before we put live load on it. We want to make sure there's no settlement issues. So it will just sit in place for a week. Then we'll open it up for live traffic for a week. We'll monitor it, and then if we determine there's no settlement, we'll start demolition of the other structures. But we're (inaudible) until we do it. My understanding, this is the first time we've used this type of structure in Arizona.

So we've got another project coming down the road where we're going to use the same thing at Wilmot, the same concept. It's just a capacity issue down there. So this bridge is (inaudible) manufactured by a company called ACRO. It's a full 200-foot span. So the existing structure is actually two spans. So we're going to span that whole area with just one temporary bridge. It's got about a pick weight the 185 tons. When they put the decks on there, it goes up to 277 tons. So

it's a pretty big structure. About $400,000 just for the bridge, and it's a rental as part of the contract. So it's not a purchase. So the contractor is doing this whole thing, and then he'll -- I guess it depends on how they proceed with the next project, (inaudible) State's successful low bidder.

So let's talk about some of the rest of the current projects that we have going on in our district. Those are the major ones. We've already talked Ina. (Inaudible.)

We've got a Pima Mine Road project coming up. It's just starting now. We just had the kickoff on that one. That's being done by KE&G. We just had our partnering meeting.

Another one on SR-86, Fuller to Valencia being done by Granite. That one's moving along.

We talked the Craycroft.

SR-82, a pavement preservation project down in Sonoyta being done by Sunland. That one's also moving right along.

NGU is doing a project on 287 from I-10 to LaPalma. That one's just taking off. The paving window just opened up. So we'll be finishing the paving on that project.

Kino TI, that's pretty much substantially complete. (Inaudible) going out on there.

Santa Cruz River Bridge, also pretty much substantially complete. We're just wrapping up the paperwork. That was down by Truesdell.

We've got a tree thinning project going on down the -- down in Nogales area. Excuse me. Right now it's wrapping up. It's in the Green Valley area. It's going all the way from the border up to the northern edge of the Tohono O'odham reservation. We've got about another week on that one, and then we'll be done with that one.

Another Gila River scour protection bridge being done by NGU.

And then another scour protection project being done by (inaudible) Construction.

So that's my report. Does anybody have any questions?

CHAIRWOMAN BEAVER: Board Member -- excuse me. Board Member Stratton.

MR. STRATTON: Rod, I'm not sure if this is a question for you or someone else. When you were talking about the projects, you talked about the PAG and ADOT split. Is that ADOT, is that 100 percent ADOT money, or is that a federal ADOT split within ADOT?

UNIDENTIFIED SPEAKER: A portion.

MR. LANE: It's federal funding that's administered by ADOT.

MR. STRATTON: So it's a 6 percent ADOT, 94 percent (inaudible) like most of the others?

MR. LANE: No. Yes. Yes. Sorry.

MR. STRATTON: I like his answer.

CHAIRWOMAN BEAVER: Thank you. Any other? Board Member La Rue.

MR. LA RUE: You know, Madam Chair, I just wanted to say, Rod, I -- the temporary bridge and the rental piece of that, I applaud you guys for that to think differently to try to do something different and see if you can't, you know, come up with a better -- a better way to do that. So it will be interesting to see how all that works out. That...

MR. LANE: Thank you. I actually had a video in here that I was going to show, and I took it out at the last minute. I probably should have left it in.

MR. LA RUE: Yeah. But kudos to your team to try to do things differently and see if it makes the project go faster, more efficient, you know, at least cost, so...

MR. LANE: Thank you.

CHAIRWOMAN BEAVER: Board Member Hammond.

MR. HAMMOND: First of all, Rod, I appreciate you putting in the discussion the splits between local fund and ADOT funds and also adding Board Member Stratton's comments, because I think it is important to -- for everybody, especially the local community and other Board members, to know how much MAG and PAG and these folks are investing into the projects that ADOT funds, and it shows commitment in the local community, and lets a -- give a kind of a good feel to ADOT that what they're

doing is really needed in the area, and it's a must and not a -- not a maybe need. So I appreciate you putting that in there. It's very informative.

CHAIRWOMAN BEAVER: Thank you.

Do we have any other questions?

Thank you, Mr. (inaudible).

We'll now move on to the director's report. Mr. Halikowski.

MR. HALIKOWSKI: Thank you, Madam Chair. I don't really have anything of note to report. Any issues that I might report on would probably come up as part of the regular agenda items, so I'm good. Thank you.

CHAIRWOMAN BEAVER: Well, thank you.

Okay. Now we will move on to the consent agenda. Do we have a motion to approve the consent agenda as presented?

MR. STRATTON: Madam Chair.

CHAIRWOMAN BEAVER: Board Member Stratton.

MR. STRATTON: Madam Chair, I would ask that Item 3I be removed from the consent agenda, as I have a conflict and I need to recuse myself from voting on that particular item. Other than that, I would vote that the consent agenda be approved with the exception of Item 3I. I'd make that motion.

MR. THOMPSON: Second.

CHAIRWOMAN BEAVER: I -- just for clarification, the motion is to remove Item 3I from the consent agenda, or are

you just recusing yourself from that particular item?

MR. STRATTON: It would be best, I believe, to remove it so that I have no say in that and have the Board vote on it separately. But I would make a motion we approve the consent agenda with the exception of 3I.

CHAIRWOMAN BEAVER: Thank you.

MR. ROEHRICH: And Madam Chair, that is a proper motion. So with that motion and a second, you can then vote on the subsequent agenda, which will be the approval of all other items except for 3I, and then 3I we will handle separate after the first motion is completed.

CHAIRWOMAN BEAVER: Thank you.

Okay. We have a motion by Board Member Stratton. Do we have a second?

MR. HAMMOND: Second.

CHAIRWOMAN BEAVER: It's been seconded by Board Member Hammond to approve the motion with the exception of Item 3I.

All those in favor?

BOARD MEMBERS: Aye.

CHAIRWOMAN BEAVER: All those opposed? The motion carries.

Now I call on a board member to make a motion for Item 3I.

MR. SELLERS: Madam Chair.

CHAIRWOMAN BEAVER: Board Member Sellers.

MR. SELLERS: I move for approval of Item 3I.

MR. THOMPSON: Madam Chair, I would second the motion.

CHAIRWOMAN BEAVER: Okay. It's been motioned by Board Member Sellers, seconded by Board Member Thompson to approve Item 3I.

All those in favor?

BOARD MEMBERS: Aye.

CHAIRWOMAN BEAVER: All those opposed? The motion carries.

MR. ROEHRICH: And Madam Chair, just for the record, we are noting that Board Member Stratton --

CHAIRWOMAN BEAVER: Stratton.

MR. ROEHRICH: -- was recused during that motion on 3I.

CHAIRWOMAN BEAVER: Thank you.

Okay. We now will move on to the legislative report, and I'm not seeing Mr. Biesty. Oh.

MR. HALIKOWSKI: We have Mr. Bartholomew. (Inaudible.)

CHAIRWOMAN BEAVER: Yes, Mr. Bartholomew will work.

MR. BARTHOLOMEW: Good morning to you all.

BOARD MEMBERS: We're all thankful he's here

instead of Kevin (inaudible).

MR. BARTHOLOMEW: You have a packed house, so I'm going to move on and summarize.

We're following three bills kind of closely. Senate Bill 1025, it's the bill to establish the objective (inaudible) for liability claims in the State of Arizona. There is a bit of a typo on your outline. It has passed the Senate, not the House. It's currently in the House, and they're looking at other (inaudible) statutes to perhaps amend that would get us to where we want to be. There will be a hearing next Wednesday on that. (Inaudible) probably (inaudible) very closely (inaudible) as to what our liability is for accidents in which the road or road design is not an issue.

But we're also following Senate Bill 1211. That's the ADOT omnibus that will allow us to self-certify under the NEPA process. It also cleans up some other areas of the statute that are either antiquated or need clarification. That bill has passed the House, and it is ready for a final Senate vote.

And finally, the governor's bill, HB 2369 to abolish certain state boards and commissions, that bill is going to be heard in the Senate government next week.

On the federal side, the big news on the federal side is President Trump has submitted his FY '18 budget. It's actually what they call a skinny budget. It's a very scaled-

down outline of policies. It doesn't go much deeper than department level in terms of the spending, though it does have some policy considerations in it that are important to transportation. There will be a $2.4 billion cut in the domestic discretionary transportation spending, or at least that's what's been proposed by the Trump administration. That would include eliminating TIGER grants. It would include eliminating funding for Amtrak except for the northeast corridor operations. There will be about a $1.1 billion reduction proposed in the area of transit, certain new start projects. And finally, it would -- it proposes the elimination of the Essential Air Service, saving about $200 million.

The discretionary side of transportation was only about 25 or 30 percent of total transportation spending, and the budget that was sent down to the (inaudible) from the administration proposes $54 billion in cuts to domestic (inaudible) programs with a corresponding $54 billion increase in discretionary defense spending.

I'll be happy to answer any questions. You have the rest of the federal summary before you, but you know, in consideration of your schedule today and -- I'll end it there and ask if there's any questions from the Board.

MR. SELLERS: Madam Chair.

CHAIRWOMAN BEAVER: Board Member Sellers.

MR. SELLERS: We had a question earlier, and

several of us were asked the same question last night about our knowledge about House Bill 2529. Can you elaborate any on that?

MR. BARTHOLOMEW: 2529 establishes an infrastructure study committee. It will be an 11-member study committee, and what they would be charged with is, if I understand it correctly, they would be charged with the feasibility of developing a transportation route from a southern international port of entry to Phoenix, and also perhaps studying the feasibility of a rail route or studying the feasibility of improving an existing route. I think it's been read in the House. I'm not sure it's had any votes yet.

MR. HALIKOWSKI: Just to clarify. It has passed the House. It also appropriated $300,000 through the legislature for the purposes of the study. What it looks like they're trying to do is, as Bruce said, establish some kind of feasibility of the corridor of all those from a southern port to Phoenix. The amendment in the Senate Transportation Infrastructure Committee took out the appropriation. I don't believe it's been (inaudible) read in the Senate. So it has passed through their transportation committee, though. Since they have amended it in the Senate, it will have to go back to the House for concurrence.

MR. BARTHOLOMEW: I apologize (inaudible). I was not aware it passed the House.

MR. HAMMOND: Chair.

CHAIRWOMAN BEAVER: Board Member Hammond.

MR. HAMMOND: If my question, you know, is not for this forum, you can say. But what's the basis of this? This seems like something ADOT is spending a lot of money on, in corridor studies and whether it's an EIS phase one. I mean, what's the concern that brought this bill to possible reality?

MR. HALIKOWSKI: Madam Chair, Mr. Hammond, I don't know. I'd have to do some research and find out. You're asking me to define the intention of legislators' minds, and at this point I'm just not sure. It has a single sponsor, it appears, Representative Rivero. So we can do some research and find out. We'll send something out to the Board.

MR. HAMMOND: Okay. So I guess I'm correct. It sounds like it's really -- there had been no interaction with ADOT on why this might be needed. Is that a fair statement?

MR. HALIKOWSKI: I think that's a fair statement, Madam Chair. We have -- this is not a bill that's been heavily on our radar. As you pointed out, there's lots of different studies going on, and I'm not sure what the fate of this bill is going to be. It does have me on there as a designee, so we'll see what happens with it. But I'll do some more checking, but it hasn't been prominently on our radar screen.

MR. HAMMOND: Thank you.

MR. BARTHOLOMEW: We can certainly get a lot more information, get that (inaudible).

CHAIRWOMAN BEAVER: Thank you.

MR. SELLERS: Madam Chair.

CHAIRWOMAN BEAVER: Yes. Board Member Sellers.

MR. SELLERS: I guess just a comment. And the reason a lot of us were concerned is that we serve on MAG and PAG committees and knew nothing about this. So I guess we felt concerned that people that are so involved in transportation infrastructure would have no knowledge about a bill like this. But unless it becomes more serious than it sounds like it is right now, perhaps there's no reason for us to be that interested (inaudible).

MR. HALIKOWSKI: So Madam Chair, Board Member Sellers, we'll take a look into it and see whether, as we'd put it, does it still have any wheels on it? Is it going to continue to move forward through the process? And we'll put a memo together back to the Board of the bill's status and what we can find out about the reasons for introduction and we'll look (inaudible).

CHAIRWOMAN BEAVER: Is there any other questions? Okay.

Board Member Thompson.

MR. THOMPSON: Madam Chair, again, I can't stress enough of our wanting to see the future of TIGER grants. That's all I want to say. Thank you.

CHAIRWOMAN BEAVER: Thank you, Mr. Thompson, and

thank you, Mr. Bartholomew.

MR. HALIKOWSKI: So Madam Chair, I just want to point out if the members are not aware, the budget, the President's budget came out, and there's a pretty big spike driven through TIGER grant program. So we'll be monitoring that closely to see what happens. The TIGER grant's been said to be very popular, but when you have $50 or 60 billion worth of (inaudible) throughout the country and you're putting 500 million up in a TIGER grant, you can bet it's going to be popular as far as people wanting to try to get some of (inaudible). So we'll see where that goes, but I think there's going to be a lot of discussion in Congress with TIGER grants and what's going to happen (inaudible).

MR. THOMPSON: Thank you.

CHAIRWOMAN BEAVER: Thank you.

Okay. We now will move on to the financial report. Kristine Ward.

MS. WARD: Good morning.

MR. LA RUE: (Inaudible.)

MS. WARD: Well, we're getting there. (Inaudible.) After seeing the previous presenters, I'm a little nervous about the operating (inaudible).

CHAIRWOMAN BEAVER: You know, there's got to be a leprechaun hiding out somewhere.

MS. WARD: There we go.

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. WARD: You know, this is just building up the anticipation, because the financial report is, as we know, one of the more entertaining parts to this meeting. There we go. There we go. All right. See if the clicker works.

Okay. Coming in and reporting on the status of Highway User Revenue Funds, again, I'm happy to report we're in -- within target range. We had a little bit of a blip that caught our attention when we saw a distinct downturn in gas tax for the month. We've researched that, and that is the result of a single -- of a single refund that we issued. So when we do our cash flows, our forecasts, we had that refund spread over the year. So we expect that to resolve itself this quarter as more months pass. But yeah, single -- a single refund, though, threw our estimates off, but we're still within targeted range. So it's no impact to the program.

Moving on to the Regional Area Road Fund, RARF -- again, also RARF revenues are also within the targeted forecast and nothing significant to report there.

Moving on to -- and I'd like to give you just a brief report on the Aviation Fund. We continue to evaluate the cash flow of the fund and anticipate issuing another $1.6 million in payments by the end of this month to address deferments. After we get through that 1.6 million -- I'm sorry -- yes, 1.6 million in additional payments, we will still

have about $6.5 million in outstanding deferments.

What we are doing is we are reaching out to the airports to look at projects that are currently underway. (Inaudible) projects that are forecasted and reaching out then to find out when they actually anticipate expending all those projects, comparing that to our actual cash flow situation and communicating with them in terms of this is when we see we'll be able to catch up on these deferments.

So that's the activity that is taking place right now in order to resolve this situation overall.

Lastly, unless there are any questions at this point --

CHAIRWOMAN BEAVER: You're good to go.

MS. WARD: The Federal Aid Program was kind of covered with Bruce, who ran away. And in terms of -- nothing to report on the debt program, and cash management, nothing much to report. The interest rates are very (inaudible) Mr. La Rue, yes. However, (inaudible) are very, very low. We're looking at about .82 percent per (inaudible). So nothing much to report there.

With that, I would be happy to take any questions.

CHAIRWOMAN BEAVER: Do -- okay. Board Member Stratton.

MR. STRATTON: So with this good financial

report, thank you, that we received, I'm assuming the HURF Exchange Program is still on schedule as previous?

MS. WARD: Madam Chair, Mr. Stratton, you are absolutely correct. On March 3rd we presented to -- at the MAG facility to the COG and NPO planners. On March 9th, we did an additional presentation to the local public agencies. We are scheduled to present at Roads and Streets in April, and so the rollout has begun.

MR. STRATTON: Thank you.

MS. WARD: You're welcome.

CHAIRWOMAN BEAVER: Thank you, Ms. Ward.

Sir? Thank you.

MS. WARD: Thank you.

CHAIRWOMAN BEAVER: We'll move on now to Item 6, the Multimodal Planning Division report. Clem Ligocki.

MR. LIGOCKI: Yes, Madam Chair.

CHAIRWOMAN BEAVER: Thank you.

MR. LIGOCKI: Members of the Board, I am Clem Ligocki with the Multimodal Planning Division. And for Item 6, the Multimodal Planning Division report, of course, today the -- you know, the main item has been the tentative five-year program. So I don't have anything particularly further to share as far as (inaudible) report. So with your permission, I'd be prepared to move on to Item 7, the PPAC (inaudible).

CHAIRWOMAN BEAVER: Does anyone have any

questions to ask under the Multimodal?

Okay. That's fine. Now you can move on to Item 7, the PPAC. Thank you.

MR. LIGOCKI: Okay. Thank you, Madam Chair, members of the Board.

Today we have two project modifications to consider for the Priority Planning Advisory Committee and also the new projects number 12. So we have those to consider. I would like you to consider the Items 7A and 7B together, the first (inaudible) modifications. So what we have there are the I-8 project, the design in the Yuma area and at least one mile of extension of State Route 24 via design concept (inaudible) environmental update. So with your permission, I'd like to ask approval of those two items, Items 7A and 7B project modifications.

CHAIRWOMAN BEAVER: Do we have a motion to approve the project modifications for Items 7A through 7B as presented?

MR. SELLERS: Madam Chair.

CHAIRWOMAN BEAVER: Board Member Sellers.

MR. SELLERS: I move for approval of Items 7A and 7B as presented.

CHAIRWOMAN BEAVER: Do we have a second?

MR. LA RUE: Second.

CHAIRWOMAN BEAVER: Seconded by Board Member

La Rue. It's been moved and seconded to accept and approve the project modifications for Items 7A through 7B as presented.

All those in favor?

BOARD MEMBERS: Aye.

CHAIRWOMAN BEAVER: All those opposed? Motion carries.

We'll now move on to new projects.

MR. LIGOCKI: Thank you, Madam Chair, members of the Board.

This is Items 7C through 7N. There are 12 projects. The first four projects, 7C through 7F are a part of the MAG rebalancing program, as (inaudible) mentioned earlier (inaudible) and four projects on State Route 101 (inaudible) north and northeast part of the east valley, and then the next five projects, 7G through 7K, are pavement preservation projects that are real important to us, also. Then we have State Route (inaudible) Tangerine, the Oro Valley area project. 7M is the historic Snowflake bridge replacement project. It was a (inaudible) project. And them 7M, which is the I-40 project, which was mentioned earlier. Mr. Hammond mentioned that. (Inaudible) that very urgent pavement design, getting that started for that reconstruction (inaudible). So with those, with those projects, I'd ask permission -- your approval, 7C through 7N, the new projects.

CHAIRWOMAN BEAVER: Do we have a motion to accept

the new projects as requested?

MR. STRATTON: So moved.

MR. HAMMOND: Second.

CHAIRWOMAN BEAVER: It's been moved by Board Member Stratton and seconded by Board Member Hammond to approve Items 73 -- 7C through 7N of the new projects as presented. If there's no additional questions, all those in favor?

BOARD MEMBERS: Aye.

CHAIRWOMAN BEAVER: All those opposed? The motion carries.

Thank you.

MR. LIGOCKI: Thank you.

CHAIRWOMAN BEAVER: We'll now -- we'll now move to the state engineer report. Dallas.

MR. HAMMIT: Good morning, Madam Chair.

Currently we have 102 projects under construction, totaling $1.522 billion. In February we closed 13 projects totaling 22.2 million, and year to date we have finalized 79 projects.

As you can see -- and I thank you for approving the projects on the consent agenda. We want to point out one that's on there. It's a little different. It's the I-17. That project is a safety improvement project. So we're going to use it to alert travelers if there's a crash available and traffic is slowing down (inaudible). In addition, it puts in speed

feedback signs, because when those crashes happen, we need to get people slowed down. So not only can we let them know, hey, you're driving too fast. We can also lower the speed limit from our traffic operation center ahead of that crash. So we're excited to get that one going. So thank you.

Year to date, we have put out $336.7 billion worth of projects. We're coming in about .1 percent under the engineer's estimate as we go forward.

I think I jumped ahead to the projects. I apologize, Madam Chair. Do we continue with the next one to justify?

CHAIRWOMAN BEAVER: Okay. So are we moving on then to Item 9?

MR. HAMMIT: Yes. I apologize.

CHAIRWOMAN BEAVER: Okay. Go ahead.

MR. HAMMIT: Thank you.

The first project, Item 9A, is a local project. It was to put in some ITS (inaudible) fiber optic cable and some closed-circuit television cameras. The low bid was $593,722.84. The State's estimate was $739,813.40. It did come in under the estimate by $146,090.56, or 19.7 percent.

On this project, we had four bidders. The -- none of the bidders met their DBE requirements. We -- so we are going to look at re-advertising based on the action from the Board and adjusting that. Our business engagement group has

reevaluated and have come up with a new number. So the recommended -- recommendation from the staff is to reject all bids and re-advertise.

CHAIRWOMAN BEAVER: Do we have a motion to accept and approve the staff's recommendation to reject all bids for Item 9A?

So moved.

Is there a second?

Seconded by Board Member Stratton.

MR. ROEHRICH: Madam Chair, who moved it? (Inaudible.)

CHAIRWOMAN BEAVER: I made the motion.

MR. ROEHRICH: Oh, you made the motion.

MR. LA RUE: Can I ask a question under discussion?

CHAIRWOMAN BEAVER: Yes. Under discussion, Board Member La Rue.

MR. LA RUE: So the recommendation is reject all bids. Is that because we cannot approve a bid that doesn't meet the DBE goals?

MR. HAMMIT: Madam Chair, Mr. La Rue, that is correct. None of contractors met the DBE goals.

MR. LA RUE: So we really have no choice but to reject even though the bid is very favorable; is that --

MR. ROEHRICH: Madam Chair, Mr. La Rue, yeah.

That is staff recommendation. Yes.

MR. LA RUE: All right. Thank you.

CHAIRWOMAN BEAVER: Okay. The motion was made by myself and seconded by Board Member Stratton to accept and approve staff recommendations to reject all bids for Item 9A.

All those in favor?

BOARD MEMBERS: Aye.

CHAIRWOMAN BEAVER: All those opposed? The motion carries.

We'll now move on to Item 9B.

MR. HAMMIT: Thank you, Madam Chair.

This project is a local project. It basically puts in some fencing and sidewalks in the area of Superior. The low bid was $59,603. The State's estimate was $87,080. It came under the State's estimate by $27,477, or 31.6 percent.

As we reviewed the bids, we saw that we had better-than-expected pricing for the fencing and then some of the gates. So we have reviewed the bids, and the department believes that the bid is responsible and reasonable and recommends award to AJP Electric, Inc.

MS. WARD: Do we have a motion to accept and approve staff's recommendation to award the contract for Item 9B to AJP Electric, Inc.?

MR. SELLERS: Move for approval.

MR. LA RUE: Second.

CHAIRWOMAN BEAVER: Motion by Board Member Sellers, seconded by Board Member La Rue to approve Item 9B to AJP Electric, Inc.

All those in favor?

BOARD MEMBERS: Aye.

CHAIRWOMAN BEAVER: All those opposed? Motion carries.

MR. HAMMOND: Madam Chair, I have a question (inaudible).

CHAIRWOMAN BEAVER: Oh, excuse me. Board Member Hammond.

MR. HAMMOND: Yeah. This is a serious question. If -- I remember when China was going through their building boom. The price of concrete went through the roof, and it was a very expensive item to the economy. Is there any anticipation of the amount of concrete a wall would take if we build it, and -- I'm serious -- how that might impact our costs of construction? Because I think as we're projecting, we have to be at least preliminarily thinking about that.

MR. HAMMIT: Madam Chair, Mr. Hammond, definitely any increase in needing materials does affect. One thing we are fortunate, since the last boom, Arizona used to only have two cement manufactures, one here in Tucson and one in Clarkdale. There is a third, and so we do have another cement supplier in the state, and unless it was a huge impact, I don't see that it

would slow us down.

MR. HAMMOND: Thank you.

CHAIRWOMAN BEAVER: Thank you. I think -- no additional questions?

Thank you, Mr. Hammit.

MR. HAMMIT: Thank you.

CHAIRWOMAN BEAVER: Okay. Now, we'll move on to Item 10, which is the Racketeer Influenced and Corruption Organization Act, known as RICO funds. This was asked to be put on the agenda to have a better understanding of those funds and if funds can be utilized for DPS purposes, either yes or no.

So thank you. Mr. Lane.

MR. LANE: Good morning, Madam Chair and members of the Board. It's a privilege to be here.

I'm looking forward to presenting some information in a framework on asset forfeiture and RICO, but before I do, and while they're bringing the PowerPoint on your screen, I want to introduce a few members of the team. Tom Rankin, Section Chief for the Attorney General's Office in the Financial Remedies Unit. Tom is sitting here, and hopefully if the Board has any questions beyond the presentation, Tom and the team can answer that -- help answer that. Joe Stanhope, the bureau chief for the uniformed bureau within my division, and Sergeant Anthony Array (phonetic) who represents our division as far as RICO goes, making sure we get through the process and

that our RICO requests are -- meet the needs of the requirements of RICO and asset forfeiture. Do -- yes, sir.

MR. HALIKOWSKI: As our head racketeer, I'm not sure if the Board all know you and what your position is and how you fit within ADOT. You might want to (inaudible).

MR. LANE: Thank you, Director.

Madam Chair, members of the Board, my name is Tim Lane. I'm the division chief for the Enforcement and Compliance Division, and I've been with ADOT about four years, retired (inaudible) DPS. So it's great to be here.

MR. HALIKOWSKI: Thank you.

MR. LANE: So I want to start by looking at what is asset forfeiture very quickly. It's a lost right of property, giving up something illegally obtained or used, transfer of property to the government, and forfeiture actions are generally based on racketeering.

So we move to the next. What is racketeering? RICO stands for Racketeering Influence and Corruption Organizations. It neans nearly any felony act committed for financial gain. Interestingly enough, when you say "nearly," human trafficking does not apply, at least not at this time, and that's -- you know, that gives you some basic guidance on, you know, not everything we do as far as felonies falls underneath the RICO statute. Forgery, theft, drug offenses, fraud, money laundering and counterfeiting and gambling all apply.

RICO, just to talk very quickly about the federal statutes. RICO was passed in Congress in 1970, and the states -- I think there was 33 states quickly adopted the federal statute in 1972. Gives you some -- gives you a time line of when we started to use RICO to impact criminal organizations, not only here in Arizona, but nationally. And those are Arizona's statutes that we use when we're looking at impacting criminal organizations here and taking their stuff.

So I want to spend some time on this slide. Why pursue forfeiture, repurpose criminal proceeds? I want to talk about this one a little bit as it applies to ADOT and the Enforcement and Compliance Division, because we want to really focus on pavement preservation. As we move from a legacy of limited authority officers to full authority officer, we're seeing more seizures at our ports of entry, narcotics seizures hopefully in the future (inaudible) seizures. As we train our officers and officers become more aware of these types of crimes, we're seeing more seizures. We can turn the proceeds of those seizures into equipment and tools that we need in maintaining our ports of entry and really doing a better job in protecting Arizona's critical infrastructure and making sure our roadways are safe.

So it means a lot to us. It's very important that we use this. It's a very impactful tool for us here at ADOT and for any agency in Arizona. I wanted -- I did want to

mention that, because it is important to consider as we receive RICO proceeds. And it helps victims, you know.

MR. LA RUE: Madam.

CHAIRWOMAN BEAVER: I hope you don't mind if a board member has a question.

MR. LANE: Oh, absolutely not, Madam Chair.

CHAIRWOMAN BEAVER: Okay. Board Member La Rue would like to ask.

MR. LA RUE: Chief, could you just add a little context (inaudible)? I think I heard something you said as we move from a legacy of limited authority officers to full authority. I'm not sure I quite understood that significance.

MR. LANE: Absolutely. Madam Chair, Member La Rue, ADOT enforcement has gone from a limited authority officer which could only enforce Title 28 at the ports of entry, those statutes in Title 28. Full authority officers have the opportunity to enforce all of Arizona statutes. So where limited authority couldn't enforce Title 13 and the statutes involving forfeiture, the full authority officer now can do that.

MR. LA RUE: And that's been granted? That authority has already been --

MR. HALIKOWSKI: Madam chairman, if I could, that authority has existed in Title 28 for full authority officers for many years. When I took over in 2009, one of the issues

that was coming up was especially if our ports officers along the border, they were not armed. And Customs and Enforcement actually was saying to us that they were posing a danger because they could not as officers of CBP defend themselves and try to defend the limited authority officer.

And as we started looking at what the ports of entry actually need statewide, I wanted the best trained people that we could get with the authority to take care of the issues that were starting to come up at the ports. As Tim mentioned, it's not just drug seizures. You also are dealing with DUIs, folks on drugs, sometimes in combination, various other crimes such as fuel tax evasion. So we have now been transposing our force from having no limited authority officers to full authority.

I will say that Tim has done an excellent job in the fact that we are now being asked to instruct at some of the police academies. So we have 233 fully-sworn officers?

MR. LANE: We do, sir.

MR. HALIKOWSKI: Yeah. So we limit our jurisdiction to the ports of entry unless there is an obvious DUI or other imminent hazard on the road, if our officers are out there traveling. They also have the ability, if the truck blows by the port without stopping, to pursue that vehicle and pull it over, because typically, those are trucks that are not stopping for a reason.

So, in essence, that's been a drive of ours for the past seven years, is to convert over, and we're often called now to assist DPS on traffic crashes or traffic control and things like that.

I don't know if you want to add anything else, Chief, but kudos to you for the (inaudible) that you've stood up.

MR. LANE: Thank you, Director. (Inaudible.)

MR. LA RUE: Thank you for that. That's exactly what...

CHAIRWOMAN BEAVER: Thank you. Okay.

MR. HALIKOWSKI: (Inaudible.)

CHAIRWOMAN BEAVER: You can continue.

MR. LANE: Thank you, ma'am.

So, you know, it needs to be brought up that enforcing the RICO statutes and asset forfeiture really goes out to help victims. If you've been a victim of fraud or identity theft, you know the tremendous loss, the feeling of vulnerability. So RICO, an asset forfeiture, allows us to provide something back to that victim, and all of us are very sensitive to that.

Lessens the economic power of criminal enterprises, protects legitimate commerce. We're seeing where, at least through our ports of entry, you can (inaudible) see a lot of theft of trailers and commercial vehicles, and by

enforcing these, we can be a deterrent, and that protects legitimate business and legitimate business owners and protects them from being victims of crime.

And it furthers law enforcement objectives when criminal prosecution (inaudible) and it's a partnership between the two. We've seen where sometimes criminal prosecution doesn't reach the total need of the community where RICO can reach out and help us take those assets and those things from the criminal and give them back to the victims and/or back to the law enforcement or the counties.

All right. So in essence, where it gets a little bit complicated but I just want to simplify by saying that it can -- the forfeiture can go through the county or it can go through the state. It goes through the state or -- and the feds. So if it goes through the state, it's going to be consistent. Each county -- and Tom may help me with this -- each county is a little bit different on how asset forfeiture is applied and how it's looked as far as seizure, as far as revenue or the utilization of that revenue. So you might see some play in there as far as differences between each county, where if you go through the Attorney General's office, it's consistent. You know, it's basically the same every time we go through there, which is obviously a benefit to us. And the feds, in going federal RICO, you would see the same consistency in the utilization and application of RICO or asset forfeiture.

And basically, how are the proceeds distributed? 80 percent to the law enforcement agency, 20 percent to the county attorney or the AG's office. Tom, is that still basically correct?

MR. RANKIN: (Inaudible.)

MR. LANE: Thank you. Thank you.

And that just gives you a basic guidelines, you know, so if there's a seizure and we go for those proceeds, that's how the revenue will be -- or the proceeds will be distributed.

Just very quickly, how this has impacted ADOT and ECD. In 2015 the Officer of Inspector General investigated a case involving a forgery. It involved identity theft and those statutes that meet the RICO guidelines. All charges were identified in court being directly tied to the proceeds. So you can look at the forgery, the theft, the fraudulent scheme, the aggravated identity or identity theft of another person. And as a result to that, we seized in cash over $2,000, $2,700 and change, and we seized two vehicles that were ultimately sold at auction. I'm not sure what the cost was on that.

Now, this is relatively a -- you know, dollar wise it's not a huge sum of money, but it did take those proceeds from the crook, and it did bring it back to us and back to the victims. So back to the State. And just to give highlights to the value of RICO, the value of that statute and

why we work so closely with the Attorney General's office and the counties in pursuing RICO and asset forfeiture to really bring that back to -- bring the proceeds of all those crimes back to us and back to the state.

CHAIRWOMAN BEAVER: Thank you.

We have another question from Board Member Stratton.

MR. STRATTON: Thank you.

On these proceeds, are those projected and budgeted into different law enforcement agencies or Attorney General's budgets, or is this additional money above and beyond budgeted money?

MR. LANE: Madam Chair, Board Member Stratton, it is not budgeted. So we use that when it becomes available, and we have to actually apply for those funds. We're not granted those funds in every case. And I think that's a great question from the perspective that, you know, every single RICO request has to be scrutinized. We have to look at it. Should we proceed -- should we pursue asset forfeiture? Does it meet the statutes? And that's why we work very closely with the AG's office and the county. So it is not a budgeted item, to answer your question.

MR. STRATTON: Thank you.

MR. LANE: Yes, sir.

CHAIRWOMAN BEAVER: Thank you. You can move on.

MR. LANE: Any other questions?

CHAIRWOMAN BEAVER: Not at this moment. Sorry for interrupting you --

MR. LANE: No, no.

CHAIRWOMAN BEAVER: -- whenever it comes to our mind, but...

MR. LANE: Thank you very much.

MR. HALIKOWSKI: I would just point out that although it does not seem like a large amount of money in some cases, what we're seeing more and more of is we recently had one of our ports officers work with local law enforcement, shipment of marijuana they found concealed in a BMW, and when Tim emailed me that we've taken in a BMW, I got very excited wondering what (inaudible) that car. And it turned out it was, what, a 1982 or something.

MR. LANE: Madam Chair, Director, yes, sir, it was. (Inaudible.)

MR. HALIKOWSKI: Worth about (inaudible). But it had a trunk load of marijuana, and it was on the back of a car carrier being hauled into Arizona. And our officer alerted on it and called in the K-9 troops from local law enforcement.

So the other piece I want to point out here is this identity theft issue, a license forgery. We have instituted a facial recognition system in the MVD database, and Tim's group recently cleared out a fairly large backlog of hits.

We found some folks with up to 70 different IDs in the system, and a lot of these are felons that are involved in criminal activity. So his team's responsible for working with county attorneys to prosecute those cases. So from the port side and from the -- MVD, driver's license, these full authority officers are very critical in pursuing these issue.

MR. ROEHRICH: So Chief, if we get 80 percent of the forfeiture -- do you get 80 percent of the pot? What do we do with that?

MR. HALIKOWSKI: He doesn't want to answer.

MR. LANE: Madam Chair, (inaudible).

MR. ROEHRICH: I think we need to bring that into the executive (inaudible) meetings.

MR. HALIKOWSKI: Well, and I see my CFO back there going, how am I going to account for this money?

MR. LANE: Great question. Thank you.

MR. HALIKOWSKI: So Madam Chair, I just want to make sure. I know on this side, on -- it was asked last week, or I'm sorry, at the last board meeting, and as you stated at the beginning of this discussion, you commented about (inaudible) DPS use these funds or how does it affect DPS's budget. I think you made the comment. I think the point I need to make sure you understand is the chief -- thank you, Mr. Chief Lane -- this is how RICO works within ADOT.

I have no idea -- I don't think we have any idea

how RICO and what impact it has on DPS -- but I think from the perspective of it's a rather small amount of money. It's still money, and it's very important, because it has a purpose, but it's not a dependable source of money, which is why I think I say why I think it's important to note we don't budget for that. You have no idea how much you're going to get or when it's going to come in or when it's available. So with regard to the question about how does this impact DPS, I can't -- we're don't have a way to answer that.

CHAIRWOMAN BEAVER: And just in response to your comments, the reason that I had inquired about that has to do with the fact that it seems like ADOT has a certain fiduciary responsibility to DPS. Am I correct in that? There's an ability for DPS to use ADOT funds.

MR. ROEHRICH: I guess I'd characterize it, Madam Chair, as the ability to use the state highway funds, HURF funds.

MR. HALIKOWSKI: So let me backtrack a little bit, Madam Chair. The Arizona Constitution, Section 9, Article 14, does allow the use of Highway User Revenue Fund fees generated for transportation sources to be used for the State Highway Patrol. ADOT cannot simply give DPS an amount of money based on that. The legislature has to take action and appropriate that money from the Highway User Revenue Fund or the State Highway Fund to the Department of Public Safety Highway

Patrol.

The statute currently limits that amount to $10 million from each fund, 10 from the HURF, 10 from the Highway Fund. But typically in budget years what's happened is they have not withstood the statute. So they're saying ignoring the limitations, we're going to provide this amount to the State Highway Patrol, and that's ranged anywhere from 30 to 60 to 120 million dollars in given years, and that has all ben done in the budget to offset the Highway Patrol costs, because if they're not offset through the HURF highway fund, they have to be funded out of State General Fund. So legislators have chosen, using that Constitutional authority, to fund DPS Highway Patrol effort.

CHAIRWOMAN BEAVER: Okay. Well, Director Halikowski, the reason I'm asking this is realizing DPS that does patrol the interstates, and that some of these forfeitures happen on the interstates, some of them probably more significant than the one that was used as an example here. But if we're -- basically, they have the benefit to use our funds, the ADOT funds, and of course, we do want to make sure that our DPS have the funds they need to do their job. They're protecting the citizens of Arizona and our guests, I guess. People that vacation here. But I guess my question is: Is there a significant amount of funds that DPS gets that we would be unaware of that is in a fund that could be accessed by them

rather than funds from ADOT being used? But you're saying they aren't budgeted, so they wouldn't be budgeted in DPS. They wouldn't --

MR. HALIKOWSKI: Well, I want to be careful, and I'll bring up a former member of the Executive Budget Office, Ms. Ward. I don't know if they're using those funds on Highway Patrol issues or not. We have to get into the DPS budget, I'm assuming --

MS. WARD: Yes.

MR. HALIKOWSKI: -- and see where RICO funds are being spent. I don't know if you want to comment further, but they may be using them for Highway Patrol purposes or equipment or something else. I can't answer that. (Inaudible.)

MS. WARD: Madam Chair, I can't speak specifically if they are RICO funds, but from a state budgetary perspective, understand that they have an -- DPS has an overall budget that must be met through whatever funding sources, and if those fund sources are included, what's left? They're pulling and needing to utilize from HURF. The difficulty is, is the overall shortfall of revenues in general. We have a -- we have DPS needs that need to get met. It's just a matter of -- does that make sense?

CHAIRWOMAN BEAVER: Yes.

MR. HALIKOWSKI: So DPS is funded partially out of General Fund for non-Highway Patrol uses, and then the

Highway Patrol is funded from the HURF State Highway Fund.

MS. WARD: Madam Chair, Mr. Director, that's my understanding.

MR. HALIKOWSKI: But with RICO funds, I know that they may use that for any departmental issue, and without seeing their budget, I couldn't tell you where those are being put.

MS. WARD: Madam Chair, Mr. Director, I cannot speak to their specific use of RICO funds at DPS.

CHAIRWOMAN BEAVER: Well, based on what Mr. Lane told us, it seems as though they have to apply for the funds from the county attorney or the -- yeah, the AG's office, and then they evaluate the request. So it doesn't sound as though they're budgeted. I was just -- it just seemed like there was these funds, and rather than using HURF funds, couldn't we use those RICO funds, you know. But it seems like it's real narrow --

MR. HALIKOWSKI: Yeah. I would say that, Madam Chair, if they are using the RICO funds, and maybe the AG can clarify some of this, normally they're for probably single-time purchases of some kind of law enforcement equipment, whether that be vehicles or weapons or other tactical equipment. So I can't say that none of those are getting to highway patrolmen. I don't know if you have any --

CHAIRWOMAN BEAVER: Basically, it's not a dependable source of revenue.

MR. HALIKOWSKI: Correct. It's not a state (inaudible).

CHAIRWOMAN BEAVER: Still don't understand. Okay.

MR. HALIKOWSKI: We don't know what's going to come in and when.

CHAIRWOMAN BEAVER: Okay. Does anyone have any additional -- no?

Okay. Thank you, Mr. Lane.

MR. LANE: You're welcome.

CHAIRWOMAN BEAVER: Thank you.

Okay. Speaking of highway user funds.

MR. ROEHRICH: So Madam Chair, the next item, number 11, last board meeting there was a comment made about the Board wanting to discuss the possibility of either preparing or developing a resolution regarding HURF or just wanted to have a discussion on the topic of HURF itself. Not fully understanding the direction the Board wanted to go, we generalized and put this item on so the Board can have a discussion whether it pertains to either a resolution or any other general topics you have regarding HURF. And I know I've asked Ms. Ward to talk about maybe some specifics depending upon the discussion or the points of the HURF fund itself as the Board (inaudible) interested in. But it is there as a general topic, and I don't know what specific direction the Board was wanting to go with

that discussion.

CHAIRWOMAN BEAVER: Board Member Stratton.

MR. STRATTON: Madam Chair, Floyd, I'm the one that brought this up at the last meeting pretty much, and my point being is in past positions I've held in administration, municipality and government and county government, I've felt firsthand how the effects of taking the HURF dollars to DPS and how with ADOT, and I've seen the League of Cities and Towns and County Supervisors Association year in, year out go to argue over these and try to protect us and help us, along with various other organizations and individuals. And sitting as a board of transportation, I just felt that it should be something we should consider possibly supporting those organizations and supporting, of course, ADOT and possibly looking at a potential resolution, whether the effects are good or bad may be should we consider that and discuss it.

MR. HALIKOWSKI: Madam Chair, if I may, could I offer a comment? As you're deliberating this, this year's budget that the governor's proposed, I think, lives in the neighborhood of $80 million.

UNIDENTIFIED SPEAKER: 400. (Inaudible.)

MR. HALIKOWSKI: (Inaudible) over to DPS, Highway Patrol from HURF highway fund sources. And I would say that as ADOT's director, as I look at transportation, and we talked about transportation, you have to look at the overall system.

And the way we look at it is there are three legs to make a successful transportation system, three legs of the stool. One of those is obviously education of drivers to make sure that as best we can, they're ready to go out and understand the rules of the road and drive safely.

The second one is engineering, and we try to engineer the roads to make sure that they are safe for motorists to use and to keep fatalities and crashes down as much as possible. But even human nature, education obviously doesn't always work on drivers, and they don't follow the rules necessarily.

So the third leg of our stool in a successful and safe system is enforcement. And we support the governor's budget in the fact recognizing that enforcement in a transportation system certainly is a valid use of those dollars. I wish there were another source, if that were possible, but so far, even though we've talked a lot about that with the legislature and others and studied it. As you know, there is often a great reluctance to raise fees or taxes to do something.

So if we're not going to fund DPS out of HURF, Highway Patrol, they're going to have to go to the General Fund. And I'm sure as you're all aware, there are some great needs of the General Fund, whether that's education, whether that's what's going to happen with Medicaid on the federal level, KidsCare, the list goes on. So I would just say that as you're

deliberating this, realize that, yes, it's coming out of transportation funds, but it's got to come from somewhere, and if it doesn't come out of transportation, then your Highway Patrol will be competing with all those interests in the General Fund for that very important leg of the stool (inaudible). So I just ask you to keep that in mind.

CHAIRWOMAN BEAVER: Okay. Board Member Thompson.

MR. THOMPSON: Thank you.

I think just like Steve mentioned, we up here represent a lot of transportation organizations. Our organizations that deal with transportation, they have constant high concern. Counties (inaudible) cities, there are many -- we've heard from the Rural Transportation Advisory Committee. We had several organizations throughout the state of Arizona, and they've prepared resolutions, comments, and I think every one of those need to be looked at so the governor or whoever in a leadership role can look at those concerns. Nothing more than that. We'd like to know -- have them acknowledge that these are the concerns from the public, and (inaudible) one supervisor last meeting, and I think that their concern (inaudible) 2001.

$2 billion have come out of HURF funds. And in this year's budget, roughly about 108 million is again coming out. And so I think that's where the concern is. You begin to think how much could we do, how much improvement can we do at the local level using these funds, for safety and for the

traveling public as well as for school bus (inaudible). And I believe that -- we can get this information, bring all this information together and forward that, you know, to -- I think that would be a good support to the public and those people that we (inaudible) at leasts address it one way or another.

So thank you, Madam Chair.

CHAIRWOMAN BEAVER: Thank you.

Board Member Hammond.

MR. HAMMOND: When the question came up at the last board meeting, and now it's me again, I kind of understood it to mean what's our role as a board in passing some sort of resolution that we don't like the HURF fund sweep, or what -- or what's our position on it? And if that's a role of the Board, then we should discuss it and agree on it.

The -- to Board Member Thompson's point, our role in making sure the public understands what happens when we -- at least on the construction side or the delivery of road improvement side, what happens when $100 million is taken out of budget? I think that is certainly a proper -- proper role.

I hadn't really spun the cube quite like Director Halikowski just did on the role of enforcement on our roads and the fact that the DPS has a legal, you know, claim, subject to legislature improve on HURF funds. So I'm not sure. It is a good discussion. What is our role as a board in balancing all of this formally, I guess, and resolutions and direct action, if

that's the right word. I don't -- I'm not quite sure what we legally can or should do or would want to do. Maybe that's why it's on the agenda.

MR. SELLERS: Madam Chair.

CHAIRWOMAN BEAVER: Yes. Board Member Sellers.

MR. SELLERS: Yeah. I think that it would be appropriate for our board to take a position that said we totally support fully funding DPS, or however that's worded, but that additional appropriate funding sources should be found to provide that support to stay within the Constitutional limits of the money available for HURF. And I'm not sure exactly how we word that, but I think that would be appropriate for the Board to take that position. I don't know how other people feel about that. But, you know, the governor, a budget or two ago, actually asked for an increase in registration, in the vehicle registration fees to cover DPS, and it didn't make it through the legislature. But so I think there's some sympathy even at the governor's office for what we're trying to accomplish here (inaudible) recognition of what's practical and what's real.

MR. HALIKOWSKI: Just so you know, Madam Chair, that was a suggestion ADOT had forwarded up to the governor on the registration fees, and he agreed to try and work through that through the legislature. I think the administration is very sensitive to the needs. The problem is there's just not enough resources for every (inaudible).

So the other thing I wanted to clarify is Board Member Thompson said 2 billion has been taken out since 2001. That's not all for DPS. There have --

MR. THOMPSON: No.

MR. HALIKOWSKI: -- been VLT transfers out of the HURF fund under both Democrat and Republican governors to balance the General Fund. So when you look at that figure -- and I don't know that it's 2 billion, I thought it was a billion two or a billion three over that time frame -- but suffice to say that the DPS portion is probably more like 400 million over that time span.

CHAIRWOMAN BEAVER: Board Member Stratton.

MR. STRATTON: Just to put it in perspective for myself, what percent of the DPS budget does the HURF fund?

MR. HALIKOWSKI: So the DPS Highway Patrol is funded by the HURF. My understanding of (inaudible) look to Kristine, is that you need about $120 million a year plus inflation to fund the Highway Patrol. I don't know what the overall DPS budget is off the top of my head, but as we've looked at how do you fund the Highway Patrol, that's generally the figure we go after.

MR. STRATTON: So basically, we're 90 to 100 percent, typically, on an annual basis funding DPS? I say (inaudible).

MR. HALIKOWSKI: As a state, yeah, we put in a

large percent to those.

MR. ROEHRICH: But the HURF paid for only the Highway Patrol, not any of the other administrative or any other --

MR. HALIKOWSKI: Right.

MR. ROEHRICH: -- enforcement or any other sections of DPS's role. And again, I don't know what the total budget is, so how much is the Highway Patrol portion of (inaudible) budget, I don't really know.

MR. HALIKOWSKI: And as was pointed out by Board Member Sellers, obviously the drafters of the Constitution thought that those funds should be eligible. The limits of 10 and 10 are actually statutory, not Constitutional.

CHAIRWOMAN BEAVER: Just for additional discussion, I'm aware we've had at least two NPOs and maybe a COG in my recent memory that have submitted resolutions from their organizations about the concerns about the HURF sweeps, and so I think this whole discussion is more -- even with regard to the RICO funds, is that another source of income? It's finding --

MR. HALIKOWSKI: I agree.

CHAIRWOMAN BEAVER: You know, we don't have a soda machine at the back of the room where we can all buy soda and fill, you know, the coffers with it. But I think that's where some of this is coming from, is because we're hearing from

it, whether it is the local municipalities, the county governments. You know, when they have pretty much built their budgets around that and it gets swept, you know, we're hearing from it. Maybe those letters we received from the NPOs, is there -- a suggestion here is what I'm asking for -- a way that we can forward those to the legislature in a nice sort of way?

MR. HALIKOWSKI: So I'm not trying to dissuade you, Madam Chair, from doing a resolution. That's fully within the Board's prerogative and choice do so.

I would say that the governor and the legislature are well aware of everyone's feelings on the HURF sweep, because so many people have done such an excellent job of bringing this issue up. But for myself, I looked at those HURF funds, that 100 to 120 million a year, sort of as a much smaller point in an overall larger issue, and that is that given inflation and fuel economy and Arizona's gas tax not being indexed, we're constantly losing ground with HURF funds every year. And the bigger question to me is that as you move into the future and look at ADOT's budget or the Board putting the budget into more and more maintenance and preservation and not capital, there's a bigger question of how we're going to fund not only DPS, but transportation overall in the future.

So while this is a point in an argument, I get concerned that people get too hung up on this smaller issue when we really should be looking at in larger context how are we

going to fund all these things that are needed, enforcement included, in the future.

CHAIRWOMAN BEAVER: Does anyone have any additional questions?

I think the only thing I would add, it sounds like we're at a point of, okay, do we look at sending forward a resolution to the -- possibly to the legislature, or by our discussion, are we keeping it percolated up, bubbled up where when someone reads our minutes, they realize that it's still a concern?

MR. ROEHRICH: Well, Madam Chair, if I could ask -- maybe offer a couple more comments. Whether the Board chooses to do something collectively that you all sign off, approve and it moves forward, or individually, you have the ability to express your opinion as a -- not just a board member, a citizen of the state with legislators, with the governor's office. You're all appointed by the governor, some obviously a different governor than the current one.

Individually, you have the ability to voice whatever opinion you want, however you choose to do it, as a citizen or even as a board member. But collectively, if you all decide you want to do something as a body, then you need to come to some consensus exactly what that is, and then you would need to direct us on what it is you want us to prepare or assist in preparing.

I do feel compelled to make this statement and -- even with the director here. It's important that ADOT is an agency -- is a cabinet position that reports directly to the governor. So I know that John said that -- as the director said, we support the governor's ability to develop and craft a budget. We support the legislature's ability, then, to go through their process and approve that budget.

So if there's an issue that is going up that is going to be critical of that process or is pointed in a way that makes it a defensive tone towards the preparation of that process, it needs to come from the Board, because the department will not carry that voice forward. We support the ability of our elected leaders to develop and manage the state government as best as possible.

So in discussing exactly what actions the Board may want to take or where they want to go, we would need to really know specifically what does the Board want us to prepare? And then collectively, you all need to come to a decision on how you reach consensus that agrees to move forward with that as an action item.

MR. HAMMOND: To a --

CHAIRWOMAN BEAVER: Board Member Hammond.

MR. HAMMOND: I'm sorry. Thank you, Chairwoman.

To that point, would it be appropriate for us to develop -- I mean, have we ever developed a recommendation on

how we might resolve this between gas tax, vehicle license tax? I mean, do we have a role in taking a balanced look at where the possibilities are and making a recommendation? And then if we do have a role as a board, can staff help us on that, or do we have to form a -- you know, a 501(c)(3) back and do it ourselves and then bring it to staff. I mean, what is the process? Because I think that really goes to your question, Steve, is where do we -- where do we fit in as a board in helping solve this issue?

MR. STRATTON: One of the points of that (inaudible) is I'm not quite sure either. That's why I asked for it to be on the agenda so we could discuss it. But if the governor did have a task force to discuss options of raising money, then maybe that would be the point of discussion we should consider rather than a resolution to passing not to sweep HURF, maybe to consider if there's an option that we saw from the task force that we would want to support, and maybe go that route. I'm not sure if that would be the better method or not.

CHAIRWOMAN BEAVER: So --

MR. STRATTON: Or an option overall.

CHAIRWOMAN BEAVER: So am I hearing that we would like to bring this back maybe at a study session to discuss it further? I do recall and I would ask, if we could, when Steve Christy was chairman, I do remember, and I went back and located it, it was an estimated jurisdiction/program funding loss due to

proposed excess HURF diversion for the F -- FY 2014. And it was interesting, because it totally broke it down, city, special allocation, county, State Highway Fund. So is it possible -- I don't know where this came from at that time, but we could have --

MR. HALIKOWSKI: Certainly it sounds like part of a budget, but going back to Board Member Hammond's question, we could certainly help you if you give us direction on what you're looking to draft and getting something drafted.

MR. ROEHRICH: Or additional information that you may need that we think we can research. That -- we're here to staff that.

MR. HALIKOWSKI: Right.

MR. ROEHRICH: What we're not here to do is point you in the direction where we think you want to go. You need to tell us the direction you're going so we can help support that. I guess that was the point I was trying to make.

CHAIRWOMAN BEAVER: Board Member Hammond.

MR. HAMMOND: You know, maybe I can help frame it just for resolution. We have that task force that the governor put together, and they came out with a lot of recommendations. Should we look at that as a board and say, you know, of these recommendations, this is what we really support, and at least get that message out? Is that -- I mean --

CHAIRWOMAN BEAVER: That sounds --

MR. HAMMOND: -- is that a good path or -- we don't want to re-invent the wheel. There was a lot of good, smart people on that task force. And maybe we should weigh in formally on that and then try to put some weight behind it, because I think it's one of those documents very easily could end up on the shelf, you know, for lack of a second, and maybe they need us to weigh in.

MR. HALIKOWSKI: Well, and to that point, Madam Chair, Board Member Hammond, there have been, during my time in state service, a number of these types of studies that are done under various governors, and most of them do become what I call credenza wear. So it would not, I would say -- I would say it would be good for the Board to look at those and weigh in on those. That would be proper in your role, and we could come up in a study session and walk through the recommendations with you.

CHAIRWOMAN BEAVER: So do I hear -- I think that's kind of our -- just by looking at us here, we would like to maybe have --

MR. HALIKOWSKI: I'm sorry. May have interrupted (inaudible).

CHAIRWOMAN BEAVER: Well, I kind of thought he was agreeing with me on that point. But I think a study session would be good if we can look at the recommendations that they came up with where we could look at those -- evaluate the ones

that we feel that we could go forward, because this doesn't -- in my term on the Board, we are discussing this every year. It hasn't changed. It just -- it's there. And I think until the legislature or -- maybe today's St. Patrick's Day, that little, you know, bucket of gold or something will appear, but if it doesn't, we're going to have to keep trudging forward trying to find a resolution to this, you know.

MR. HALIKOWSKI: So Madam Chair, I think that the study session, what I'd like to suggest is that we bring together the various efforts we've seen, not to go through them exhaustively, but over the years the various efforts we've seen with a little bit of explanation of their recommendations, and then some of the efforts that are going on currently, because there are groups such as Transportation Business Partners, which are made up of the Arizona Chamber of Commerce, Arizona Associated General Contractors, the trucking association (inaudible) that are also looking at this and making recommendations. So we could brief you on what's happening today around us.

CHAIRWOMAN BEAVER: I -- Board Member Stratton.

MR. STRATTON: It's getting kind of late in the legislative season, I believe, at this point. Personally, I don't have enough information yet, I don't believe, to decide what the appropriate role as a board would be. I know individually how I feel and what I support. I would like to go

through -- maybe suggest that we individually voice our opinions as one of the options for this year, but collectively through this year, I think it's something we need to discuss and come to some type of resolution as a board that we all support over the next legislative session.

CHAIRWOMAN BEAVER: Yes. Board Member Thompson.

MR. THOMPSON: Madam Chair, and thank you for your remark on my -- for that comment. We have -- all these organizations have big concerns, this issue here. So I -- as part of what we're going to -- how we're going to move forward, I'd like to incorporate (inaudible) to what we're going to put together, those ideas are -- come in from the (inaudible) organizations and have already prepared something in writing. Together (inaudible) you know, forward (inaudible). I think that way we know that we're moving forward to the next level on their concerns. I know that several recommendations have been made, come (inaudible). So again, I do appreciate, you know, the discussion on that. So thank you.

MR. HALIKOWSKI: And Madam Chair, Board Member, we will gather up all those resolutions for the Board.

CHAIRWOMAN BEAVER: Okay. And Director Halikowski, would it be possible if we could also have one of these, a current one, that -- because these are the communities around the state that are being affected by it. So if we're going to be looking at trying to come up with the best solutions

for fixing the problem, we might also, depending if it was to go to the legislature, be able to say this is the effect of what those sweeps are doing around the state.

MR. HALIKOWSKI: I believe that's the budget document. I don't know where it came from, but if we can get a copy -- and I'll work with our CFO and we'll find the relevant information in the current governor's proposal. I don't know if JLBC's put a budget proposal out yet, but we'll check and see, because very often you'll have the governor's proposed and the (inaudible).

MR. ROEHRICH: In addition, Madam Chair, we'll resend out also the -- a link that the Service Transportation Funding Task Force put together. I know we'd sent it out previously, but we'll send it out again as a reminder so that you'll be able to access that, see what is in the report. Then we can discuss that as you recommend on the study suggestion.

MR. HALIKOWSKI: But going back to Board Member Stratton's comment, I would certainly urge you as a board, whether individually or collectively, to have that relationship and communication with the legislature, with the transportation (inaudible) chairs. As Board Member Thompson and I talked about today, those are critically important that they hear from the constituents.

CHAIRWOMAN BEAVER: Thank you.

I think we've beat this one up.

Okay. Let's move on to item 12. It's the change of location for the October 20th, 2017 State Transportation Board meeting. It's been requested that we move the location, which was set for Sierra Vista, to Prescott Valley to coincide with the change in location of the Rural Transportation Summit, which was moved from Sierra Vista to Prescott Valley. Do we have a motion?

MR. STRATTON: So moved.

MR. THOMPSON: Second.

CHAIRWOMAN BEAVER: Motion by Board Member Stratton, seconded by Board Member Thompson to approve the change of venue for the October 20th State Transportation -- STB meeting.

All those in favor?

BOARD MEMBERS: Aye.

CHAIRWOMAN BEAVER: All those opposed? The motion carries.

Do we have any suggestions for future board meetings? I think we did just discuss the whole aspect with regard to HURF at a study session.

MR. ROEHRICH: Yes, ma'am. We're -- obviously we've got the study session in May where we'll wrap up the tentative five-year program. So we've got a couple items there, but there are a few other items that we've been carrying for board agendas that I know we'll put on.

Mr. Stratton, you asked for an update on the wrong-way driving countermeasures that we've been doing in the valley, and Madam Chair, you wanted an update on the Grand Canyon Airport in the near future. So we are looking at those items, and as we get prepared to have those ready to present, then Madam Chair, I'll work with you on what would be the best place to put those items on.

And then this -- now this new item, then we can talk about the HURF, different funding and HURF options and issues that have been going on with other entities, bring that discussion in. That's the third agenda item. Maybe that all gets wrapped up in a study session later this year. (Inaudible) we'll see as we prepare that, and I'll work with you, Madam Chair, to get those scheduled. So those are the three items that I know that we're tracking that are outstanding.

CHAIRWOMAN BEAVER: Thank you.

(End of requested excerpt.)

Adjournment

A motion to adjourn the March 17, 2017 Board meeting was made by Michael Hammond and seconded by Jesse Thompson. In a voice vote, the motion carries.

Meeting adjourned at 11:25 a.m. MST.

Deanna Beaver, Chairwoman
State Transportation Board

John Halikowski, Director
Arizona Department of Transportation

STATE TRANSPORTATION BOARD PUBLIC HEARING MINUTES
9:00 a.m., Friday, April 21, 2017
Coconino County Administration Building
First Floor Board Meeting Room
219 East Cherry Avenue
Flagstaff, AZ 86001

Pledge
The Pledge of Allegiance was led by Board member Jesse Thompson.

Roll call by Floyd Roehrich
In attendance: Deanna Beaver, William Cuthbertson, Joe La Rue, Jack Sellers, Michael Hammond, Steve Stratton and Jesse Thompson.
Absent: None.

Title VI of the Civil Rights Act
Floyd Roehrich reminded all attendees to fill out survey cards to assist our Civil Rights Department.

Call to the Audience for the 2018-2022 ADOT Tentative Five-Year Transportation Facilities Construction Program:
The following members of the public addressed the Board:

1. Liz Archuleta, Chair, Coconino County Board of Supervisors, welcome comments to the Board, need a permanent funding solution, not just stopping sweeps
2. Art Babbott, Supervisor, Coconino County Board of Supervisors, re: 5-Yr Construction Program, welcome comments, gridlock issues, 4th street overpass partnering project
3. Coral Evans, Mayor, City of Flagstaff, re: 5-Yr Construction Program, welcome comments, work on Plaza Way right turn lane, 4th Street bridge project, request to add project to program, $1.8 million and $2.2 million and locals will add $5 million
4. Julie Pastre, CEO, Flagstaff Greater Chamber of Commerce, re: replace 4th Street bridge, 5-Yr Construction Program
5. Steve Moss, Supervisor, District 5, Mohave County, re: SR95, Laughlin to Needles bridges, seniors repair needed, concerns at planned roundabouts, Vanderslice project, planned alternative route that needs further study, North-South Access on Highway 95
6. Craig McFarland, Mayor, Casa Grande, re: Sun Corridor MPO, City of Casa Grande address I-10 between Phoenix and Casa Grande
7. Jean Bishop, Mohave County Supervisor, re: move up the Kingman West TI in the 5-Yr Construction Program, appreciate Alvin Stump and Michele Biggs, traffic congestion will back traffic into the interstate
8. Craig Brown, Yavapai County Supervisor and CYMPO Chair, re: October Rural Transportation Summit, I-17 corridor, keep projects in the 5-Yr program
9. Billie Orr, Prescott City Council, re: requesting SR 69 projects in the 5-Yr Program, $1 million local funds to pay for design, working JPA to accelerate the project
10. Terry Nolan, Mayor, Town of Dewey Humboldt and CYMPO member, re: SR 69 project, add to the 5-Yr program, appreciate Alvin Stump, I-40 Williams to Flagstaff needs repair
11. Bruce Bracker, Supervisor Santa Cruz County, re: SR189 looking for funding for the full build-out, Phase 2, add Ruby Road TI
12. Dawnafe Whitesinger, Navajo County Supervisor, White Mountain Regional Transportation Committee, re: letter sent and also distributed at the meeting, pavement preservation needs in their area
13. Jeff Melbeck, FMPO vice chair, NAPTA, re: New work plan, vision to create finest transportation system in the country, funding to partner on replacement of 4th Street bridge
14. Jerry Showalter, vice chair Traffic Matters, re: traffic backups on SR 89A in Oak Creek Canyon, 5 hour work session with 51 people representing 21 agencies. 1 ½ hour congested delays on weekends, improvements are needed on SR 89A
15. Virgil D. Nez, Teesto Plan and Zone, Teesto Community Hopi, re: needed road repairs in their area. 13 days during the school year, kids can't make it to school due to flooded roads.
16. Cathy Rosengrant, re: US 93 and I-40 improvements, move up in the 5-Yr program
17. John Moffatt, Economic Development Director, re: 3rd fastest mid-size county for job growth, Sonoran Corridor, SR 410 EIS, SR189 project and add SR 410 into the program for construction
18. Marcia Ellis, Traffic Matters, re: SR 89A in Oak Creek Canyon, safety concerns for emergency response due to congestion, looking for transit grant to study a plan, add into the 5-Yr Program
19. Pascal Berlioux, Executive Director, Eastern AZ Counties, re: federal government controlled lands, one-Safety; two-preservation, and three-economic development, Sr260 Lion Springs Project, Sr 377 Project battlement locations
20. John Stifman, CEO, Economic Collaborating of Northern AZ (ECONA), re: 4th Street bridge project
21. Alicyn Gitlin, Sierra Club-Grand Canyon Chapter, re: Grand Canyon Airport, $16 million improvements, part of master planning process, is ADOT using their comments in the planning process, NEPA process on the entire project
22. Joe Shannon, Sierra Club – Plateau Conservation Committee, re: opposition of expansion of Grand Canyon Airport
23. Dr. Robin Silver, Central for Biological Diversity/Maricopa Audubon, re: frustration over 30 years with ADOT and State Transportation Board, oppose the expansion of the Grand Canyon Airport, San Pedro River is the last flowing rivers in the Southwest, Taxiway J, proposed project in the tentative program
24. Matt Patterson, Public Works Director, Town of Pinetop Lakeside, re: need more pavement preservation work in their region

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PUBLIC HEARING ON FY 2018-2022 FIVE-YEAR TRANSPORTATION FACILITIES CONSTRUCTION PROGRAM (Bret Anderson) 3

P R O C E E D I N G S

CHAIRWOMAN BEAVER: So under the public hearing presentation, Mr. Roehrich, I know you're wearing multiple hats today.

MR. ROEHRICH: Bret's here, ma'am. So Madam Chair, Bret Anderson will go through the public hearing in the tentative program.

CHAIRWOMAN BEAVER: Okay. Great. Welcome, Bret.

MR. ANDERSON: Thank you, Madam Chair.

I'd just like to recognize a couple of folks. You'll notice that Lynn Sugiama (phonetic) is not here today. So I'm wearing his hat today as well. So I'm back here working the computers, and I have a number of folks that help us out with the -- putting this program together and putting this presentation to go on and making sure it goes well.

I have Mark Raeford (phonetic) and Clem Ligocki, and then Qui King (phonetic) is out there manning the tables out there. And then, also, our interim director, Todd Emory (phonetic), is trying to hide back here. So he's out here helping us out on making sure that we stay on point and get things going here for us.

So I have -- I'll take a few minutes and go through our tentative program. You have seen this presentation. This will be the same presentation for -- as we did in Tucson.

It will be the same presentation as we have today, and then I'm running everybody out. So that's a good sign. And then it will be the same presentation again in the Phoenix meeting. And it will have all of our comments, and we'll compile all those, put everything together, and we'll have a good discussion at the end of May.

Just to let you know, since our last public comment time, we've had about 58 comments. Thirty-nine of those come from our SurveyMonkey that's out on our website, and 11 emailed comments, and there's been multiple email comments right to myself as well to talk about spelling errors and some minor things in it. And then, also, eight speaker comments from last time, and then we'll also capture the comments that have been here today as well to go as part of the public record for our public comment time. So we thank all of those that have made comments, and we'll put them into our recommendations as we make final plans for the final program.

So with that, we'll move right into the -- I'm going to go through a background of the five-year program of how this all comes together and overview of our assets, the delivery program. We'll talk about the PAG program.

Oh, and by the way, Chairwoman Beaver, I would love to be able to take all the items on the agenda at one time rather than go through each one from last time, if that's all right with you, just to let -- I know there's several items.

Thanks.

CHAIRWOMAN BEAVER: Yes.

MR. ANDERSON: Great. So -- and then we'll go through the Airport program, and then we'll talk about some next steps.

So in the background, as we develop this program, it is developed collaboratively with you, the State Transportation Board, our ADOT divisions, our Information Delivery and Operations division, our TSMO division, our financial management and MPD, and of course, our regional partners.

As we talk about our regional partners, I also want to recognize Dave Wessel, FMPO, and Chris Bridges, who was here. He may be one of the guys that I ran out. And from CYMPO. And then also I wanted to recognize, too, at our last meeting all of our regional planners. As we talked about this program and put things together, we're always in communication and making sure that we're capturing everything and looking at their plans.

This program is approved annually, and each fiscal year starts July 1, and then it must be fiscally constrained. So that's a real important piece of our thing. And then we'll talk about a six- to ten-year program that's -- that helps capture some of our projects, our expansion projects that are outside that current five-year program.

So go over our -- an overview of our assets of what we have, and some of our assets that we have are all roads, the bridges, the guardrails, anything -- the signs. Anything that is associated with our roadways; the drainage. All of that stuff right now, it's estimated at about $20.7 billion. That's from our comprehensive annual financial report that our financial group puts together. To replace that today would be well over $200 billion without a commitment to preservation and maintenance and to taking care of that system. So just a point. We have a really big system to take care of, and we have to maintain and watch over that.

Here's our -- this is the condition of our bridge system. We have -- you notice that about 3 percent of our bridges are in what we call a poor condition. Now, as I say "poor," it does not mean that they are unsafe to drive on. They are very safe to drive on. They are safe to cross. But it's below where want to make sure that they are in a state of good repair.

You will notice, though, that a little bit of that yellow area on these charts, that yellow is starting to grow a little bit. Some of our system is getting older, and as you get older, some things start to not come back together as well. So we want to make sure that we take care of our bridges and make sure that they're in a state of good repair, and we can take care of them and they'll last a long time for our public.

This is a chart of our pavement condition. The top of our graph is the interstate piece of it, and the bottom half is the non-interstate. Again, you'll notice that everything is doing pretty good, but there is a drop. It's starting to trend on a downward trend. That is because our system, again, is getting older, and we need to start focusing on a little bit more money towards those -- towards the interstate. And as with the MAP-21 and the FASTLANE Act, there are performance measures. So we will be having those performance measures being looked at for the next transportation bill, and so we want to make sure that we'll -- we're setting targets and getting those ready to go. We'll -- I'm sure we'll see some more information on that down the road. So stay tuned.

The tentative five-year highway program. Here's the delivery program. This chart represents -- includes both MAG and PAG. MAG is the Maricopa Association Government, and PAG is the Pima Association Government as well, and this represents about 52 percent. This year's, the 2018-2020 program, represents about 52 percent expansion, 36 percent preservation, and 13 percent in the modernization category. Last year we were at about 44 percent expansion. So you have seen a little bit of a growth in the expansion area. Again, this does include MAG and PAG, which have dedicated funding sources for expansion projects.

Moving to the next slide here, talking about the

Greater Arizona piece. This represents -- you'll see that the big chunk of that is -- 59 percent is preservation; the majority of this chart. So expansion has increased from 14 percent last year to 21 percent this year due to some FASTLANE grant funding, dedicated funding to I-10 and SR-189 from the legislature.

Preservation is holding steady from last year. It was 58 percent. So we're 59, so we're growing it a little bit. We do need to grow it just a little bit more to help maintain that system and keep it in a state of good repair.

You'll see this slide here. This is kind of how we've started to program over the last little bit by chunks of money. That green, the green bar represents preservation. The red bar is modernization. The blue represents expansion. And the gold and the purple are project development options here.

You'll notice here, this is one thing that I like to point out, is that -- excuse me -- over the last -- I've been doing the five-year program for about seven years now, and we've always struggled to get to that preservation cap to make sure that we're taking care of our funding and getting things -- getting our roads and bridges in this -- in a -- keeping them up to speed, and you'll notice in those last three years, we hit that $260 million mark.

And so that's -- it's an exciting moment for me, because we have been trying to hit that mark for the last -- you know, last four or five years. However, when we get to a slide

down the road, our six- to ten-year program, the preservation number has jumped up to 320. I'll point that out when we get to there. So we get to where we think we need to go, and our long-range plan tells us that we've got to go a little bit higher. So that's kind of some frustrating level, but it is the growth of our system and how things are going along.

Moving on, I'll highlight some expansion projects that we have. In fiscal year 2018, you'll notice that we have about $137 million in that program there. Well, it's about 100 -- I need to put my glasses on. I'm getting older, too. So it's about $173 million for expansion, and you'll notice that there's 137 million dedicated just for I-10 projects in the Pinal County area. That's 85 million for the Picacho Peak section, 40 million for Early to I-8, and that $12 million dust protection program that we're planning on moving that -- moving those projects and having those ready to go. Again, a lot of that was funding that came forth through the legislature and the FASTLANE Act as well.

And then moving on -- oh, and then not to forget US-93, the 35 million for the Carrow to Stephens sections, that helps us get to two lane -- or four-lane divided highway.

In year two of the program of 2019, you'll see that we have about $69 million for SR-189 to do the design/build phase one, 5 million to do some design of Cane Springs on 93, and some five -- a $5 million project to get the I-40/US-93/West

Kingman TI phase one, get that design ready to go. And then you'll also notice that there's about 15 million of I-17 slated for the design in 2019. So we've got a lot of design projects stacking up in the queue getting ready to go.

All right. In year 2020, we have $41 million for the 93 -- the US-93, the gap project. Some -- another $5 million to do some design, $10 million for right-of-way, and then $5 million to start the design for the SR-260/Lyon Springs section. So we are getting ready to go and have things on the table so we can deliver some good expansion projects.

You'll notice in the last five -- the last two years of the five-year program for the 2018-2022 program, you'll have $128 million slated for I-17 Anthem to Sunset Point. There's -- and then -- excuse me -- Maricopa -- MAG has put in $50 million to help get I-17 widened north of Anthem. That is proposed with their MAG regional council, their rebalancing of their five-year -- of their cash flow of their program, and that, I believe, is in the program still.

They're still waiting for exactly what it is they want to do on I-17, but there's some segments that are ready to go, and they are just still waiting for the environmental information to get ready to go and exactly what it is they want to do. But we'll come forth with a better idea down the road, and we'll be able to bring that back to you.

One of the things that I'd like to point out here

on this slide is that you'll notice many of these projects, these expansion projects, starting out with the project in I-189, down around Nogales area, and then all the way up into the Kingman area, do follow the corridor of the I-11 corridor. I just wanted to point that out as well. So these were -- these projects, here's where they represent (inaudible).

MR. ROEHRICH: (Inaudible) you can talk faster.

MR. ANDERSON: I need to get out of here. I need to talk faster and get out of here. That's good. Thank you, Floyd. Small crowd.

So here is the next -- in our six- to ten-year program, this is where we like to stage our construction projects and have them ready to go. So as things come along, and money is available, we can just move things forward. You'll notice that in the 2023, we have the Cane Springs construction piece where the design was, I believe, in 2020, and then you'll see the $45 million for the 260/Lyon Springs sections. That construction is also slated to come in mid-2023.

And then there was a comment, also, as well on I-10 between Casa Grande and Phoenix covers, which is the Gila River Indian Community. We have about $33 million slated out there in our tenth year of the five-year -- or the ten-year program. So we'll start looking at those things. And so these are things that are maybe at that -- not right down on our radar screen, but not off the radar screen. So they're not right

close, ready to go, but we'll have them staged and get the design ready and have things ready to go if we need to.

This slide you can see represents the preservation program that we have for '18 to 2022. Now, this is not all of the preservation projects. These are just a few of the projects across the state. The map does kind of represent all the projects that we have.

Next slide here we have is the modernization category of projects. A couple of important ones that we have are the Deck Park Tunnel lighting in Phoenix, a number of safety projects, some port of entry truck screening projects, some passing and climbing lanes as well, and there's some intersection safety improvement projects and some shoulder widenings, and also some ITS signs, putting out some digital messaging signs.

So moving on here. Here's a summary that we have of a tentative program. I won't read the whole slide there. You can kind of highlight some of these that are there. Again, the West Kingman TI is in there, as well as the 260, design of Lyon Springs, and then the funding from FASTLANE and the legislature helping to accelerate some of the I-10 projects that we have, and the 189.

Moving on to the Pima Association of Government, again, just wanted to point out that there is a partnership that we have with Pima Association of Governments in the Tucson area.

You'll notice that, again, a lot of the projects that you have here are -- fit more in the expansion category. You know, about 82 percent is the expansion, and about 18 percent is modernization. Again, they have a dedicated funding source that goes right for these projects that they have in that area.

Moving on to the Maricopa region. Again, you'll see here the majority of their projects are in the expansion, expansion type of project, because they do have a dedicated funding source. One thing that I would like to point out that there is -- this is all contingent upon MAG's regional council. I believe that they approved that at the March meeting. March -- at the end of March. So this -- so I just wanted to make sure that, again, once we put this out, it is contingent upon MAG, and then we do work with them to update it throughout the year.

All right. So now we have the airport program. This is -- this is what governs it, the Arizona Revised Statues, the State Aviation Fund of how the airport collects the taxes and collects the money for the airports fees.

Again, you'll notice this program is significantly down. There were some funding sweeps in 2015, and they're still trying to recover from some of that. There are ongoing meetings to figure out exactly what the cash flow looks like for the aeronautics program. We're working -- I think our -- Todd Emory had a meeting just this is last week to discuss

exactly what can be done and how we can move forward with that. So by the end of our five-year program public comment time, we'll have an answer and have a good meeting at the study session in May.

Which leads me to our next steps. So we've had one in Tucson. We're here today in Flagstaff, and then we're going to meet next month in Phoenix, a couple of times in May, and then we'll present that final program to you in June in the Payson meeting. And then we'll get the -- hand deliver the letters and everything to the Governor's office by June 30th. And then we start the road on July 1st, 2017, and then I start working on the 2019 program.

So with that, I will try to answer any questions that you might have. If not...

CHAIRWOMAN BEAVER: Do we have a motion to adjourn the public hearing?

MR. SELLERS: So moved.

MR. THOMPSON: Second.

CHAIRWOMAN BEAVER: Okay. It's been -- motion by Jack Sellers, seconded by Jesse Thompson to adjourn the public hearing on the 2018-2022 Tentative Five-Year Transportation Facilities Construction Program.

All those in favor?

BOARD MEMBERS: Aye.

CHAIRWOMAN BEAVER: All those opposed? Motion

carries.

(End of public hearing.)

Adjournment

A motion to adjourn the April 21, 2017 Public Hearing was made by Jack Sellers and seconded by Jesse Thompson. In a voice vote, the motion carries.

Meeting adjourned at 10:33 MST.

Deanna Beaver, Chairwoman
State Transportation Board

Floyd P. Roehrich, Jr., Executive Officer
Arizona Department of Transportation

STATE TRANSPORTATION BOARD MEETING MINUTES
9:00 a.m., Friday, April 21, 2017
Coconino County Administration Building
First Floor Board Meeting Room
219 East Cherry Avenue
Flagstaff, AZ 86001

Board Meeting start time: 10:33 A.M. MST

Roll call by Floyd Roehrich
In attendance: Deanna Beaver, William Cuthbertson, Joe La Rue, Jack Sellers, Michael Hammond, Steve Stratton and Jesse Thompson.
Absent: None.

Call to the Audience:

1. Shane Hemesath, Showlow City Engineer, re: Item 3j on Consent Agenda- it is US60 Widening Project and SR 77 in Show Low. On behalf of the City of Show Low, he is delivering a huge thank you to the Board for their support in keeping this project in the 5-Year Construction Plan, moved it up to 2017 from 2018 and last year, ADOT finished design and now construct it this summer. Derek Boland, ADOT project manager did an exceptional job to deliver this project a year early on budget.

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P R O C E E D I N G S

CHAIRWOMAN BEAVER: Okay. Now we will move on to the district engineer's report. Audra Merrick. We welcome and appreciate you. Everybody up here seems to love you.

MS. MERRICK: Thank you. I have good staff.

So good morning, Chairwoman Beaver, members of the Board, Mr. Roehrich. My name is Audra Merrick. I'm the North Central District engineer, and I appreciate your time here today, and thank you for allowing me to -- give me the opportunity, actually, to do the district engineer report.

I do have a photo up on the screen. It was taken January -- one of our January 2017 storms. It's -- just shows the drifting snow up on US-180. It has absolutely no relevance to the presentation today other than I just thought it was a really awesome picture.

MR. ROEHRICH: We have drifting sand out in Phoenix.

MS. MERRICK: I'm not here to compete with Phoenix today.

MR. ROEHRICH: Okay.

MS. MERRICK: So here's a map of the presentation. The first thing I'm going to talk to you about is some of our current construction projects, and then the second thing is the North Central construction partnering awards that

we received this year. Our construction staff are really proud of what they've done, along with myself, and so I wanted to share that with you. And then third, some upcoming partnering opportunities with some of our local agencies.

So first, this is the district map. And the first project we have up there is the I-40 traffic -- or I-40 Twin Arrows traffic interchange. We're constructing the eastbound off and on ramps. We're widening the deck slightly and doing a rehab. The contractor's Fann. It's a $4 and a half million contract. They started probably just really a few weeks ago, and we hope to have that done this season.

Not yet awarded, but has opened, is State Route 87, Jack's Canyon Bridge. It's a deck rehab project. The apparent low is Pulice, and it's about a $1 million project.

And then farther south on 87, we have a chip seal project, which is a 27-mile chip seal project. The contractor is Earth Resources. It's about a million dollar project, and they should be out there on, I think, May or June. Actually, here shortly you'll see them out there.

Still on 87, Mount Ord, we have a slope stability contract. It's with NGU Contracting. It's about $2 million, and that contract has started as well on -- just within the past few weeks.

State Route 89 to the northwest corner of the state, we have a chip seal project, and it's essentially the 389

corridor between Colorado City and Fredonia. Again, that's Earth Resources, about 1.5 million, and we'll be starting that in May or June as well.

It's hard for you guys to come up in April, because I don't have my fun construction pictures.

Not yet awarded, but definitely needed is the I-40 Parks to Reardon pavement preservation project. It's a 12-mile pavement preservation project. The apparent low was FNF, and it's about a $14 million project.

Still pending in 2017, up on US-89, up near kind of the landslide area, up in that vicinity, we have a ditch lining project for about a half a million. It's at 60 percent design.

Back down on 87, there's a rock fall project estimated at 250,000, and it's 100 percent design.

And then moving back to I-40, we have the I-40 -- what we call the I-40 reconstruct project, which goes from Milepost 157 and 161. The west end of this project is the (inaudible) traffic interchange, and then it travels about four miles east. And then we're going to have a 20-mile gap roughly, and then we're going to have that pending pavement preservation project that you just saw up there. Right now it's estimated at 50 million. That's just some of the estimates that we're seeing coming through. Staff is working really, really, really hard and trying to be creative and trying to decrease those costs,

because we understand they -- the funding dilemmas that we have nowadays. That project is at 95 percent design.

And I-40, we do have "rough road" signs up, and we will remove those signs as the pavement preservation projects come through. So you (inaudible) into parks, which is pending right now at the moment, and as that pavement project comes through, we'll remove those signs. And then we also have another pavement preservation project, which is kind of the filler between this one and the one that's pending. That's the filler project, and as we continue west, we'll continue to remove those "rough road" signs.

Here's a picture of just I-40. It's a PCCP failure location, and that happened this winter. And that's in the area of the reconstruct.

Potholes have been an issue this winter. Not just on I-40, but also on I-17, State Route 89A. We've also saw some on US-89. Along I-40 alone, over the -- over the -- over a four-month period, which would be December, January, February, March -- I don't have the April data in here -- we've spent over $300,000 in repairs, whether it's just filling potholes or doing overlays.

We've pulled staff in from around the district, so we've pulled staff in from Page and from Fredonia and Gray Mountain and brought them into district to relieve our staff in the local area so that they weren't filling potholes 24/7. It's

kind of hard work. And so our staff, we have a really great district as far as working together, and they're more than willing to help the other units out.

On here, just some photos of the maintenance work that occurred. This is one of the -- some of the overlay that you're seeing out on Interstate 40.

And I just want to take a quick opportunity to thank the Board and our management for their continued support of preserving our corridors.

Second thing I wanted to talk to you about was the North Central Construction Partnering awards. Our staff are really, really proud of these awards and have done a lot of great work this year. So there's four projects. There's quite a few awards, but it's primarily four projects. We have the US-89 Cameron Bridge project, which was completed. The contractor's Vastco.

And we have the State Route 64 project, which was a shoulder project that we completed, and the contract's Fann. Both of these contracts received the 2016 Partnering Excellence Award, and they received that at Roads and Streets just about a week ago.

And then we have two other projects noting. We have the I-17 McGuireville rock fall project, which is also Fann, and then we have the I-15 CMAR Bridge Number 6, which was that joint venture with Pulice in Wadsworth. Both of these

projects also received the 2016 Partnering Excellence Awards down at Roads and Streets. They -- these two projects both also received the 2017 IPI Partner Project of the Year, and in addition, the I-15 CMAR project received the Marvin M. Black Award, and then also, the 2017 American Public Works Project of the Year, and they received the -- what we call -- though not sure if it's really a local or a residential award, and this week they've also received notice that they've received the national award as well. So our team up on I-15 (inaudible) are trying to figure out where they're going to build their next trophy case.

And so the last thing I wanted to talk to you about is just some upcoming partnering opportunities that's with our local agencies, including the Fourth Street bridge, the US-180 corridor, and then we have our Traffic Matters group, and you've heard most of this already today.

So this is the Fourth Street underpass bridges that you've heard a few talk about today. There's a one-span bridge. It's a -- it's an underpass. So I-40's going under the bridges, and they're one-span bridges. There's a one-span bridge over westbound, and there's a one-span bridge that goes over eastbound. That lower left-hand photo is what the Fourth Street bridges look like. I actually am not sure if that's eastbound or westbound, but they -- built very similar.

So in 2010, the City of Flagstaff completed a

Fourth Street corridor study, and in that corridor study, they looked at several widening alternatives, and that study recommended replacement of those Fourth Street bridges. You can see in the lower right-hand side of the photo those bridges on top, there's one 12-foot lane northbound, one 12-foot lane southbound, and two 8-foot shoulders. And that study actually recommended a five-lane section, and it recommended two northbound, two southbound, center median. It also recommended for multimodal -- I heard the comment earlier, bike lanes on each side. And then there's a sidewalk on one side of the bridge and a foot trail on the other, which we call up here in Flagstaff "urban trail system." So it's a fairly wide structure.

In 2013, ADOT did an I-40 DCR, and in that I-40 DCR, we recommended replacement of those structures for the future widening of I-40. That DCR supported a third lane, and then also, for some slip concerns at those bridge abutments.

In 2015, 2016, City of Flagstaff applied for a TIGER grant funding. They were unsuccessful. There might even be a 2014 in there. I'm not sure if you folks did it two times or three times. Two times I've seen.

So in January 2017, ADOT did a scoping document on the four string bridges for rehab, and what came out of that is a recommended substructure rehab and a deck sealant. And the substructure rehab was on both bridges. The plan to remove the

approach slabs and excavate down, remove the abutment back walls, reconstruct the abutment back walls, backfill back in, and then also do work on the abutments from the exterior. That photo there is just a photo of what -- example of what those abutments look like today.

It's estimated at -- the final scoping document, the number is 1,996,368. So it's roughly $2 million. This is not currently in our five-year program. We have the tentative program out there. This program -- this project is not shown in there. I did speak with ADOT bridge, and they said that they're looking at 2021-2022. And as you're well aware, when we get out to those years, usually some of that stuff's wrapped up in those sub-programs. So we're not seeing as an actual project in that five-year plan, but that's what their vision was for the bridge. So roughly 2 million in either 2021 or 2022.

In March of '17, which was just last month, the City of Flagstaff and ADOT entered into an IGA, intergovernmental agreement. And the City of Flagstaff provided ADOT $60,000 and -- for a replacement assessment. So we just did that scoping on the rehab of the bridge, and so the City of Flagstaff through the IGA gave us 60,000, and we're going to do a document to look at what we think those costs of that structure are.

You've heard a lot about $9 million today. The $9 million came from the TIGER grant application. I did

proactively run that cost through ADOT bridge as far as replacement. They felt that that cost was reasonable, but we still need to do the scoping of it as part of our process at some point, but that 9 million helps us with that discussion of joint funding.

We expect to have that document to be complete in about six months, and as a district, we just look forward to the future discussions on the joint funding opportunities of that project. So again, the City of Flagstaff estimate, which we don't have any issues with right now at the moment, is $9 million. As far as a total project cost, the City of Flagstaff is looking up to -- participating up to $5 million. We have 2 million looking at in a retrofit already. And so the difference is 2 million.

The second item I wanted to talk to you about as far as upcoming partnering opportunities is the US-180 winter snow (inaudible) congestion. And in 2017 -- I'm sorry. I'm looking at the wrong slide. Kicking up for -- we're kicking off right now the US-180 corridor management plan. We're also kicking off a Milton corridor management plan. But for this purpose right now, we're kicking up the US-180 corridor master plan. It's looking at that 20-year long-term vision of the corridor. ADOT staff is also participating in a winter task force, along with Coconino County, the City of Flagstaff, Forest Service, law enforcement, and I wrote "et cetera," because

there's also some private businesses sitting on that task force as well. And overall, we just look forward to continuing to work with the local agencies on mitigating the winter congestion in that corridor.

Let me back up here for a second.

That is a slide of US-180, and just the parking issue that we have on the side of the road that we're working on. Those here in Flagstaff understand the winter congestion and the issues and challenges that we have with it, and I know you've heard about that already today from Supervisor Babbott.

And then the last thing, as far as upcoming partnering opportunities goes, I wanted to talk to you about State Route 89A. Traffic Matters Committee. And you heard from two of the representatives here today as well. Traffic Matters is a committee of the Oak Creek Canyon Property Owners Association. And they have concerns for southbound traffic congestion on State Route 89A through Oak Creek Canyon between Sedona and Flagstaff. We -- there has been an agency management committee that's formed. We've met once, and they're scheduling a second meeting now. And in that second meeting, they're having a speaker come in to talk about transit opportunities.

Our first meeting, we essentially introduced ourselves and spoke about our agencies and, you know, what we've done to this point, so on and so forth, and just really producing those relationships that we need to move that

partnership forward.

The management committee is the Traffic Matters individuals, our participants, along with Forest Service, Coconino County, City of Sedona, Sheriff, DPS and ADOT, obviously, was at our initial meeting. Dynamic group. Great group. We like working with them. And so we look forward to the continued agency collaboration and identifying opportunities for partnering along that corridor.

And that's all I have for you today. I'd be more than happy to take any questions.

CHAIRWOMAN BEAVER: I would like to ask a question, and I don't know if it would be better to ask under a future discussion either at a public hearing, but it has to do with Matt Patterson. He brought up a point that I took note of with the pavement preservation, the difference between three years for -- in the higher elevations versus ten years in the lower elevations, and I guess I would like to know, number one, has there ever been a study done? I know we worked with U of A with dust remediation and safety on the I-10. Is it possible because of the elevation up here, maybe NAU has their engineering department or something, we could partner with them and see if -- I just was curious about that, because if the lifespan -- if we're using the same product across the board for the highways, that was a valid point. The difference in, you know, snow and all that up here versus the lower elevation where

they don't have the same thing. Just that's the point I'm trying to (inaudible).

MR. ROEHRICH: As soon as you end your question, then (inaudible).

CHAIRWOMAN BEAVER: Okay. My question's ended.

MR. ROEHRICH: Ended. Okay. So Madam Chair, I do think that is a future topic, because I -- we have a significant amount of information on our pavement preservation, on our pavement management life cycle program. And what I would ask is that you allow me to go back with Dallas and coordinate that study session or something at -- you know, at a time that it's appropriate that we give to you. Because we do have a lot of information on -- we've gathered over the years that does look at different type of mix designs, different type of products regionally because of the weather considerations.

I think it's a great question. It is a programmatic approach, and it is a life cycle management program, and we would be very happy to put that together and present it to the Board so you could see the steps that our pavement preservation team goes through. But I do think it's going to take longer than something we could do here, and I would like to schedule that for another --

CHAIRWOMAN BEAVER: Okay.

MR. ROEHRICH: -- another session.

CHAIRWOMAN BEAVER: Is that something we're all

agreeable to, having later come back (inaudible)?

MR. SELLERS: Madam Chair.

CHAIRWOMAN BEAVER: Yes. Mr. Sellers.

MR. SELLERS: Yeah. The Fourth Street bridge, the fact that this is this district's number one priority, apparently, and that they're willing to contribute a lot of money towards this, would we anticipate that that could accelerate the project?

MS. MERRICK: Accelerate which project exactly? I'm trying to understand your question.

MR. SELLERS: Fourth Street bridge.

MS. MERRICK: Yeah. Currently, if I may, Member Sellers, the Fourth Street project, we have --

MR. SELLERS: Right now it's just a rehab project.

MS. MERRICK: It's a rehab project that's not outlined as a project specifically in the tentative plan. When I spoke to ADOT bridge, they're thinking the 2021-2022, which is when you see a lot of our projects in the -- still in the sub-program money. You don't see them necessarily pulled out. And what -- what the community is trying to do is take advantage of that $2 million that ADOT would put in there to retrofit the bridge, essentially, and take advantage of that and try to leverage funds, local funds, and potentially replace the project instead.

MR. SELLERS: And I guess part of my question is would there be any time constraints on the local funds (inaudible)?

MR. ROEHRICH: Madam Chair, Board Member Sellers, in this situation, what I -- very encouraged by local government saying let's get together and partner, and the Board has signaled that you want to have those relationships with others. What I think our next step it needs is Audra and her team need to sit down and work through the IGAs, the time line, when their funding would come available, in conjunction with she identified we need to study that as a full bridge replacement, not just the repairs that bridge management was looking at. And studying that over the next six months, I think you said, like, a six-month period, doing the scoping document or studying that.

So that would allow us then to work on the details of when that funding would be available, what the funding would be used for, how we could leverage the -- as we said, the 2 million that is being looked at now in bridge repair, but then with another 2 million, basically in just a $4 million commitment, could we do a full bridge replacement and then bring that into the program?

Obviously, it's probably not going to be worked all the details during the time that you approve the five-year program. But as you realize, every month we modify it. If we get the agreement in place so we have identified funding, then

we could look at where we could bring in our contribution for that, and then put in a time line to deliver that type of project. But I think asking the team to study that and workout the agreements and the time line with the locals would then allow us to bring recommendation to the Board to action later on even this year. And it's small enough that it could be brought into the program quickly if everything comes together.

MR. SELLERS: Okay. Thank you.

CHAIRWOMAN BEAVER: Do we have -- Mr. Thompson.

MR. THOMPSON: Floyd, partnership, I think that these (inaudible) rare (inaudible) part in addressing many transportation needs. Outside the agreement with the cities and other counties, has ADOT ever had an intergovernment agreement with any Bureau of Indian Affairs or tribal projects?

MR. ROEHRICH: Madam Chair, Board Member Thompson, yes, we've had agreements with local tribal governments, and obviously even private developers and private businesses who've done things through either a permitting process or work through a local government.

The BIA, that one I do not know about a specific agreement with the BIA, but we do have agreements pretty routinely with tribal governments. And again, as you said, when we are -- we're very encouraged when that comes forward. It doesn't give -- it gives us a better avenue moving forward to solve and resolve our issues.

MR. THOMPSON: Thank you, Madam Chair.

CHAIRWOMAN BEAVER: Thank you.

In follow-up, Audra, to the question that Jack Sellers presented, and Floyd's saying this time needed to get everything, kind of all the ducks in a row, will that be -- what's the time line on that? Like should we be revisiting this at a -- you know, at a particular month or, you know, board meeting or study session, or is it something that you'll bring back to us when you're ready with regard to this Fourth Street? Because I was seeing this kind of want to move forward now, and of course, any time the local agency's putting up money, the money is now. It's not going to be 10, 20 years down the road. The availability of it's now. So that's the time frame.

MS. MERRICK: Yeah. So if I may, Chairwoman Beaver, why don't you go ahead and let -- give me the opportunity to reach back with the City of Flagstaff, because a few things do need to happen in terms of they have a potential of using 5 million, but as we spoke last night, some of that does have to go through their council. But I can work with them and get a time line on how we think it can be laid out based off of their funding and their constraints of their funding, and I'd be more than happy to come back to you or run it through Floyd with the schedule is fine.

CHAIRWOMAN BEAVER: Are you all agreeable that she could report back maybe to (inaudible)?

MR. STRATTON: Madam Chair, if I may --

CHAIRWOMAN BEAVER: Board Member Stratton.

MR. STRATTON: -- I think the overall message from what I'm hearing here and from what I believe is a positive message back to the City. (Inaudible.)

MS. MERRICK: Thank you.

MR. LA RUE: Madam Chair, if I could.

CHAIRWOMAN BEAVER: Mr. La Rue.

MR. LA RUE: You know, I hope I speak on behalf of all -- of the entire Board, but Audra, I just want to say thank you for your leadership and everything that you're doing up here in this district. We've had a lot of great comments. You know, (inaudible) coming up here for a couple years now, and I just see your growth in your leadership has just been phenomenal, and you've got your team working very well.

These areas that you're working on, the Fourth Street, 180 and Sedona area, those are critical issues, and you're well on them. You're working very well with the community. I would encourage that. Do more of that. If you need help and resources, you know, speak up, because it's -- it makes me feel good to see what you're doing up here in this district.

And what's interesting is I have traveled I-40 and I-17 quite a bit over the last three months. A few months ago, when I first traveled, I went, "Oh, my gosh. We've got a

major problem." Watching these semis dodge potholes at 75 miles an hour is a little crazy. Before I could get home and ping Floyd about it, there was already emails of, you know, ADOT in your district saying these are the actions that you're going to take to remedy these things on an emergency basis. So that's very nice. Thank you.

MS. MERRICK: Thank you. I appreciate the feedback.

CHAIRWOMAN BEAVER: Thank you very much.

MS. MERRICK: Thank you.

CHAIRWOMAN BEAVER: Okay. Now we will move on to the director report.

MR. ROEHRICH: Madam Chair, there are no final or last minute items to report, so unless there are questions or comments from the members, that's all that I have.

CHAIRWOMAN BEAVER: Okay. Then we can move on to the consent agenda.

MR. LA RUE: So moved.

MR. STRATTON: Second.

CHAIRWOMAN BEAVER: Second. Is there a motion? Thank you. So it's been moved by Board Member La Rue and seconded by Board Member Stratton to approve --

UNIDENTIFIED SPEAKER: Board Member Hammond (inaudible).

CHAIRWOMAN BEAVER: -- to approve the consent

agenda as presented.

If there's no discussion, all those in favor?

BOARD MEMBERS: Aye.

CHAIRWOMAN BEAVER: All those opposed? The motion carries.

Now we will move on to Item 4, the legislative report. Okay. In Mr. Biesty's absence, I understand that...

MR. ROEHRICH: Mr. Bill Fathauer will be the report, Madam Chair.

CHAIRWOMAN BEAVER: Thank you.

MR. FATHAUER: I -- members of the Board, my name is Bill Fathauer. I'm the legislative liaison for the department. I'll be as brief as possible.

I just wanted to give you an update on a bill that the governor has signed that includes a pretty significant efficiency that the department worked on, involves allowing states like Arizona to enter into a memorandum of understanding with the Federal Highway Administration to self-certify our NEPA processes. There's kind of a duplicative middle step that we often have to kind of stop progress on a project and wait for up to six months or longer for basically a sign off from the federal government, and they are letting states take over that responsibility. We estimate that could save the State, conservatively, $5 million a year, possibly close to double that when all things are taken into consideration, and you would see

projects -- the project delivery phase on all of our projects possibly up to 25 percent quick -- quicker resolution.

MR. SELLERS: That could be significant on something like State Route 30.

MR. FATHAUER: Member Sellers, yes, it would. And that also includes not just projects that the department is doing, but also any local or county projects that we are the administrative entity for federal funds on.

We are also working on language for allowance of truck platooning technology to be tested on the highways by companies that have been interested in testing that on the roadway system. We're working on making sure that that's something that we can possibly allow them to do going forward.

There was a few other bills, but none -- none that I'll get too heavily into.

We have seen a more increased focus on transportation at the federal level as well. They are starting to discuss that in more earnest now. However, they seemed to be focusing more on incentivization of private investment and regulatory -- getting rid of regulatory burdens. There doesn't seem to be nearly as much focus as there might have been going in the past on direct public funding. I think there are some people at the federal level that are concerned that that may impact your more rural infrastructure where private investment might not be as big of a help as it would be in larger urban

areas.

The continuing resolution that has been funding transportation purposes for the last year is expiring at the end of next week. We expect there to be another continuing resolution renewed. Ideally, we would like a full-on appropriations bill; however, I don't know how likely that is. The difference for us in terms of what that would mean for the department over the course of the rest of year would be about $5 million less in funding if there was just the continuing resolution renewed.

And one thing I did forget to mention about the State budget, the governor and the legislature continue to discuss the budget, and one of the significant differences transportation related between the Governor's proposal and the House of Representatives proposal is the Governor's budget did not initially include the funding that we saw last year to cover the cost to the HURF for DPS funding. We initially had -- we had one-time funding that kind of made us whole last year. That was not included in his budget. The House of Representatives included about $30 million to hold the local cities and counties harmless. So they would be treated the same as last year. I don't know where exactly that -- the final budget proposal will end it, but it likely will be somewhere in the middle of those two.

And then finally, we have been talking about the

HURF exchange program for quite some time, about when that might -- we might see that reinstituted, and we do at this point plan on offering that program again for fiscal year 2018, beginning in the beginning of October 2017. So I know that people have been excited to get that, that started again.

And that's all I have, but I'd be happy to answer any questions that the members have.

CHAIRWOMAN BEAVER: Yes. Board Member Sellers.

MR. SELLERS: Would you like to give us an update on something I think we're very interested in that has been called absolute immunity?

MR. FATHAUER: Oh, I'm sorry. Yes. I apologize. I did forget to mention that.

We worked with a -- the chairman of the House Judiciary Committee, who I think had some philosophical objections with government immunity in general. We believe we've come to a compromised solution that will still help us mitigate the risks the department phases with crashes on the highway system that are due to some form of erratic driver behavior, whether texting or impaired driving or what have you.

Basically, we will -- and there's a question of whether the road was designed or constructed properly, that question will be bifurcated from the specific discussion of the individual case, and those engineering questions will be determined by the court prior to discussions of damages or of

other issues that are specific to the individual crash. And our folks believe that that will significantly help mitigate our -- the risks that we face.

CHAIRWOMAN BEAVER: Board Member Stratton.

MR. STRATTON: A comment and question, Madam Chair. The comment would be to thank staff, ADOT staff and Federal Highway (inaudible) for helping to streamline the NEPA process. I've been involved in several of those, and that is a significant accomplishment, and thank you.

MR. FATHAUER: And I would also like to mention we are continuing to discuss with the Governor's office and with the new administration other ways to further streamline our federal regulatory process, including the environmental ways to do that. So that discussion continues.

MR. STRATTON: My question would be I -- last year, there was a significant sweep in the aviation account by the legislature. I'm assuming that that is not taking place this year?

MR. FATHAUER: As far as I understand, no, they're not going to be doing another significant sweep of that, as they did last year. I think they did about $15 million last year. I don't anticipate that happening again.

MR. STRATTON: Thank you.

CHAIRWOMAN BEAVER: Thank you.

MR. FATHAUER: Thank you very much.

CHAIRWOMAN BEAVER: We will now move on to the financial report.

MR. ROEHRICH: Good morning, Madam Chair, again, and members of the Board. Kristine sends her regrets. She could not be here. You have her financial report in front of you. There are only three things that I really want to talk about. Let's see if I get this right.

In regard to HURF, she wanted to point out that we're seeing a little bit of negative growth this last year, about nine -- or excuse me -- this last month, 9 percent. And you can see for the year it's been just pretty flat. So any hopes that we thought revenues might be increasing that would allow maybe additional funding to expand the program are just not seemingly materializing. She does not feel that there's going to be any negative impact that would hurt the current program at the funding level. So it's all fiscally constrained. But we're just not seeing enough growth to see an expansion of the program, at least in the near future.

I want to talk a little bit about the RARF within Maricopa County. That has seen a little bit of growth in there, and this month it did grow 3.7 percent. So for the year they're up almost 4.8 percent. That has allowed additional funding to go through the reprogramming and rebalancing actions that MAG has been taking, and I want to remind the Board that at the May study session, a MAG representative will be there to talk about

the rebalancing, the additional funding and program and projects that were brought into that, as well as then an overall view of that I-10, I-17 Spine program. So there's been a little bit of growth and up in the MAG region with some savings on the 202 South Mountain project, as well as with some additional revenues that have come in that have allowed additional projects to be added to that program. The Board will get a brief on that in May.

And then the last item, at the federal level, she did not -- the only thing she wanted to maybe make sure everybody has attention on is that under the continuing resolution for the federal government, which has included transportation funding, that only goes until April 28th, and if politics happens where they shut down the government and they shut down the funding, there is a concern that reimbursements or the continuation of the federal aid program might also be in jeopardy past February 28th until Congress either actions to find -- pass a budget and the President signs it, or approves another continuation, a funding continuation that keeps the program going for a period of time.

We're obviously monitoring that. We're talking with our partners at the FHWA and continuing to see what impacts that may be -- that may have. But at the end of the month, there's a concern from the federal side that Congress might -- politics might delay future transportation funding.

With that, Madam Chair, I'll try to answer questions, but more than likely, you'll have to wait until next month. There are -- if Kristine needs to answer something more immediately, contact her. We'll get an answer. Thank you.

CHAIRWOMAN BEAVER: Thank you. Now we'll move on to Item 6, Multimodal Planning Division report.

MR. LIGOCKI: Good morning, Madam Chair, members of the State Transportation Board. I am Clem Ligocki. I'm planning and programming manager for Multimodal Planning. I'm happy to be here again to present the division and later the PPAC activity.

So in the interest of time, we've -- the main focus today, of course, is the tentative program. I just want to mention one thing briefly that I think is important. We haven't heard too much about public transit today. But our -- we have our transit section all fully staffed up now, and I would mention that we have, fortunately, Jill Dusenberry (phonetic) is -- has been -- come on as our new transit manager in the division, and she comes to us from Coolidge, and she can do a great job. We're very fortunate to have her, and so things are moving on the transit side. So I'd just mention that.

And with that, I have nothing further. If you wish, I can move on to Item 7 and PPAC.

CHAIRWOMAN BEAVER: Okay with that? Item 7 it is. Yeah.

MR. LIGOCKI: Thank you, Madam Chair.

So we have nine highway-related project modifications to consider and 13 new highway-related projects to consider. And before I get into the specifics, just a couple of housekeeping type things I would mention.

There are some numbering issues there in the packet that you have. On page 92, it says that the project modifications are Items 7A through 7H, and you may have noticed there are two items named 7H on pages 99, and the other one on page 100. And so if it's okay with you, I'll refer to those as 7H-1 and 7H-2 as we move through those, keep them separate. But we'll need to act on all of those.

And then also on page 92 in your packet, it indicates the new projects as 7I through 7Q. It's actually 7I through 7U. So there are 13 new projects. They're all there in your detailed pages, so you do have everything. Just didn't want that sort of introductory numbering to be confusing. So I'll just say that.

So with that, then, I can go ahead and again and talk about the project modifications. And I'd ask Madam Chair, what you would prefer. I am prepared to go through each of these projects, the -- all 22 in both categories with some information and highlights. Would you prefer me to do that, or would you like me to highlight the more significant contingencies and such (inaudible).

MR. ROEHRICH: Or Madam Chair, if you just want them together, take them as a block, all of the modifications as one block, and then the new ones the second block, as we've done in the past, with the Board's discretion.

CHAIRWOMAN BEAVER: Is that the Board's pleasure to... Okay. Let's do it as a block.

MR. LIGOCKI: Okay. So Madam Chair, if I may, just there are a couple of key contingencies that I need to mention, and then we can proceed there, if that's okay.

So I want to mention on 7E, which is I-10 at Milepost 30, the design project. We still need the MAG regional council to approve, which probably will be next week. So I would mention that the motion of that 7E would be contingent on MAG regional council approval.

And then for what we're now calling 7H-2, which is State Route 88 at Milepost 203.4, the spot safety improvements, that project had bids come in very high, and there were some costs that we have related to asphalt materials and such that were significantly underestimated, so we'd like to restructure that. So later you'll hear in Item 9C, I believe, there -- we'll have a request to readvertise that project. So the action now on 7H-2 should be contingent on approval of Item 9C later in this same agenda.

So with that, I would recommend then that -- ask for consideration of approval of Items 7A through 7H-2, the

project modifications, with the contingency that 7E is dependent on MAG or contingent MAG regional council approval, and 7H-2 is contingent on approval of Item 9C later in this agenda.

MR. STRATTON: Madam Chair.

CHAIRWOMAN BEAVER: Board Member Stratton.

MR. STRATTON: I would move for approval with the exception of 7B. I'd like that removed for discussion, please.

CHAIRWOMAN BEAVER: Motion by Board Member Stratton -- is there a second?

MR. THOMPSON: Second.

CHAIRWOMAN BEAVER: Seconded by Board Member Thompson to approve items -- okay. Let me get this -- 7A through 7H-2, contingent --

MR. ROEHRICH: And ma'am, I will just say with the exception of Item 7B.

CHAIRWOMAN BEAVER: Seven -- okay.

MR. ROEHRICH: The other contingencies, they're on record. They're fine.

CHAIRWOMAN BEAVER: Okay. So the 7E contingency and the 7H-2 contingency.

MR. LIGOCKI: Right.

CHAIRWOMAN BEAVER: Okay. With removal of 7B. All those in favor?

BOARD MEMBERS: Aye.

CHAIRWOMAN BEAVER: All those opposed? Motion

carries.

MR. ROEHRICH: So then, Madam Chair, then we'll ask 7B -- so then I would ask for a motion on 7B, and then with the motion and a second, then you can call for comments, and then we can have the discussion that Board Member Stratton requested.

CHAIRWOMAN BEAVER: Okay. Do we have a motion to approve Item 7B as presented?

MR. CUTHBERTSON: So moved.

CHAIRWOMAN BEAVER: Is there a second? So it's been motioned by Board Member Cuthbertson and seconded by Board Member Hammond to approve 7B as presented. And discussion.

Mr. Stratton.

MR. STRATTON: Thank you, Madam Chair.

I believe the question would be more for Floyd than anyone else. So in the past, I believe that the director's had discussions with his counterparts in Utah and Nevada concerning this particular stretch of freeway, and I'm wondering if those were negotiations or discussions or (inaudible) about funding of or repairs on this stretch of road since really it does not benefit Arizona in any manner.

MR. ROEHRICH: Madam Chair and Board Member Stratton, yes, those conversations have taken place, and they are continuing today, but not in regards to either Nevada, Utah or even California. The director has talked about providing

funding, but they all support the department as we've gone after TIGER grants, and we've gone after other contingency type funding, discretionary funding through the federal government on the granting process. They've all supported us on that.

To this point, they have not agreed to come forward with any funding specifically, because they feel there are other avenues open to the state, and it is in the state of Arizona to resolve. They're supportive of us looking for those other discretionary fundings through federal programs, and they've written letters. They've been very supportive of that.

MR. STRATTON: I also believe at some point there was some discussion over the federal government about possibly making that a toll road, and I know under the toll roads there has to be certain improvements, that those are limited because of the environmental impacts in that particular area. Has there been any progress made on that?

MR. ROEHRICH: Madam Chair, Member Stratton, yes. We had conversations, because there is a federal program that allows three states to get a pilot designation to toll existing interstate for the purposes of modernization, upgrading, and even expansion, if you will. We've had conversations about that program. Two of the states that had the original three pilot programs have turned them back because they did not meet the time line to have that done. One state is still coordinating it.

We internally have talked about if we want to go after that, that as a possibility, we've worked up some business cases or a programming case. We've had conversations with the administration, the state -- the Governor's office about that, and we've not made a final decision yet whether we are going to pursue that pilot program or not.

Tolling is still a very hot topic in this state, both between our elected leaders and the public. So the first time the director wanted to do that, it became such a blown-up media and political backlash that the Governor's office asked John not to submit -- because we were going to submit under the original three pilot (inaudible). So the State decided not to do that. We are revisiting that to see if there's a change in attitude right now. We have not had a final decision on that.

MR. STRATTON: Do Nevada -- excuse me. Do Nevada and Utah support tolling that piece of road or no?

MR. ROEHRICH: Madam Chair, Board Member Stratton, no. Previously, when we were discussing it, both their governors contacted the Arizona governor and strongly opposed Arizona taking that action.

MR. STRATTON: And the final question would be then the $2 and a half million that's being asked to be allocated to that design right now, does that come from the rural allocation of the Casa Grande accords or a different pot of money?

MR. ROEHRICH: Madam Chair, Board Member Stratton, that does come out of the rural funded, which is used for preconstruction construction. Yes.

MR. STRATTON: I have no further question, but I would really urge, hopefully, the Board to join me and ask that the administration to seek other alternative funding for this as it impacts rural Arizona significantly, not in just this one particular design, but in the whole stretch of I-15, the impact is very significant, and that does come from rural Arizona's money.

MR. ROEHRICH: Madam Chair and Board Member Stratton, I very much appreciate the comments. What I would also like to add to the conversation, knowing that this is design, we do feel that staff recommend moving forward with this so we have this project ready. We're not stopping the conversations of finding alternative funding, finding other options so it doesn't continue to be a hit on rural Arizona for, as you identified, a corridor that has very limited value to the State's economy.

Having the design complete allows us to further go after the funds, because a lot of times they come and you have to have your project shovel ready. So finishing the environmental document, getting design ready to go allows us to go after those funds when they become available. So I think the investment in design is a very prudent option, because it gives

us -- it opens up the opportunity after other options later.

CHAIRWOMAN BEAVER: I would just like to add, with regard to -- because of the limited value that it presents for in state and then it does come from the rural dollars, if we're going to apply -- if say we were to approve the design -- the increase for the design, have we sought or could we seek letters of support from (inaudible) Nevada and Utah for applying for those federal dollars to show the need -- you know, because it seems like they're getting the -- they're reaping the benefit of the dollars that we're putting out for it.

MR. ROEHRICH: Yes, ma'am. And we have coordinated with them. They are supportive of us when the time comes that we do submit for grants or those discretionary funding. I fully expect -- they've given us letters in the past -- they'd do it again.

CHAIRWOMAN BEAVER: Is there any additional...

MR. STRATTON: I'd just like to thank Floyd and staff for looking at those, and with that assurance that they will continue to seek funds, I'll support this item.

MR. ROEHRICH: It is our director's direction. So we're -- he's fully on that, and that's how we're (inaudible). Thank you.

CHAIRWOMAN BEAVER: So --

MR. ROEHRICH: Madam, you have a motion and a second, and if there's no further discussions, you can call for

the (inaudible).

CHAIRWOMAN BEAVER: (Inaudible.) That was where I was going, but anyway, ditto to what you just said.

All those in favor?

BOARD MEMBERS: Aye.

CHAIRWOMAN BEAVER: All those opposed? The motion carries.

We'll now move on to new projects, Items 7I through 7U.

MR. LIGOCKI: Okay. Madam Chair, just a couple of minor comments on those. For 7L and 7M, you might notice that those are local government projects with the City of Peoria. Your agenda might indicate that there are agreements needed. I'm happy to say that those intergovernmental agreements have been completed. So we're free to move forward.

And your agenda items might also show that for the Maricopa Association of Governments region that regional council approval might be needed for those projects, and again, I'm pleased to say that those actions have been taken. So we're all ready to go with these projects. So I would ask for -- request approval of Items 7I through 7U.

CHAIRWOMAN BEAVER: Do we have a motion to accept and approve the new project Items 7I through 7U?

MR. SELLERS: So moved.

CHAIRWOMAN BEAVER: Wow. Okay. So we've got one

of those. A second?

MR. LA RUE: Second.

CHAIRWOMAN BEAVER: Okay. Board Member Sellers made the motion. Seconded by Board Member La Rue to approve the new projects, Items 7I through 7U.

All those in favor?

BOARD MEMBERS: Aye.

CHAIRWOMAN BEAVER: All those opposed. The motion carries.

MR. LIGOCKI: Thank you, Madam Chair.

CHAIRWOMAN BEAVER: Item 8, state engineer's report.

MR. LIGOCKI: Thank you.

CHAIRWOMAN BEAVER: Your other half today.

MR. ROEHRICH: Yes. Thank you, Madam Chair, members of the Board. Dallas Hammit could not be here, so I will go ahead and run through his report.

Currently we have 104 projects under construction, and earlier Audra Merrick had commented about how even in her district and a lot of the northern districts, because of the weather, a lot of projects haven't started yet, but they do plan to start. So we're going to see a very busy construction season again. And then obviously with the (inaudible) out there, it's -- the (inaudible) can't come fast enough.

So we're at more than one and a half billion dollars under construction. We continue to finalize projects so we can close out the paperwork and start releasing any funds that are available, and today we've closed 101 projects.

Looking at the construction contracts, we picked up the number of projects, and thank you for that during the consent agenda. I'd like to point out on the consent agenda, all the projects have been coming under the department's estimate. So we were in very good shape as far as what the industry's responsiveness to our bids. So very pleased about that. Hopefully that will help balance the program as we move forward.

We do have three projects we do have to request action on. I'm going to start with Project Number 9A. It's in the City of Page, Lake Powell Boulevard to Grandview Street. This project came in over the department's estimate by $127,737.27 or 29 and a half percent.

In reviewing this local with the government, this is a local government project, the local government is responsible for the additional funding. They do want to find the funding. They just have not identified it yet. They want the project to move forward. So at this time, we're going to ask that the Board postpone Item Number 9A until we can continue to coordinate with the local government and find additional funding. At that time, we'll bring it back to the Board. So

I'm asking the Board to postpone Item 9A.

CHAIRWOMAN BEAVER: Okay. So we've basically consolidated Item 8 and Item 9, the state engineer's report into --

MR. ROEHRICH: Yeah. I've moved on to the next item --

CHAIRWOMAN BEAVER: -- construction contracts. Okay.

MR. ROEHRICH: -- in the interest of time, Madam Chair, but I'll go back --

CHAIRWOMAN BEAVER: Okay.

MR. ROEHRICH: -- and answer any questions you may have.

CHAIRWOMAN BEAVER: That's okay. We're moving right along.

MR. ROEHRICH: I want to get you on the road. It's already 11:30.

CHAIRWOMAN BEAVER: Do we have a motion to accept and approve staff's recommendation to postpone Item 9A?

MR. CUTHBERTSON: So moved.

CHAIRWOMAN BEAVER: Motion by Board Member Cuthbertson.

MR. STRATTON: Second.

CHAIRWOMAN BEAVER: Seconded by Board Member Stratton.

All those in favor?

BOARD MEMBERS: Aye.

CHAIRWOMAN BEAVER: All those opposed? The motion carries.

Item 9B.

MR. ROEHRICH: On Item 9B, it's the City of Winslow, local government project. It's additional improvements at the station at La Posada, and I do want to point out that the La Posada has had in the past enhancement grant funding given to that as well, and if you've been there since the remodeling, it's a very nice facility, and the Board has actually stayed there when we've had board meetings in Winslow. Opened a bid on the project, and it was 62.2 percent, or $494,000 over the department's estimate. Again, we're evaluating those bids and talking with the City of Winslow; local government project. They are looking for the additional money. They feel that they have the additional money. They want to move forward with this bid, but they need additional time to work out the details. We're asking at this time that the Board postpone Item 9B and allow staff to continue to work with the City of Winslow to work out the additional funding requirements and then bring it back to the Board for a future award.

CHAIRWOMAN BEAVER: Do we have a motion to accept and approve the staff's recommendation to postpone Item 9B?

MR. THOMPSON: I would move.

CHAIRWOMAN BEAVER: Motion by Board Member Thompson.

MR. CUTHBERTSON: Second.

CHAIRWOMAN BEAVER: Seconded by Board Member Cuthbertson.

All those in favor?

BOARD MEMBERS: Aye.

CHAIRWOMAN BEAVER: All those opposed? Motion carries.

Item 9C.

MR. ROEHRICH: Item 9C is an improvement project on State Route 88, the Apache Trail. It's a very highly sensitive environmental area right inside the national forest, and in this case, we put out a project that was supposed to do some paving, some widening of some shoulders for safety, a little bit of drainage work and some other improvements.

The bid came in at $3,667,792, or 78.4 percent over the department's estimate. In going back and talking to the bidders and looking at the estimate that we did, we had grossly underestimated the liability that the bidders felt because of the environmental sensitivity nature of this. So we feel that we had busted quantities or cost estimates in the area of our asphalt aggregate base, covering material and our earth and shoulder. And in evaluating those costs, determined that the most appropriate way to make this a competent bid is to go

ahead and reject these bids, add the additional funding, repackage some of the specifications to eliminate some of the fears that the contractors had due to the sensitive -- the environmental sensitivity nature of this project and rebid it. So at this time, we are asking for the Board to reject all bids and allow the State to readvertise this project, Project Item Number 9C.

MR. SELLERS: So moved.

CHAIRWOMAN BEAVER: Motion by Board Member Sellers.

MR. CUTHBERTSON: Second.

CHAIRWOMAN BEAVER: Seconded by Board Member Cuthbertson to accept and approve staff's recommendation to reject all bids and readvertise the contract for Item 9C.

MR. STRATTON: Madam Chair.

CHAIRWOMAN BEAVER: Discussion, yes.

MR. STRATTON: Floyd, how long do you anticipate that will take? I know there have been a couple of accidents. I don't know if it's in that particular area or not, but there have been accidents on Apache Trail.

MR. ROEHRICH: Madam Chair, Member Stratton, you are absolutely right. I'll be honest with you. I did not ask Dallas when we're going to advertise it. Previously, as Clem had identified, additional funding so we could repackage it, I would hope that we could package it and get it back out to bid

within 30 days, but let me verify the date that they plan to do that with. We're going to sit on this, because we agree with you. It's very much a needed project. That is -- it's a beautiful area -- route if you haven't driven it, but it's very primitive and wild, and we need to get in there and make these -- I don't -- let me find out the exact date. But we're going to get out there as soon as we can.

MR. STRATTON: I would just ask that it be expedited as soon as possible.

MR. ROEHRICH: Yes, sir.

CHAIRWOMAN BEAVER: Would that be something where we would need to request that they come back to us by next month, or just leave it as is (inaudible)?

MR. STRATTON: I would leave it as is. I think they understand the significance of (inaudible) --

MR. ROEHRICH: But Madam Chair, we can send a report on it. We don't need action. We'll send a report on it.

CHAIRWOMAN BEAVER: Okay. We didn't make a -- okay. Call for the question. The question is to reject all bids and readvertise the contract for Item 9C.

All those in favor?

BOARD MEMBERS: Aye.

CHAIRWOMAN BEAVER: All those opposed? The motion carries.

Item 10, suggestions for future board items. As

I spoke with you earlier, Floyd, I did become aware that we had done a project over in Mohave county with prefabricated -- it was a prefabrication bridge, and I was wondering if we could have some discussion on that at the study session, kind of pros and cons, since it's the first one that we've done in the state.

MR. ROEHRICH: Yes, Madam Chair. We'll make that as a future agenda item. Probably looking at a study session. Along with the life cycle pavement preservation management program, we can bring that into a study session item. I think that's a -- those are good topics, and then we can discuss those and bring that to the Board to answer any questions.

CHAIRWOMAN BEAVER: Well, it looked like it was a significant reduction in expense, so that's always a good thing.

MR. ROEHRICH: Yes, ma'am. Just a couple things real quick, looking at it. I want to remind all the board members that the next meeting is May 19th in Phoenix. At that time, that will be the last public hearing process for the five-year program, and then at the May 30th study session, we are looking at final comments and discussion by the Board on the tentative program, the update by MAG on their rebalancing program, as well as the I-10, I-17 Spine study, and then the third item, you asked for an overview of the Grand Canyon Airport Master Plan, and so we will have that on the study session as well. So those are the study session items, and again, that's on May 30th.

CHAIRWOMAN BEAVER: Thank you. Is there anything you want -- Board Member Thompson?

MR. THOMPSON: Madam Chair, this is (inaudible) something that we've brought it up in the past (inaudible) Benson. This has to do with the HURF funds. Several of our (inaudible) transportation advocates, (inaudible) and NACOG have been promoting opportunities to preserve our transportation funding sources. I want to let them know that we are very appreciative and supportive of the efforts. I would like to propose that we agenda -- agendize this as a topic of discussion for our summer work session.

And the other items I have been thinking about, I would also like to have discussion on review transportation system north of I-40. If you look at the map, even the map that we have here, there are very few options to get to the northern part of our state. I think we should consider planning for future corridors as an opportunity to encourage economic development in the beautiful and pristine area of our state. Perhaps we could add this to our future work session.

CHAIRWOMAN BEAVER: Thank you.

MR. ROEHRICH: Madam Chair, Board Member Thompson, absolutely. We could add those items and then work with the Board Chair to find a time when we can get those programmed and specifically the direction you want to go. I understand it is you wanted to talk about an agenda item that

talks about transportation funding, HURF funds. Either the actions that are being taken today as well as actions that could be taken to generate additional revenues, and a look at (inaudible) help with the transportation master plan that looks at corridors and facilities that would be built in the northern region of the state that looks at future opportunities for mobility and economic opportunities.

MR. THOMPSON: Thank you, Madam Chair.

CHAIRWOMAN BEAVER: Thank you.

(End of requested excerpt.)

Adjournment

A motion to adjourn the April 21, 2017 Board meeting was made by Mike Hammond and seconded by Bill Cuthbertson. In a voice vote, the motion carries.

Meeting adjourned at 11:37 A.M. MST.

Deanna Beaver, Chairwoman
State Transportation Board

Floyd P. Roehrich, Jr., Executive Officer
Arizona Department of Transportation

MINUTES
STATE TRANSPORTATION BOARD PUBLIC HEARING
9:00 a.m., Friday, May 19, 2017
Arizona Department of Transportation
Administration Building Auditorium
206 S. 17th Avenue
Phoenix, AZ 85007

Pledge
The Pledge of Allegiance was led by Board member Joe La Rue.

Roll call by Floyd Roehrich
In attendance: Deanna Beaver, William Cuthbertson, Joe La Rue, Jack Sellers, Michael Hammond, Steve Stratton and Jesse Thompson.
Absent: None.

Title VI of the Civil Rights Act
Floyd Roehrich reminded all attendees to fill out survey cards to assist our Civil Rights Department.

Call to the Audience for the 2018-2022 ADOT Tentative Five-Year Transportation Facilities Construction Program:
The following members of the public addressed the Board:

1. Richard Lunt, Greenlee County Supervisor, re: thank you for board's service; in the 5 year plan, there is limited funds for the eastern rural counties around 10% less funding than other counties; cyclists on HWY 70; there are no projects for Greenlee County; HWY 191's high usage; Dust problems on I-10 causes re-routes to HWY 70
2. Shane Dille, Deputy City Manager/Flagstaff, re: 4th Street bridge; repairs for I-40 and I-17
3. David Wessel, Manager/FMPO, re: 4th Street bridge project is a high priority/part of a TIGER Grant
4. Steve Sanders, Gila County Public Works Director, re: Design portion of Lion Springs SR260 in the 5 YR Construction Program for 2020 and programmed for 2023, please keep it in the program; Hwy 60 and the work around Devil's Canyon is great and Superior streets is winding up
5. Andy Smith, Transportation Planning Supervisor/Florence & Pinal County, re: general remarks to the Board for Pinal County; distributed map of transportation plan for the ½ cent tax to voters to the Board members; north – south corridors and I-11; thanks to the Board and ADOT for I-10 projects. Andy Smith had two parts, widening I-10 the corridor is not finished, traffic safety issue on I-10; Resolution for SCMPO
6. Chris Bridges, CYMPO Administrator, re: funding for SR69; freight planning; October Rural Transportation Summit sponsored by NACOG
7. Marcie Ellis, Chair, Traffic Matters, re: electronic signage, transit planning, 89A in Oak Creek Canyon
8. Jerry Showalter, vice chair, Traffic Matters, re: traffic in Oak Creek Canyon; 3 million visitors yearly to Sedona; 89A into Oak Creek Canyon to Slide Rock and West Fork parking and shuttle service is needed; requesting law enforcement in Oak Creek Canyon, it is non-existent
9. James Scott, Director of Educational Services/Nadaburg Unified School District No.81, Wittman, AZ re: US 60 and Center Street intersection in Wittman; requesting traffic control for intersection submitted letter
10. Andrew Korchmaros (did not speak, turned in written comments), Tohono O'odham Nation Roads Engineer, re: wildlife bridge over SR 86/MP 134-135, bridge height concerns; cyclists on SR 86; widening SR 86 from Sells to Why.

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PUBLIC HEARING ON FY 2018-2022 FIVE-YEAR TRANSPORTATION FACILITIES CONSTRUCTION PROGRAM (Bret Anderson) 3

P R O C E E D I N G S

CHAIRWOMAN BEAVER: Okay. In continuation of the public hearing, we'll go on to Item A, overview of the tentative fiscal year 2018-2022. Bret Anderson. (Inaudible.)

MR. ANDERSON: I have fat fingers.

(Inaudible conversation.)

MR. ANDERSON: Madam Chair, thank you for the opportunity to present the last public hearing for the five-year -- for the 2018 to 2022 five-year program. What I plan to do today is go over -- maybe I'd have Lynn do this. Oh, here we go.

Okay. So what I plan to do today is go over some background, talk about our asset conditions. We'll hit on the delivery program. We'll also cover some of the areas in the Pima Association of Governments. We'll cover the Maricopa Association of Governments, Tentative Program, the Airport Program, and then we'll talk about some next steps, just as we've done in the last two public hearings.

Just a couple comments about the public hearings that we had over the -- in Tucson and in Flagstaff. We received over 35 speaker slips. At the board meetings, there were eight in Tucson and 27 in Flagstaff, which typically is our greatest attended meeting. And then, also, we'll take into the consideration the comments that we have heard today as well. We

have 44 SurveyMonkeys. We have a SurveyMonkey ad on our website, and we've had 44 comments out there. We've also received 14 emailed comments, with many other comments that will come in between now and the study session that happens at the end of May. So we'll continue to receive those and take in those comments and make them a part of the final package that we present to you at the June approval meeting.

So I want to talk about how the five-year program is put together. It's developed collaboratively with the State Transportation Board and the ADOT divisions, the information delivery operations, the TSMO group, FMS and MPD, and all of our regional partners as well. As we put this program together, we coordinate with the COGs and NPOs, and we're much appreciate of the coordination that goes on with MAG, PAG, CYMPO, all of those. Andy, as he's representing the Sun Corridor today, and all of those groups that are here representing the COGs and NPOs, and especially working with FHWA and our districts as well. We take into consideration anything that's coming in to the program, and any issues that they're dealing with out there right now, we try to address as well.

So we work really closely with all of these groups. We demonstrate how our federal dollars are going to be spent over the next five years. It's a process that's approved annually, and each fiscal year starts on July 1, and we have to be financially constrained by year.

So what I'd like to do now is cover the asset conditions that we have. Right now, our system is worth approximately $20.7 billion. This includes our roadways, bridges, structures, guard rails, signs, many of the other things that go along with taking care of what keeps our system moving. Without a commitment to any type of preservation, we would -- it would cost well over $200 billion replace. That is in today's dollar. So it's very important that we make sure that we're spending -- taking care of our system and taking care of things so we can keep the traveling public moving in a safe and efficient manner.

So talking about a little bit of our assets of what we have. These -- this is our bridge. We have about 4,800 bridges in the State of Arizona, and right now, 55 percent of those bridges are in a fair condition. That's -- this is a growing concern that we have for us. We want to make sure that we get those bridges up into a good condition. You'll notice that only 3 percent of our bridges are showing in a poor condition.

However, when we say "poor condition," we want to make sure that it is -- let the public know that they are safe to travel on. Everything's fine. They're just below a condition that we would like -- we don't like to see. And so we're in an effort to take care of those and move those forward, but we do see a growing trend in our bridge system. Our systems

are starting to get a little bit older, and we need to make sure that they're taken care of.

Moving into our pavements --

MR. HALIKOWSKI: (Inaudible.) Brent, can you go back (inaudible)?

MR. ANDERSON: You bet.

MR. HALIKOWSKI: I just want to reiterate this point, which I'm not sure you captured. We're seeing a growing trend in the yellow bar. We have more and more bridges coming out of the green into that fair condition. So that is of concern, because we like to keep it in good condition.

The other thing is even though the poor conditions bridges don't present a danger to the public and they're only 3 percent in total, they represent a fairly expensive proposition to bring (inaudible). So I just want to make sure you understand that the poor may be small, but there's a lot of money moving into that 3 percent.

MR. ANDERSON: Thank you.

Moving on to our pavement. So you'll notice that in our pavement conditions that we have, the system -- there is a downward trend if you look at the green bar that we have there. It is going down a little bit, especially on our interstates. Those are our major areas of concern that we want to make sure -- our interstates are where the majority of our traffic is at, so we want to make sure that they are in a state

of good repair. And also, if you'll take a look at the non-interstates, that yellow area that we have in a fair condition, that area is starting to grow, and we want to make sure that we address those as a needed basis. It is below our target that we would like to have, but we are so -- moving forward to make sure that we get those in a state of good repair, and it's about doing those oil changes, as you -- as you have a car, if you don't change the oil, you're going to end up buying a new car, and we'd like to make sure that we don't have to put a brand-new system on every time something goes wrong. So we want to make sure we do those oil changes and keep those up to speed and keep them in good condition that will last a little bit longer.

So now what I'd like to do is to cover our tentative five-year highway develop -- or delivery program, go over a couple of things that we have. This is our -- this includes what our -- our recommended investment choice, which comes from our long-range plan. And what we show now is that this includes the MAG and the PAG funding, that they do have dedicated funding that goes specifically for traffic-related maintenance and dedicated highway funding for that -- and this -- the 52 percent of that program is listed as expansion. Again, it is dedicated funding that's in the MAG and the PAG regions. 36 percent is covered in preservation, and 12 percent is modernization. You'll see a little bit of a change between

2017 and 2021 as well.

MR. HALIKOWSKI: Bret, Madam Chair, just so folks understand, dedicated funding is their own half cent sales tax (inaudible) dedicated funding.

MR. ANDERSON: Yeah. No. That's exactly correct. It's the dedicated sales tax for the Prop 400 in the MAG region; the RTA funding in the PAG region as well. So there's dedicated funding.

MR. HALIKOWSKI: The reason I raised that, Madam Chair, is the folks in the audience that may think that the funding is coming out of the state portion. These are local regional funds dedicated to that region.

MR. ANDERSON: Thank you.

So what you see here is this is the Greater Arizona. So this represents the funding that ADOT has that is not dedicated funding. It is a directly allocation to -- to what we get from our federal partners and the funding that we have available at ADOT to program, and you'll notice that a big chunk of that goes to preservation, and that's really one of our main goals so to make sure we're doing those oil changes and to get -- to make that funding available to preserve the system.

One of the things that I'd like to point out on this one as well that -- you know, this is one of the first years that we've actually -- the expansion area was able to grow from 14 percent to 21 percent due to some funding that was

coming from the FASTLANE -- FASTLANE grant and also as well as the legislature identified several projects, the I-10 project, Picacho and the Early, and then also 189, I believe, got some dedicated funding, dedicated some earmarked funding, if you will, from the legislature to go directly to those projects. So we are in -- you know, the 59 percent is growing. It's -- we're -- last year we were about 58 percent. So we are growing that program a little bit to make sure that we're keeping those highways in a state of good repair.

The next slide that we have here, this covers 2018 to 2022, and one of the great things that I like to point out about this program is I've been doing this for about six years now, and we've always tried to hit that target of $260 million. And you'll see in -- starting in 2019 and then going on, we're able to maintain $260 million, which means we have about $40 million that would go towards our program, and then $220 million that goes towards our pavement program. So every year we try to hit those targets and get those -- get projects ready to go and deliver with those dollar amounts.

And we use -- we work with our technical groups to let them know that, hey, this is the amount of funding we have available for you. What projects would you like to move into that? So those were some things that we're looking for. And it is exciting to be able to see that the -- in 2019 through 2022, we do hit that $260 million mark. However, when I get to

my six- to ten-year program, you're going to see that that -- our long-range plan is asking it to grow. So we'll talk about that when we get to that slide.

MR. LA RUE: Madam Chair.

CHAIRWOMAN BEAVER: Yes.

MR. LA RUE: So Bret, you showed us that slide before about the 260 and that gets us, you know, kind of the recommended preservation. So thinking back to your red, yellow and green bars, half of 260, that's not changing those bars? I mean, that's just keeping those bars --

MR. ANDERSON: Keeping it level. That's correct.

MR. LA RUE: And then you also mentioned we have targets where (inaudible). Do you have a ballpark estimate on what it would take with a capital investment today to get two of those targets?

MR. ANDERSON: Yeah. No. That's a great question. So we're working on that right now. As we finish up our long-range plan, a lot of that stuff is going to be in the details and in the final report of that long-range plan. They'll be able to identify and get us to what those targets are. We're still working on setting what those targets need to be for our agency, and we're coming up with some good information. We -- in the September, August time frame when we want to do the long-range plan presentation to you, we will be able to have that information at that time.

MR. LA RUE: Perfect. Thank you.

MR. ANDERSON: That's a great question.

MR. LA RUE: Thank you.

MR. ANDERSON: So we'll get into the exciting times, exciting projects of the five-year program is the expansion projects. These are the -- I like to term them the sexy projects, because the other stuff's just not as fun. But so we'll get some -- we're going to -- in 2018, we're going to spend about $35 and a half million to upgrade Carrow to Stephens, and then also the 137 million in Pinal County. That is to go to do the Picacho Peak section, the I Early -- the Early to I-8, as well as a dust detection system. That totals up to about $137 million.

However, today, you're going to see some changes in the PPAC later on, so some of this will change. We will talk about all these changes that are happening as we speak today at the study session and when we make the final presentation. Just wanted to let you be aware of that.

So in 2019, we are proposing to bring in the Cane Springs, the design for Cane Springs, some design for the 189 project, and then the west Kingman/I-40 TI and also I-15 design -- or excuse me, I-17 design at $15 million. So we're getting ready to focus on some of the things that are going on with I-17 and being able to do some improvements on I-17.

MR. HALIKOWSKI: Bret, can you -- what's the

delineation of those I-17 improvements?

MR. ANDERSON: Sure. On the I-17 improvements, there's -- we've got several options to be able to look at what that -- there's -- we're going to add at least one lane in each -- you want to talk about the segments? There's the Anthem to New River segment that we have. There's some -- and then the whole corridor that we're looking at trying to do is the Anthem to Sunset Point, being able to fund that.

Now, one of the things that I would like to point out as well in that is that the dollar amounts, they're very big, big, big dollar amounts that we're looking to do.

MR. HALIKOWSKI: How big are they?

MR. ANDERSON: The total cost of the project that we have right now is close to $450 million. Now, that would wipe out -- I mean, we could --

MR. HALIKOWSKI: That's big.

MR. ANDERSON: I've thought, as I said to my chair, I'm like, "Well, okay. That will make my job easy. We'll just put all the money on I-17, and I won't do anything, and I'll take the rest of the year off." But I don't think that will work that well, though. So the concept is is that we're going to do a study to figure out exactly what it is we need to do. You've heard reverse of lanes. You've heard many different things. We're going to identify exactly what it is we want to do, when it needs to be done and how we're going to do it, and

the study's coming up, and then that will be -- we'll do that, and then we'll get the design ready to go, and then the construction will come together out in those -- in 2021 and 2022 for the segment that we have available to do, for the funding that we have available.

Did that answer your question?

MR. SELLERS: Madam Chair?

CHAIRWOMAN BEAVER: Yes. Board Member Sellers.

MR. SELLERS: Yeah. So when you talk about design money, what we're really talking about right now is the study money; is that correct?

MR. ANDERSON: So you're going to see action happen today or maybe at the next board meeting. There's about $3 million or $2 and a half million that they're going to come and do a -- finish up the study, and then that will identify exactly what it is we need to do with this northbound, southbound, and other things that are going on with that as well.

UNIDENTIFIED SPEAKER: This is part of design.

MR. ANDERSON: This is -- yeah. The $15 million is to do the final design and identify exactly what it is that's going to happen.

MR. HALIKOWSKI: So I think, Madam Chair, Board Member Sellers, that as I recall the numbers, we have 50 million from MAG coming in for the section of 17 (inaudible) County, and

I believe Anthem to Black Canyon City, and I believe we've got 148 million total which, will add one lane, as I recall. All right. So --

MR. ANDERSON: Add one lane in each direction.

MR. HALIKOWSKI: Yeah. But that will not take this all the way to Sunset Point.

MR. ANDERSON: That's correct.

MR. HALIKOWSKI: (Inaudible) Black Canyon City, so...

CHAIRWOMAN BEAVER: Thank you.

MR. SELLERS: But because -- I guess my question really centers around, you know, looking at the study, because the traffic problems tend to be directional on weekends. And so, you know, I guess I would like to see the results of the study before we spend a lot of money on final design.

MR. HALIKOWSKI: I would add, too, Madam Chair, and Board Member Sellers, I just met with the DPS director this week for the upcoming holiday weekend, and we'll be taking some extra measures again in staging not only personnel, but also (inaudible) materials that we need along routes and improving the electronic signage and control. So we'll be doing everything we can on Friday for northbound traffic (inaudible) Sunday, Monday traffic is returning, we'll have extra groups (inaudible). Our goal is to get people to slow down, stay in the lanes and not cause those crashes that back up the

interstate for five or six miles. So Dallas and I are also talking about some other interim measures that we could possibly employ prior to the lanes being constructed. So there's lots of discussion going on about how we can handle this weekly flow in and out (inaudible).

CHAIRWOMAN BEAVER: Thank you. Board Member Hammond.

MR. HAMMOND: I'd like to go back just briefly to the bridge program and the 3 percent that are in poor condition. I'd like to -- I think I've heard this number, but -- and it keeps coming up as kind of something that's out there and we're not quite sure how we're going to deal with it. I'd like to know those poor bridges, you know, what percentage of them are in that stretch between Las Vegas and California. And these are big numbers, and I know we've talked about funding, you know, hopefully -- you know, toll roads have come up, getting a federal TIGER grant. I mean, do we have that issue in this whole matrix of funding over the next five to ten years, and how big is that dollar problem in that area which really doesn't serve the state but are our bridges.

MR. HALIKOWSKI: So Madam Chair, Board Member Hammond, going back through history a little bit, I believe we've got eight bridges in that 30-mile stretch you're referencing inside 15, essentially runs 30 miles through Arizona between Las Vegas and actually California. When we started

looking at those bridges, some of them were built in the late '60s, early '70s, and the federal government, no disrespect intended, decided it was such a beautiful drive through the Virgin River Gorge that they would pull 30 miles of I-15 into Arizona. The Virgin River Gorge is probably one of the most environmentally sensitive places on the planet. These bridges were built as two girder bridges in the '70s, and you can imagine what happens if one girder goes out. We don't build bridges with two girders anymore. We usually build them with five for safety purposes. So we've replaced two of those eight bridges --

UNIDENTIFIED SPEAKER: Why do you need a state engineer? (Inaudible.)

MR. HALIKOWSKI: (Inaudible.) Anyway, we've replaced two of those eight. The total cost at the time was about $300 million for all the bridges and the paving, repaving of the approaches to those bridges. We had that money set aside in the five-year program, but the economic crash hit in '09, and the Board decided to pull that money back into Greater Arizona, because I-15, as you know, you can't get to it from Arizona. You actually have to go out of state to access I-15. So we looked at -- through the Board's direction of possible public-private partnership. Our average daily traffic count is 21,000 trucks on that 30-mile stretch. It's the only real route through there since -- if you didn't have the bridges, it's a

268 mile detour on county roads not equipped to handle it. So from a commercial and also quality of life standpoint, it's important to keep those bridges up to speed.

So we finished the first one, combination of state funds and TIGER grant, because I will tell you the P3 concept proved to be very unpopular, not only for Arizona residents, but the governor of Utah was quite incensed that we would dare to toll anyone using I-15, and Nevada was not expressing any happiness over it either.

So at this point I think that we have gotten to the two worst of the eight, but we're monitoring the other six.

MR. HAMMOND: And they're all in poor condition, right?

MR. HALIKOWSKI: I don't know if they're classified as poor -- bring Dallas up -- but those problems that we've been facing with them are that some of the bridge is that we've replaced the steel is starting to show stress cracks, and when your support steel is showing stress cracks, and you're drilling holes through it to stop the cracks from migrating, that's when it's time to start looking at replacement.

MR. ANDERSON: And I'll yield my position. He hit it right on, you know. We'll give you an honorary engineering degree.

MR. HALIKOWSKI: Thank you.

MR. ANDERSON: He's exactly right. We've done

some temporary work to keep them out of poor condition, but they're right on that edge. They're fair -- classified as fair, but we continually do projects that we're doing Band-Aids to keep them in that range. We had the TIGER grant. We spent $28 million. We hit 20 million from our TIGER grant, and we got that one done, this board put money on bridge number one, which is the furthest -- closest to Nevada, furthest west. We did some improvements there. So they're not all listed as poor, but it's because we keep doing these small Band-Aids that over time they're not going to last an extended period of time. There needs to be some reconstruction on these bridges.

MR. HAMMOND: I asked my question in the context of these big state needs that we had on I-17 is just one example. Is this issue financially (inaudible)? What I'm hearing is we can't get that (inaudible) down the road a little bit longer, but it keeps coming up in study sessions and five-year plans on something that's out there that I haven't heard that we're really -- first of all, we don't -- even if we had the funding, we don't want to fund it. We'd rather have Nevada and California fund it. I mean, we are -- we are keeping our eye on that ball, and then we have these other needs financially. That's my question.

MR. HALIKOWSKI: Madam Chair, Board Member Hammond, yes, we're keeping our eye on that ball. And not only on the ball, but where it get passed to and to whom. So we're

working all these factors in, but quite honestly, between inflation, fuel economy and our gas tax, as you know is not going to meet the future. As you're starting to see those yellow bars increase, we're losing from good to -- going down into fair condition. When you look at Greater Arizona over the next 20 years, you're already down to about $25 million for capital projects in a huge state, you're going to see that probably continue to shrink, because we're not generating enough revenue.

When we get to a study session -- I was going to talk about it today -- but we're watching very closely what's happening in the federal government, and we promise that whether it's a trillion dollars or whether it's 200 billion and what the plan might be, but right now, the latest from D.C. is there is no list of projects, and that 200 billion is going to consist largely of state and local contributions, not necessarily direct federal dollars, which would then be used to leverage private dollars. And as you know, without revenue stream, we're -- leveraging dollars usually doesn't work. So in essence, we're keeping an eye on all of this and focusing on the long-range plan, which we'll present to you and show you the numbers and this is the picture that we're looking at in the future. And I don't think that current sources, the way they're structured, are going to handle that.

MR. STRATTON: Chair.

CHAIRWOMAN BEAVER: Board Member Stratton.

MR. STRATTON: John, to go back to your comment about Utah and Nevada not wanting to become a toll road, they don't like this, they don't like that, but they're not stepping up with any money. And as one of four members on this board that represents greater Arizona, I don't really care if they're happy or not. I mean, it would be nice if we can cooperate and get along, but they either need to come with some money or I feel like we need to do something different, because as you've said, Greater Arizona has very little money to be spread around 13 counties, and it's needed.

MR. HALIKOWSKI: Well, Madam Chair, if I misspoke, I apologize. I didn't mean the decision hinged on whether Utah or Nevada approved. Just that there was a cacophony of resistance as we just filed an expression of interest. We didn't even say we were going to do a toll road. Under that program we filed what we call an expression of interest with the federal government to explore the possibility, and we had Mohave County Board of Supervisors and others pass the resolution against any tolling of I-15 since they didn't want their residents impacted. So you also have other stakeholder groups that, you know, do not favor tolls spreading in the West, and so you've got to take all that into account as to whether or not you want to try and push a P3 forward (inaudible).

MR. STRATTON: I can understand that we need to be sensitive to those groups to understand them, but yeah, I don't want Nevada and Utah to tell us how we're going to spend our money.

MR. HALIKOWSKI: They're not. But as always, people register their thoughts when you file an expression of interest, so (inaudible).

MR. STRATTON: Thank you.

CHAIRWOMAN BEAVER: Director Halikowski, I have a question with regard to the fact, kind of the thing that we're not saying is what kind of liability -- if, like, California where the bridge -- you know, I-10 where the bridge went out, and we've had situations like up on the Navajo reservation, you know, where we've had those things. What would happen if a bridge went out and there happened to be a vehicle on it at the time it went out? I mean, are we monitoring it that closely? And what liability will we have as a state if we're not doing anything? I tend to agree. If in order to get those where they are safe we need to toll them, then maybe that's the direction we need to be looking, because when someone's injured, then it looks like, well, you didn't care. You didn't do anything, you know.

MR. HALIKOWSKI: So when it comes to questions of liability, I would say that pretty much anyone who's on the system and suffers an injury, whether you could point to the

system being the fault or partially at fault, and no matter what, typically there are claims against the state saying that something wasn't done properly. So if a vehicle were to be on a bridge and it collapsed, rest assured there would be claims against the state for that.

I want to also correct the fact, though, that these bridges are not not safe. They're just something we're watching very closely, but at some point in the future, they are going to have to be replaced. We've taken care of the two worst, and the rest of them are not unsafe, but they're being monitored very closely. When I came on board, this was presented to me as an issue that these bridges needed to be addressed, and at that time we immediately stepped up inspections of those bridges and (inaudible).

Do you want add anything to that?

CHAIRWOMAN BEAVER: I would just like to -- and I don't know which, but with regard to the monitoring of those bridges, if it came a point in time where we literally had to shut down that road and they -- you know, Utah and Nevada, they had to route around, what, the 200- -- was it 248 miles? Maybe that would step it up also where they're realizing maybe they need to also help.

MR. HALIKOWSKI: Well, and that's a good point, but realize that our goal would not be to shut down an interstate. It would be to see the problems coming well ahead,

and it's not that we don't talk with Nevada and Utah, "Are there ways that we can fix this?" But in those states, too, you know, (inaudible) the same issue with funding and where they put their money at.

We've been working closely with FHWA on the issue, and as I said, it's been recognized federally because we did get a TIGER grant for one of the bridges. So we're trying to make sure that we don't have to shut the system down, because Arizona, as has been pointed out, does get federal bridge money. Our gas taxes that go to D.C., and that is for repair of bridges on the system. The problem we face is that we have lots of bridges that need care and feeding, and replacement is a very expensive proposition. I believe the first one cost us 35 million. And so, you know, when you have to dig that out of the program, that becomes problematic. But our responsibility as an operator of the system is to foresee those issues and keep those bridges open, because just as we have bought other interstates for Arizona's commerce, those states count on us to do our duty, too.

MR. HAMMOND: Madam Chair.

CHAIRWOMAN BEAVER: Board Member.

MR. HAMMOND: And I guess I would just comment that even though you don't access 15 from Arizona, I get feedback from a lot of Arizona residents who think that's really an important highway.

CHAIRWOMAN BEAVER: Board Member Thompson.

MR. THOMPSON: Since -- I think you mentioned that it is good to have large amount of dollars projects on there, good to have the stakeholder come together and be part of the construction process. I think a really demonstration was made by the Navajo Nation, the Bureau of Indian Affairs and ADOT coming together (inaudible). I just wanted to make that comment. That made things happen (inaudible) coming together. Thank you.

CHAIRWOMAN BEAVER: Okay. I think we've (inaudible) on that.

MR. ANDERSON: Good discussion. Can I -- you want me to finish up --

CHAIRWOMAN BEAVER: Yes. Would you like (inaudible)?

MR. ANDERSON: Okay. Cool. Let's go back. Let's see. I have in my notes that I -- we ended off right about here. So I want to point --

MR. ROEHRICH: You sure we didn't just end with, "Are there any questions? I'm done. Thank you"?

MR. ANDERSON: A couple more things to finish up, and then we'll make sure that everybody got the same opportunity, Tucson, Phoenix and in Flagstaff as well is here today.

So what we have here in 2020, we're proposing $5

million for the 260, the design, which the construction is out into 2023. 10 million for some right-of-way on the U.S. 40 -- on the US-40, US-93/West Kingman TI, and $5 million for design for the Big Jim Wash, and then also the construction of US-93, the gap section at $41 million.

And then we've already talked about these two. I-17 again. There's the $50 million from the MAG region. And again, I want to just point out that that is contingent upon their approval coming up as well. They've done some cash management and rearranging their program. So want to make sure that it's -- let you know that it is contingent upon their approval.

Here's the map of where these projects are. One thing I'd like to point out on this, it does -- you'll see a lot of the projects right here are following the proposed I-11 corridor area. So that's one of the major focus points that we have in this five-year program, and then also, as well, moving forward to be able to make sure that we're getting the maximum benefit from that designation.

And then moving forward, again, as I talked about in our six- to ten-year program, wanted to point out the green bar. You'll see it in 2023, it starts to go 280, 290, 300, 320. Our long-range plan is realizing that, again, to move that needle to make sure those -- instead of keeping things flat, we want to start to grow the amount of projects that are in good

condition, and we need to put a little bit more money to them, and this is our proposed six- to ten-year plan.

Which you also look up there at that top, those expansion projects, the cost of those are -- they're very minimal. But we do have an idea to -- we have design program. We want to be able to show the construction, proposed construction gears down the road as we've got that design ready to go so we can make sure that we can use federal funds on the design projects.

So that's our six- to ten-year program.

And then what I'd like to show here on this is just a sample of the preservation projects. You see some big dollar -- big ticket items on there. $42 million, 22, 14, $15 million. These are pavement and bridge preservation-type projects. And the map represents the projects of preservation that are all over the state. The different colors mean that they're in different years. One of the things to point out on this map, you'll look at I-40 does have a lot of preservation work going on on that area, I-40 and I-8 as well.

And then moving forward into the modernization category, we've had several discussions about what modernization is, and these are just some examples of modernization projects. So the Deck Park Tunnel lighting, port of entry truck screening. We do some passing and climbing lanes along the 93 corridor. We're doing some traffic signals, some roundabouts, shoulder

widenings and then some ITS type of things that do the on ramps, the metering, the ramp metering and those things to regulate the traffic. So those are modernization types of projects.

And then just to -- here's a summary. Again, we've talked a lot about this already in our discussion. Advancing projects, keeping the projects in the five-year program and moving things forward as possible as where we can.

So I'll talk about the PAG region. So here's -- again, PAG does have dedicated funding. That's why you see the majority of their projects are expansion in nature, and so we want to make sure that we're spending the funds that they have available and we work together with them to identify the projects that are going to go in the PAG region and stuff that's dedicated with their RTA funding as well.

And then in the MAG region, again, a lot of large -- a large amount of their projects are in the expansion nature, and I do want to point out again this is contingent upon their approval, but we worked very closely with them to make sure that we're getting the right projects in the right years and the right amount.

And then what I'd like to do next is talk about the airport program. This is an Arizona Revised Statute. The plan that they talk about putting a program together, that they come in every year -- (inaudible) my notes. I don't have all this stuff memorized as good as the other stuff.

So the airport program, it's -- you'll see that it's kind of dwindling over the last few years, and we are in a rebuilding year, if you want to look at it that way from a -- maybe a sports analogy, they were really good for awhile and now it's -- they're having to rebuild things, and they're in the process of getting all that put back together. And we're working closely with our financial group, our aeronautics group to be able to come up with a great plan to take care of the existing pavements that are there and take care of the federal funding that comes in and maximize that federal dollar that comes in available.

So the next steps that we've had, so we've had their public hearing in Tucson, Flagstaff, finishing up today. We're looking forward to the study session. Sounds like we're going to have a very lively study session discussion. I'm looking forward to that. And the point then, we'll be able to have a final presentation to you folks and to the Board in June, and then we'll deliver whatever happens in that -- between June 16th at your approval, then we'll send that over to the governor's office with all the formal approvals, and then fiscal year '18 starts July 1, and we start the process all over again.

So with that, that's all I have for the presentation. I'll be able to help answer any questions that you have or (inaudible).

CHAIRWOMAN BEAVER: (Inaudible.) Okay. Is there

a motion to adjourn the public hearing on the 2018-2022 Tentative Five-Year Transportation Facilities Construction Program?

MR. SELLERS: So moved.

CHAIRWOMAN BEAVER: Motion Board Member Sellers. Seconded by Board Member Thompson to adjourn the public hearing. This meeting's adjourned, the public hearing.

MR. ANDERSON: Thank you.

(Public hearing adjourned.)

Adjournment

A motion to adjourn the May 19, 2017 Public Hearing was made by Jack Sellers and seconded by Jesse Thompson. In a voice vote, the motion carries.

Meeting adjourned at 10:11 a.m. MST.

Deanna Beaver, Chairwoman
State Transportation Board

John Halikowski, Director
Arizona Department of Transportation

MINUTES
STATE TRANSPORTATION BOARD MEETING
9:00 a.m., Friday, May 19, 2017
Arizona Department of Transportation
Administration Building Auditorium
206 S. 17th Avenue
Phoenix, AZ 85007

Roll call by Floyd Roehrich
In attendance: Deanna Beaver, William Cuthbertson, Joe La Rue, Jack Sellers, Michael Hammond, Steve Stratton and Jesse Thompson.
Absent: None.

Call to the Audience: None presented

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P R O C E E D I N G S

CHAIRWOMAN BEAVER: Okay. So we will move on to the district engineer report. And it looks --

MR. HAMMIT: I want to make a quick announcement first.

CHAIRWOMAN BEAVER: Okay. Okay.

MR. HAMMIT: Before Madhu comes up, I wanted to let the Board know we did make a structural change within the Phoenix area over the last month or so. We had two districts, a maintenance district and a construction district. We have now put them under one leadership, and I want to introduce -- as some of you have seen him, he wore the black hat before. Now he's wearing the white hat. Randy Everitt (phonetic), formerly of the Federal Highways has come to ADOT, and he is the Phoenix -- or the Central District administrator. So I just wanted to make that announcement to the Board.

UNIDENTIFIED SPEAKER: Stand up, please.

UNIDENTIFIED SPEAKER: Yes.

CHAIRWOMAN BEAVER: Welcome.

MR. EVERITT: Thank you very much. Thank you, Madam Chair and members of the Board. I am super excited to meet you from the ADOT side of the transportation house now. I do plan on speaking with you in upcoming months personally. Today, I'm a little too new, and that might be super, super

dangerous, so (inaudible).

UNIDENTIFIED SPEAKER: Plus you're not on the agenda, by the way.

MR. EVERITT: (Inaudible.)

UNIDENTIFIED SPEAKER: Wrap it up. Wrap it up.

MR. EVERITT: But it is great to be here on this side of the house.

UNIDENTIFIED SPEAKER: Thank you.

(Unintelligible conversation.)

MR. ROEHRICH: Carla, you got anything to say?

(Unintelligible conversation.)

CHAIRWOMAN BEAVER: Okay.

MR. REDDY: Madam Chair, members of the Transportation Board and Director Halikowski and (inaudible) Floyd. Thanks for the opportunity to present on Central District projects. And just to get started, in the -- we had this presentation back in December, and Julie (inaudible) presented on some of the milestones we achieved, the project completions and the upcoming projects.

So I will not be going back on some of the milestones, but we do have (inaudible) projects under construction, and 80 projects of those are federally-funded projects. (Inaudible) majority of the local agency projects, and right now, frankly, there are nine projects that are local agency projects and then two state (inaudible) funded projects,

too.

Then, you know, the bulk of our program is South Mountain Freeway, Loop 202. It's really approximately (inaudible) currently being administered by major projects group. (Inaudible) is heading that group, but in terms of construction administration, Central District staff is providing all the construction administration support. So after all, the construction budget, current construction budget is $1.02 billion, of which we have already spent 276 million currently.

So just a few projects that I would like to touch on, four major projects that some of you have noticed construction, you know, ongoing construction, freeway closures, and some of (inaudible) some interest to you.

So starting with the South Mountain, I have this picture cycle through every two seconds. You know, if you have any questions, I could answer, too, as we go through.

The contract amount is $970 million on South Mountain. Currently they have spent $199 million. Roughly 90 million of those is design fund, and then the other 110 million is construction funds that they have spent. The project is 22 percent complete, and you know, in terms of time used, it's 32 percent. Design, 77 percent complete. There have -- there have been working a lot of structures, you know, working on I-10 in the East Valley and Pecos Road. And then also working on -- in the West Valley at 59th Avenue, Salt River, 17th Avenue, 48th

Street, you know, multiple structure constructions ongoing.

And then also, you know, the major TI you could see out in the West Valley at 59th Avenue. There's a bunch of work in terms of SRP (inaudible) relocation, sewer line construction, 59th Avenue, you know, work, and then also, dirt haul. There's a big (inaudible) that they are trying to fill all the dirt, and that's happening at the Salt River (inaudible) area. And then in -- you know, by the end of July or early July, Pecos Road detour will be placed, and they are working on the detour construction currently.

The next project that --

MR. SELLERS: Madam Chair.

CHAIRWOMAN BEAVER: Yes, Board Member Sellers.

MR. SELLERS: So is right-of-way acquisition is separate from these numbers? Is that --

MR. REDDY: The right of acquisition, you know, I'm not familiar. So far we have spent, you know, $7 million on the right of acquisition. So I was trying to find that out, you know, (inaudible).

MR. HAMMIT: It is separate from the (inaudible).

MR. REDDY: (Inaudible.)

MR. SELLERS: Okay. Thank you.

MR. REDDY: So, you know, just in the next project we have is the I-17 from 19th Avenue to Dunlap. This is a pavement preservation project that includes some -- you know,

a sidewalk construction and also additional bridge fencing work that's happening. So in a study in April, we have had bunch of freeway closures on I-17, and most of (inaudible) is asphalt paving is completed, you know, mainly the (inaudible) I-17 paving gets complete before (inaudible). (Inaudible) fencing work is ongoing. We also have, as I mentioned, sidewalk just to bring -- bring it up to ADA compliance, and miscellaneous concrete work, and then finally, this final striping should be happening, you know, in June, the permanent final striping. And this is a ten -- approximately a $10 million job. It says 57 complete, but with the last two weekend work, I think we are at 70 percent complete as project, you know, work wise.

The next project is the US-60/Thunderbird Road. This is a non-federal aid project. Just to improve the intersection at US-60/Thunderbird. And the contract amount was $4 million, and we are -- you know, we're close to being done, and all the signals, the roadway work, it has been done, and we are finishing up landscaping, and also final striping is yet to be completed.

Then the last project that -- in the West Valley, it's the I-10/303 TI. It's the phase two portion that connects the south side, completes the freeway, you know, the freeway ramps over I-10, and also completes the 303 (inaudible) between the 303 at Thomas Road, and it just continues south. So the project was 63 -- is $63 million, and you know, $50 million has

been spent already, and it's on track to be completed by September or October of this year. One of the things that we did, you know, last fall was rubberized paving on I-10. That's been completed. We still have some rubberized asphalt work that needs to be done on the 303 that will be coming in later in the fall. And then 303 main line work is ongoing currently, and then, you know, ramp structures were -- there's only one ramp, I believe, that needs to be completed. Most of the ramps have been done. And then followed by painting, FMS, electrical and signing work.

Then the upcoming projects, we have, you know, just looking at the board meeting schedule in December, I'll, you know, hope to be able to come in and talk about some of the projects and then (inaudible) program that we have in the next five years. But these are a few projects that are scheduled to be advertised in the next few months, and that the State Route 347 in the city of Maricopa, the railroad crossing, projects -- that's a TIGER grant project that should be advertising pretty -- you know, by the end of June. And then also, we had the (inaudible) Apache Trails project that was -- that will be re-advertised, you know, within a month. And then we had I-10 pavement preservation project that starts at I-17 and skips the section of South Mountain area, and then completes all the paving up to Dysart Road.

The I-17/Happy Valley project, that the

construction will start Happy Valley and (inaudible) Peak, construction in -- won't start until later part of next year, fall of '18, but this is -- we are in the process of, you know, securing a contractor (inaudible) project for preconstruction services. (Inaudible) project. And then we have couple of FMS projects including the wrong way detection and the FMS rehab that's -- you know, that's coming up, and then we also have the (inaudible).

MR. HALIKOWSKI: Could you define "FMS"? Just what does that mean?

MR. REDDY: Freeway management system. (Inaudible) transportation system (inaudible) projects.

And then we have the city of Peoria, 75th Avenue, intersections of Cactus and Peoria, those intersection improvement projects are going to be signing later in the summer and multiple other (inaudible) projects.

So that is all I have. I thank you for the opportunity.

CHAIRWOMAN BEAVER: Thank you. Does any board member --

MR. LA RUE: Yeah. Madam Chair, if I may.

CHAIRWOMAN BEAVER: Board Member La Rue.

MR. LA RUE: Mr. Reddy, I just wanted to say thank you for all the work you're doing. It's -- as we drive around the valley, you and your team are doing great work. I

get a lot of great compliments from the motoring public on the work that you're doing, and you know, it's kind of interesting that the number of -- the number of -- I don't want to say criticisms, but the reactions (inaudible) really have very little to do about ADOT. It's more about traffic enforcement. You know, people are going too fast, they're driving too erratic or too oppressive, and you know, they expect me to do something about it as a board member, and I kind of refer them to DPS and, you know, let DPS handle those things, but thank you for all the (inaudible).

MR. REDDY: Thank you. I appreciate it.

MR. HALIKOWSKI: Madam Chair.

CHAIRWOMAN BEAVER: Director Halikowski.

MR. HALIKOWSKI: To that point, you could drive and set the example by your own (inaudible).

CHAIRWOMAN BEAVER: Thank you.

MR. LA RUE: I could be traffic comedy and just drive at 35 like you do and (inaudible) traffic break.

CHAIRWOMAN BEAVER: Thank you, Madhu.

MR. REDDY: You're welcome.

CHAIRWOMAN BEAVER: Okay. We will now go to the director's report.

MR. HALIKOWSKI: So Madam Chair, I've already talked a lot today. I don't have anything urgent to brief the Board on that can't wait for our study session, so if that's

okay with you, I'll wait until then to update you on activities.

CHAIRWOMAN BEAVER: Are we all good with that?

Okay. Now we will move on to the consent agenda. Do we have a vote -- a motion to approve the consent agenda as presented?

MR. LA RUE: So moved.

MR. STRATTON: Second.

CHAIRWOMAN BEAVER: Motion by Board Member La Rue, seconded by Board Member Stratton to approve the consent agenda as presented. All those in favor?

BOARD MEMBERS: Aye.

CHAIRWOMAN BEAVER: All those opposed? The motion carries.

We'll move on now to Item 4, legislative report. I think -- do we have William?

MR. HALIKOWSKI: Madam Chair, I apologize, but (inaudible) Mr. Biesty out. But we're going to have Mr. Fathauer here. I do not see him, so at this time we do not have a legislative report.

CHAIRWOMAN BEAVER: Okay. So (inaudible).

MR. HALIKOWSKI: Madam Chair, I just do want to mention a couple things that came out in the legislature this year that I think are important for the Board to know. As you mentioned earlier, whenever there's some sort of crash or accident involving the system, there are claims that are filed,

and this year we approached the legislature to talk to them about a qualified immunity for ADOT, so that if someone hits an elk, it's not necessarily ADOT's fault if it just wandered out onto the road, or if we built everything according to the specifications and there's still a crash, then we would have immunity in that.

The legislature, in its wisdom, decided to go with a different approach, and basically established a two-stage process if there are claims filed against the State. And the way that will work is that the first stage of the trial would consist of did the department do its duty, build things according to specifications, and the jury will rule on that. The second phase would then bring in all the other factors if you get to the second phase. The jury might rule the department did its job and there's not a claim there, or the jury could rule that we still don't agree the department did what it's supposed to do, and that second phase would then bring in, you know, damages and the other things that have happened relevant to the case.

So that's new law, and we'll be looking at employing that system on future claims, and we're not sure how it's going to work out, but it's at least something for the department in that we'll be looking at the technical aspects of the system part of the question before the next phase moves on.

The other thing the legislature did was it

allowed us on our environmental work to stand in place. The FHWA. Right now, the federal government has to approve all of our environmental work, and there are some states that have the authority with a waiver of sovereign immunity in the case to stand in place of the FHWA. And we were successful in doing that concurrently (inaudible), and it will take about a year to work through, but we will come up with a memorandum of understanding where the department will be improving its environmental studies.

States rarely have done this, such as Texas. They've received up to 60 percent of the time it takes to bring the project to construction. So the staff worked hard on that, worked with FHWA and the legislature. So in about a year we're hopeful that we'll be approving projects that are under study. Some of the environmental work (inaudible) exclusions might come sooner, but for the full NEPA process, we'll be working that out. So those are two big pieces of the legislature.

On the federal side, as I pointed out, we really don't have a list of what the executive is looking at. Congress looks like they're trying to move forward with some ideas, because I think there may be a little bit of impatience between the White House and some of the folks in Congress that want to move forward with an infrastructure plan. So we're watching what's happening on the Hill very closely, and statements that Secretary Chao is making, and we have a (inaudible) group that's

meeting in ADOT now trying to anticipate where the ball may be going and how we might handle that under a different scenario.

So there are other issues that went through the legislature, but for us this year, those were the two big ones.

CHAIRWOMAN BEAVER: Thank you.

William Fathauer, is there anything you want to add to what the director has already reported legislatively?

MR. FATHAUER: Not (inaudible).

CHAIRWOMAN BEAVER: Not at this time? Okay.

UNIDENTIFIED SPEAKER: Good man.

CHAIRWOMAN BEAVER: Thank you.

MR. HALIKOWSKI: He's a smart man. When you got the vote, sit down.

CHAIRWOMAN BEAVER: Okay. We'll move on to the financial report, and wearing another hat today is Mr. Roehrich.

MR. ROEHRICH: Thank you, Madam Chair, members of the Board. Kristine got a late, late conflict and could not be here, so asked me to just give you a general update. You do have her financial summary in front of you, so you'll have the specifics of her report. She will be here for the study session to answer any questions as well as to, again, certify fiscal constraint as we go through the analysis and make adjustments to the five-year program.

In general, -- I guess that (inaudible) -- so in general, I think what she's really continuing to see is it's

been pretty steady. We're not seeing big growth. We're not seeing a lot of decline. We're staying right within her estimates that she had used in projection for the development of the five-year program, which means that the program is able to move forward as we've been proposing it, but obviously it means we're not growing. So therefore, we're not seeing expansion. We're not seeing the ability to either bring in more shelf -- more funding for shelf projects or to move other issues forward.

On the RARF side, the last thing I wanted to -- and the RARF, she did not have the numbers yet for the RARF program, so she's not able to give that. She will have that again brought up at the next meeting. But the issue she did want to make sure we identified on the federal level is that Congress and the President get -- did agree to a budget for the rest of fiscal year '17. We have been under continuing resolutions that had the possibility of either reducing funding to a different level than we estimated, but with the approval of the budget, we are funded to the full MAP-21/FAST Act level of funding, which means our program is solid for this fiscal year.

It is the basis of the estimates moving forward in the five-year program to the next few fiscal years provided, of course, that Congress and the President continue on with that funding. They funded this year. We'll see how that goes when the next fiscal year starts, what impact that may have. But all of the actions that were taken are in line with what she had

used as the basis for this five-year program, and those are continuing on. So she was comfortable with that.

With that, I have no further update from her. Again, she'll be here for the study session. She'll be able to ensure fiscal constraint, and then between now and next month, she'll be able to pull in all of the rest of the information and give a detailed financial report, which would include any legislative actions that were taken at the state level as well as we're going through those final (inaudible). With that, that's the end of my report.

CHAIRWOMAN BEAVER: Thank you. Board Member La Rue.

MR. LA RUE: Madam Chair, Floyd, when you said we're good for this fiscal year, you're talking about the next six weeks?

MR. ROEHRICH: No. Madam Chair, Mr. La Rue, for the federal fiscal year. To the end of September.

MR. LA RUE: Okay. That's --

MR. ROEHRICH: So we're good --

MR. LA RUE: (Inaudible) comfort.

MR. ROEHRICH: -- with the projects that we have programmed that required federal aid until October. Then after that, I don't know. I guess you'll -- we'll hear otherwise. We're probably be under continuing resolutions for a period of time as well.

CHAIRWOMAN BEAVER: Okay. We now will move on to the Multimodal Planning Division report. I think, Dallas, did you want to make an introduction?

MR. HAMMIT: Yes, Madam Chair. Thank you.

First, I would like to thank Clem. He has stood in for Mr. Kies after he retired, and Clem Ligocki did a great job for us standing in in that interim time, but we have gone through a process and selected a new planning director, Mr. Greg Byres. Greg comes to us from internal. He was a state roadway engineer. He's also worked as a project manager for ADOT in the Tucson area before coming up here, and he's also owned his own firm and done some private work in New Mexico. But we're excited. It's his second week, so don't pick on him too hard. Give him until the third week before you hit the really hard stuff. But here's Greg.

CHAIRWOMAN BEAVER: Welcome.

MR. BYRES: Thank you very much. Madam Chair, Board members, again, this is only my second week, so I'm learning very slowly, unfortunately. There's a lot going on. But I do have a couple items.

Obviously the five-year program, as you have seen, is going fairly well. We have a couple other things in that they have the I-11 tier one EIS is coming along. The public hearings were completed this week, so everything's pretty much on schedule on that project. We should see the schedule

kind of coming along a little bit further here, have a better update on that as we get into it and I learn a little bit more about it as well.

The other thing we have is on the aviation side, we have come up with a resolution to take care of our funding shortfalls that we currently have. We've come up with a means of being able to pay all of our outstanding debt that we have to the different entities, as well as taking care of -- there's a plan to do that with the majority of everything getting paid out by the end of June, with the exception of one, where we're going to have a payment program taken care of to be able to pay that off by the end of '18. The only problem that we've got in this is that we are going to have to suspend our grant program for fiscal year '18 to get everything taken care of and still maintain our fiscal constraint on our program.

So that's the -- kind of the two big things that I have going. If you have any questions, I'm more than welcome to answer them.

CHAIRWOMAN BEAVER: Do we have anything on the Multimodal Planning? No.

Okay. Well, we'll move on now --

MR. BYRES: Thank you.

CHAIRWOMAN BEAVER: -- to the Priority Planning Advisory Committee report, which -- Clem, are you going to give that one?

MR. LIGOCKI: (Inaudible.) Thank you, good morning, Madam Chair, members of the Board. I am Clem Ligocki. I'm the planning and programming manager in MPD. We are very pleased that Greg has come on board to lead us here. We're all real excited about it, and he's off to a great start, and we're anxious for what the future has for us. I'll just say that.

So for the Priority Programming Advisory Committee recommendations, for this meeting we have 19 project modifications and eight new projects to recommend. As a matter of housekeeping, make sure we get our motions correct when action is needed to be taken. I would point out that on page 86 of your Board packet, just the introduction section, it says that project modifications are for Items 7A through 7U, and it should state that it's 7A through 7S. So just make that note.

And so at this time, then, I'd like to move, unless there are any questions, to take the product modifications together as a group. And I would like to request approve of Items 7A through 7S as a group, but would note that that should be with a stipulation that Item 7Q, which is on I-10 at Milepost 130, that that project would be contingent on MAG Regional Council approval, which is expected next week. So I would request that approval of that group.

CHAIRWOMAN BEAVER: Board Member Hammond.

MR. HAMMOND: Just for clarification, there's a lot of deferrals here. Of course, I'm partial to the ones in

Pima County, but I'm just curious. Is there a global background on these deferrals rather than going through each one on why they're being deferred? Because of structural issues or any contentious issues we should be aware of?

MR. LIGOCKI: No. Madam Chair, Mr. Hammond, there's basically some things that deserve more time, that need more time to work through, and then the other thing that's important here is recognizing that Item 7I is the advancement of I-10 for fiscal year '17 to -- excuse me -- fiscal year '18 to fiscal year '17. That's State Route 87 to Picacho. That advancement is (inaudible).

MR. HAMMOND: I move that we accept those items.

MR. LA RUE: Second.

CHAIRWOMAN BEAVER: Okay. Motion was made by Board Member Hammond, seconded by Board Member La Rue to accept and approve project modifications, Items 7A through 7S, noting that on page 86, it actually had identified 7A through 7U, which that should be corrected to 7S. And then also, with the stipulation that Mr. Ligocki stipulated with 7Q. Are we in agreement on that?

MR. HAMMOND: Do you want to repeat it?

CHAIRWOMAN BEAVER: Motion.

MR. ROEHRICH: Madam Chair, I would just say (inaudible) on the recommendation as made by staff for any of the meeting minutes that you can vote on it.

CHAIRWOMAN BEAVER: Okay.

MR. ROEHRICH: Once you've got a motion and second.

CHAIRWOMAN BEAVER: That sounds great.

To approve the project modifications as presented.

MR. HAMMOND: So moved.

CHAIRWOMAN BEAVER: All those in favor?

BOARD MEMBERS: Aye.

CHAIRWOMAN BEAVER: All those opposed? The motion carries.

Okay. We'll move on. New projects.

MR. LIGOCKI: Yes. Madam Chair, new projects then, we have eight to recommend, and in this case we have all the action that we need to move forward on behalf of the metropolitan planning organizations involved. There is one numbering for -- after 7U, it should be 7V. It just says Item V. So make it clear for the motion that I would like to recommend that we have approval as a group of Items 7T through 7AA.

CHAIRWOMAN BEAVER: So we have a motion to accept and approve the new projects, Items C through 7AA as presented.

MR. SELLERS: So moved.

CHAIRWOMAN BEAVER: Motion by Board Member Sellers.

MR. THOMPSON: (Inaudible.)

CHAIRWOMAN BEAVER: Seconded by Board Member Thompson.

All those in favor?

BOARD MEMBERS: Aye.

CHAIRWOMAN BEAVER: All those opposed? The motion carries.

Thank you.

MR. LIGOCKI: Thank you, Madam Chair.

CHAIRWOMAN BEAVER: And thank you for filling in as you have recently.

MR. LIGOCKI: Well, thank you. (Inaudible) Todd Emory (phonetic) led us for awhile, and I really appreciate it. We all appreciate that as well.

CHAIRWOMAN BEAVER: Well, thanks to Todd, also. I haven't seen him here.

Okay. State engineer report.

MR. HAMMIT: Good morning, Madam Chair. Currently we have 120 projects under construction, totaling $1.5 billion. In April, we finalized 14 projects, totaling 18.6 million, and year to date, we have finalized 115 projects. Anything from the state engineer's report? Anything additional? Questions?

CHAIRWOMAN BEAVER: Looks like you're good.

MR. HAMMIT: Moving on to our projects, thank you

for your approval of the six projects in the consent agenda, and I'll note that one of them was one of the ones Madhu mentioned on -- in Peoria. It was a local project, and it was one of them that he listed in his route forward. So thank you for that.

We have five projects that we need to have a little more explanation, and as you see this month, we -- that the low bid was $25.9 million. The State's estimate was 25.7. We were -- we underestimated by $169,000, or about .7 percent. Year to date, we're within a half a percent, between the low bid and the State's estimate.

So with Chair's permission, I'll go to Item 9A. This project is a local project in the area of Kachina Village just south of Flagstaff. It's a roadway reconstruction project. The low bid was $999,919. The State's estimate was 800,000. It was over the State's estimate by $199,919, or 25 percent. As we reviewed the bids, we saw higher-than-expected pricing in the roadway excavation, aggregate base, and then the asphalt concrete mix that was proposed. It is a small job, tight working areas. We have reviewed the bids, and the department believes the bid is a responsible and responsive bid and would recommend award to Band Contracting, Inc. (phonetic).

CHAIRWOMAN BEAVER: So do we have a motion to accept and approve staff recommendation to award the contract for Item 9A to Band Contracting, Inc.?

MR. THOMPSON: Madam Chair, I would so move for

approval.

CHAIRWOMAN BEAVER: Motion by Board Member Thompson.

MR. CUTHBERTSON: Second.

CHAIRWOMAN BEAVER: Seconded by Board Member Cuthbertson.

If there's no additional questions, all those in favor?

BOARD MEMBERS: Aye.

CHAIRWOMAN BEAVER: All those opposed? The motion carries.

MR. HAMMIT: Thank you, Madam Chair.

Item 9B, another local project. This is up in the city of Page. It is a pavement preservation project. The low bid was $960,351.22. The State's estimate was $432,613.95. It was over the State's estimate by 127,737.27, or 29.5 percent. We saw higher-than-expected pricing of -- again, for grading of the roadway, some aggregate base, and again, our concrete items were over. We have reviewed the bids and believe that the bid is a responsible and responsive bid and would recommend award to McCauley Construction, Inc.

MR. STRATTON: Madam Chair, I have a question.

CHAIRWOMAN BEAVER: Excuse me?

MR. STRATTON: Madam Chair, I have a question.

CHAIRWOMAN BEAVER: Board Member Stratton. Yes.

MR. STRATTON: In our packet, Item 9B is exactly as you stated. However, in the agenda that was put out front, 9B is different. It is -- 9B in the agenda that was given to the public is the city of Winslow.

MR. HAMMIT: That's my 9C, so let me check mine.

MR. STRATTON: I just wanted a clarification of that.

MR. ROEHRICH: And we'll clarify that on the packet, but the official posted agenda's the one you have here, which is the one that we will take action on.

CHAIRWOMAN BEAVER: Okay. It looks like maybe based on the agenda that I have, when 9B and C were kind of cut and pasted, it was duplicated. So -- in at least the agenda that I have. So as long as it's corrected on the posted (inaudible).

MR. ROEHRICH: It's corrected on the -- in the posted agenda that was put on the website. (Inaudible.)

CHAIRWOMAN BEAVER: Okay.

MR. STRATTON: I move for approval.

CHAIRWOMAN BEAVER: Okay. Board Member Stratton moves to accept and approve the staff's recommendation to award the contract for Item 9B to --

MR. HAMMIT: Item 9B.

CHAIRWOMAN BEAVER: 9B.

UNIDENTIFIED SPEAKER: McCauley.

MR. HAMMIT: Thank you.

CHAIRWOMAN BEAVER: McCauley. (Inaudible.)

MR. ROEHRICH: You need a second now.

MR. THOMPSON: (Inaudible.)

CHAIRWOMAN BEAVER: Dallas seconded it. Okay. Board Member Thompson seconded. If there's no further discussion on that, all in favor.

BOARD MEMBERS: Aye.

CHAIRWOMAN BEAVER: All those opposed? The motion carries.

We'll now move on to Item 9C, and prior to you speaking, I just -- I understand that it is the intention of our Board Member Stratton to abstain. Would you like to speak to that?

MR. STRATTON: Yes. I would like to recuse myself from this item, because there's a possibility of a conflict.

MR. HAMMIT: Thank you, Madam Chair.

This project is an older transportation enhancement project in the city of Winslow. It is a restoration of the depot at the La Posada Station there in Winslow. The low bid was $1,288,000. The State's estimate, $794,000. We were over -- underestimated the project. So it came in over our estimate by $494,000, 62 percent. This type of work, ADOT generally doesn't design or estimate. It is a restoration of a

building. We did underestimate some of the architectural features, the roof, the electrical system, and we worked with a consultant that we definitely underestimated. Working with the community, they have come up with funds to make this happen. NACOG, Winslow, and there was some more enhancement funds, but we have reviewed the bid. The department believes the bid is responsible and responsive, and would recommend award to Stratton Restoration, LLC, doing business as Stratton Builders.

CHAIRWOMAN BEAVER: Mr. Stratton says he's got a lot of relatives, so he's not sure if he's related or not.

Do we have a motion to accept and approve the staff's recommendation to award the contract for Item 9C?

MR. THOMPSON: Madam Chair, I would move for approval.

CHAIRWOMAN BEAVER: Motion by Board Member Thompson.

MR. CUTHBERTSON: Second.

MR. HAMMOND: Seconded by Board Member Cuthbertson.

MR. HAMMOND: Can I just ask a quick question?

CHAIRWOMAN BEAVER: Yes.

MR. HAMMOND: The -- although I did see in one of the contracts they're coming in, (inaudible) are we seeing trends that we need to be careful of on increased pricing due to better economy and due to contract labor, that sort of thing

being more expensive or unavailable? Is there a trend here that we're seeing?

MR. HAMMIT: Madam Chair, Mr. Hammond, I don't know that this gives us enough information to say that. These first three are all small projects, and then again, we're -- this one is a building restoration, and I think here we just missed the estimate because of that type of work. Our folks aren't used to doing that.

MR. ROEHRICH: Madam Chair, Mr. Hammond, I would point though that as the State engineer's -- Mr. Hammond, had identified earlier, we're within a half a percent aggregate for the year. That's as close as you can get on a $400 plus million number of projects. So I think we're tracking it very good, and we are monitoring that as very closely as we can, and I think we're accommodating that.

MR. HALIKOWSKI: Madam Chair, I just want to clarify. Dallas, you said these are transportation enhancement funds. Could you explain the source of those funds and what they can be used for (inaudible)?

MR. HAMMIT: Madam Chair, Director, this is an old program from the safety (inaudible) era. Transportation enhancement. We have now changed -- the new name is Transportation Alternatives. At that time, we could use those for bike paths. We could use it for landscaping or for a transportation structure. We could do some rehabilitation. In

this case, it's a depot for a train station. So those old funds have a little more flexibility than our current transportation alternatives, but today's program are more on the bike paths, multi-use paths and some landscaping.

MR. HALIKOWSKI: I think the difficulty here is we don't normally renovate buildings, and that's just kind of (inaudible).

MR. HAMMIT: Exactly right.

MR. HALIKOWSKI: Thank you.

CHAIRWOMAN BEAVER: Thank you.

Board Member Hammond spoke with a question. A motion as to accept and approve staff's recommendation to award the contract for Item 9C, if there's no further discussion, all those in favor?

BOARD MEMBERS: Aye.

CHAIRWOMAN BEAVER: All those opposed? The motion carries.

We'll move on now to Item 9D

MR. HAMMIT: Thank you, Madam Chair.

Item 9D is a pavement mill and replacement on Interstate 10 just south of Phoenix. In this project, the low bid was $305,000. The state's estimate was 400 -- excuse me -- $3,555,000. The state's estimate was $4,275,984.82. It came under the State's estimate by $720,984.92, or 16.9 percent. The biggest areas in the asphalt items, and one of the areas that

we'd estimate is in our asphalt binder. Prices have been (inaudible) about $500 a ton. It came in at $352 a ton. And I'd ask for you to remember that number, because the next one I'm going to show you how much variance we're getting in some of our binder costs. But we have reviewed the bids and believe this is a responsible and responsive bid and would recommend award to Sunland Asphalt Construction, Inc.

CHAIRWOMAN BEAVER: Do we have a motion to accept and approve staff's recommendation to award the contract for Item 9D.

MR. SELLERS: So moved.

MR. CUTHBERTSON: Second.

CHAIRWOMAN BEAVER: Okay. A motion by Board Member Sellers. Seconded by Board Member Cuthbertson to approve as recommended.

All those in favor?

BOARD MEMBERS: Aye.

CHAIRWOMAN BEAVER: All those opposed? The motion carries.

Item 9E.

MR. HAMMIT: Thank you, Madam Chair.

Item 9E is a chip seal project on US-60. In this project, the low bid was $1,470,651.75. The State's estimate was $1,224,056.70. It did go over the State's estimate by $246,595.05, or 21.1 percent. The reasons it went over, the

biggest one was our asphalt binder. And if you remember, on that last one, $352 a ton. On this project, we saw prices of $880 a ton. It's a little bit different binder, but not a lot. Part of it was the quantity, because of the bigger job, they were able to buy it in bigger quantities, and it was closer to the source, and you didn't have to truck it. We did underestimate that binder. But after we reviewed the bids, we do believe it is a responsible and responsive bid and would recommend award to Cactus Transport, Inc.

MR. STRATTON: So moved.

CHAIRWOMAN BEAVER: Motion by Board Member Stratton to accept and approve staff's recommendation to award the contract for Item 9E as presented. Is there a second?

MR. THOMPSON: Second.

CHAIRWOMAN BEAVER: Seconded by Board Member Thompson.

And I'll just clarify here, too, that when -- maybe you can clarify. When there's an overestimate or underestimate, these are all things that prior to these coming to this board, you -- you all have met with the finance, with Kristine, and that's where there's that flexibility for the overage or underage?

MR. HAMMIT: Madam Chair, there is a contingency. So as projects come in over or under the estimate, it goes in there, and that's where we do meet with our financial group, and

they make sure I don't award something I can't pay for -- or recommend that you award something I can't pay for.

CHAIRWOMAN BEAVER: Thank you. All those in favor?

BOARD MEMBERS: Aye.

CHAIRWOMAN BEAVER: All those opposed? Motion carries.

MR. HAMMIT: Thank you.

CHAIRWOMAN BEAVER: Item 10, suggestions. Do board members have any suggestions for future agenda items?

MR. STRATTON: Madam Chair.

CHAIRWOMAN BEAVER: Board Member Stratton.

MR. STRATTON: Madam Chair and staff, I would like to have a discussion about the HELP loans and the potential re-establishing those to help (inaudible).

MR. ROEHRICH: Yes, ma'am. We'll work with Kristine to make that -- bring that into the study session or into another session.

CHAIRWOMAN BEAVER: Board Member Sellers.

MR. SELLERS: Madam Chair, a couple things. First of all, I had a trip early this week to Hermosillo, Mexico, driving, and I'd like to express kudos to our governor and our director for their encouragement to the country of Mexico to improve Highway 15. Virtually all of Highway 15 from Santa Ana to Nogales is currently under construction. So it's

very impressive, so you thank you for that.

The thing I'd like to have more information on at perhaps in a study session going forward is safety corridors. I get a lot of questions from people about how they're established, you know, what do we expect results from that, and was it -- are we patterning that after some other state program and those kind of things. So I'd like to have more information on that.

CHAIRWOMAN BEAVER: Thank you.

Board Member La Rue.

MR. LA RUE: Madam Chair, this is not really a suggestion on an agenda item, but I think earlier this morning we heard, I believe, a gentleman was from the Nadaburg School District. That was a pretty significant tragedy up there. I drive that area quite a bit, and you know, if there's something -- I don't think it's really a planning issue. It's more of an operations issue. If they could just check it out, we could see what safety enhancements we could make. Because you've got a school on one side. You've got a lot of houses on another side. You got -- you've got people doing 80 miles an hour (inaudible) posted at 45, and then report back.

MR. HALIKOWSKI: Rest assured, Madam Chair, Mr. La Rue, we'll -- Floyd and I had personally (inaudible) working with Dallas and his group. And we've been to Globe, as you know, where we installed a (inaudible) system based on some

of the same issues. And we'll take a hard look at this and see what we can do.

MR. LA RUE: Thank you.

CHAIRWOMAN BEAVER: Would it also be possible to maybe report back when there is some kind of decision made on how to move forward over that situation? Thank you.

MR. STRATTON: Madam Chair.

CHAIRWOMAN BEAVER: Board Member Stratton.

MR. STRATTON: A comment on John's comment about the (inaudible). That was a very, very dangerous intersection. I've lived near it all my life, and I had my doubts (inaudible) system is going to solve the problem, but it has, and it's created a very good safe zone for the school kids and for other residents trying to cross a very busy highway. So kudos to you guys. Thank you.

MR. ROEHRICH: Madam.

CHAIRWOMAN BEAVER: Yes. Floyd.

MR. ROEHRICH: Madam Chair, just a couple things as we wrap up, if I could. You had asked Bret before the meeting about Board (inaudible) assistant, Linda Hogan, how she's doing, and I'd like to pass along that she's doing great. You know, she had to take a little bit of leave. She is completing and working through her medical rehabilitation. She's now projected to come back on June 5th. So we're very excited that she's set a date to be able to come back, and we'll

move forward with that.

So, unfortunately, you'll only have me at the study session, with the great help that we have, and in this case, Laura Webb is here. She was assisting in this meeting. We had McKenzie last meeting. Thank you, Laura. Lila's been stepping up, so we've had a lot of greet people that have all pitched in to help as we work through this, but Linda's doing well.

I'll pass along -- you'd asked me to pass along that the Board wishes her continued success, and I'll make sure to pass that along to her. In fact, Monday's her birthday, so we were going to send her another card from the office wishing her happy birthday.

The other couple things you'd asked me about is I know you mentioned about the MAG's 50th anniversary. You had asked me if there's any issues planned with that, and yes, they do have a presentation planned to celebrate that, along with passing of their chair of their regional council, which is set for June 28th here in the valley. If you do want to attend that they're asking that you go online to MAG's website and RSVP. There's no cost to participate and be a part of that celebration. They just need to make sure that they're tracking the numbers. So anybody in the public who's interested in attending that, please go to MAG's website, and go ahead and RSVP, get signed up. And it is on Wednesday, June 28th. Starts

at 5:00 p.m., right after the regional council meeting. Same time they'll be passing the gavel to the next chair of the regional council.

And that -- my last item, I just wanted to remind everybody that we've heard multiple times, the Board study session on May 30th, which is here in Phoenix at HRDC. The agenda will go out early next week with the meeting location and all the other pertinent information. We do have three topics on there, if you remember, Board Chair. Grand Canyon Airport update, MAG is going to get an update on their major amendments, a couple things that they're doing, and then the last item will be the discussion on the five-year program as Brent and Greg and the team (inaudible) planning, go through and finalize the comments for the public as well as any final adjustments we've been hearing, and at that time we'll talk to the board about any other priorities that they want so we could review those adjustments, (inaudible) evaluate the fiscal constraint and have it ready for the June board meeting for action.

CHAIRWOMAN BEAVER: Board Member Thompson.

MR. THOMPSON: Madam Chair, I just have one question. (Inaudible) person have resigned, and I had hoped it would help me in reviewing the transportation system (inaudible) I-40 (inaudible), and I don't know (inaudible). I still would like to have a study session on that, you know, to review the transportation systems (inaudible) I-40. That would certainly

be a very helpful (inaudible) in that area. (Inaudible.)

MR. ROEHRICH: Madam Chair, I'll work with the state engineer and the planning director. I'll get a status on filling that position. I'm sure they're going to move forward with filling it. But at the same time, we'll be prepared to talk about future transportation needs, as you said, north of Interstate 40, in the northeast part of the state. That will be a future study session, but we'll find the time where we can be prepared to have that discussion.

(End of requested excerpt.)

Adjournment

A motion to adjourn the May 19, 2017 Board meeting was made by Michael Hammond and seconded by Steve Stratton. In a voice vote, the motion carries.

Meeting adjourned at 11:04 a.m. MST.

Deanna Beaver, Chairwoman
State Transportation Board

John Halikowski, Director
Arizona Department of Transportation

PRIORITY PLANNING ADVISORY COMMITTEE (PPAC)

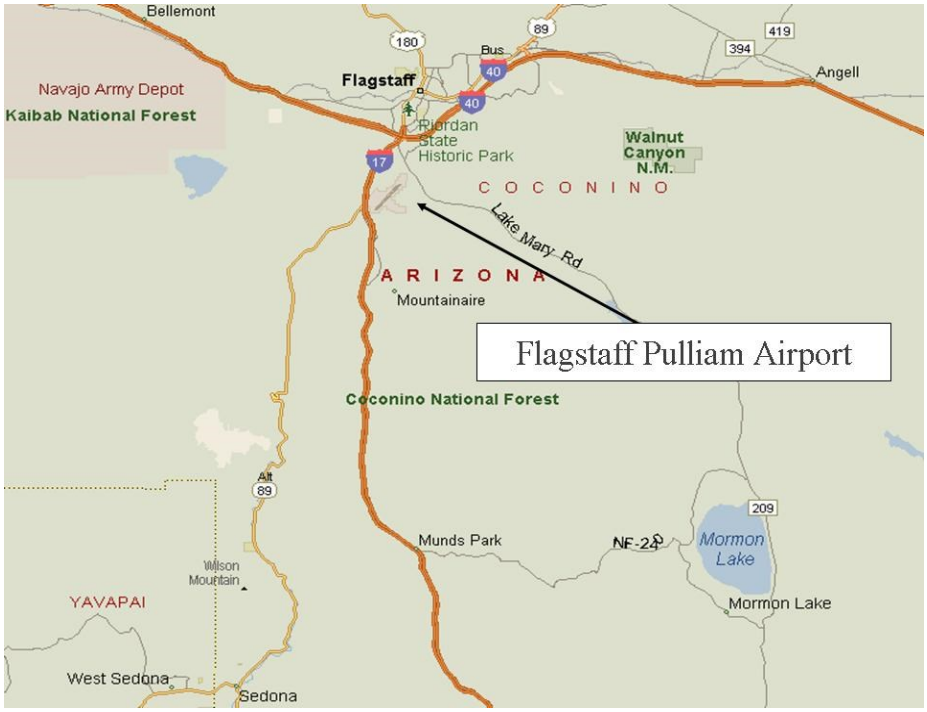
Project Modifications – None

New Projects – None

Airport Projects – *Items 7a and 7b

***ITEM 7a:**	AIRPORT NAME:	Lake Havasu City Airport	Page 128
	SPONSOR:	City of Lake Havasu City	
	AIRPORT CATEGORY:	GA Community	
	SCHEDULE:	FY 2018 – 2022	
	PROJECT #:	E7F3H	
	PROGRAM AMOUNT:	New Project	
	PROJECT MANAGER:	Matt Smith	
	PROJECT DESCRIPTION:	Replace Electrical Vault (Design Only) and Acquire Emergency Generator (Design Only)	
	REQUESTED ACTION:	Recommend STB approval.	
	FUNDING SOURCES:	**FAA**	$40,000
		Sponsor	$1,964
		State	$1,963
		Total Program	$43,927

***ITEM 7b:**	AIRPORT NAME:	Flagstaff-Pulliam Airport	Page 129
	SPONSOR:	City of Flagstaff	
	AIRPORT CATEGORY:	Commercial Service	
	SCHEDULE:	FY 2018 – 2022	
	PROJECT #:	E8M03	
	PROGRAM AMOUNT:	New Project	
	PROJECT MANAGER:	Matt Smith	
	PROJECT DESCRIPTION:	Rehabilitate Runway 3/21, Construct Shoulders	
	REQUESTED ACTION:	Recommend STB approval.	
	FUNDING SOURCES:	**FAA**	$7,890,485
		Sponsor	$387,332
		State	$387,332
		Total Program	$8,665,149



ARIZONA DEPARTMENT OF TRANSPORTATION
MPD - Aeronautics Group

Project Committee Recommendations

AIRPORT: LAKE HAVASU CITY
SPONSOR: LAKE HAVASU CITY
CATEGORY: Commercial Service
PROJECT NUMBER: 7F3H
AIP NUMBER: 3-04-0071-025-2016
DATE: February 23, 2017

☑ **New Project**
☐ **Changed Project**

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Replace Electrical Vault (design only) and Acquire Energency Generator (design only)	2017	$1,963.00	$1,964.00	$40,000.00	$43,927.00	

Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number

Justification For Recommendation:
Sponsor Received FAA grant

Source of Funds:	2017 - Federal Programs (State Match)		
Original Set-Aside	**Amount committed to date**	**Present Balance**	**Balance if Approved**
$3,986,124	$3,465,896	$520,227	$518,264

Aeronautics Project Development Committee Recommends to PPAC:

[ ] Approval [ ] Disapproval Date: February 23, 2017

Aeronautics Representative: _____

Priority Planning Committee Recommends to Transportation Board:

[ ] Approval [ ] Disapproval Date: April 5, 2017

State Transportation Board Action:

[ ] Approval [ ] Disapproval Date: April 21, 2017

ARIZONA DEPARTMENT OF TRANSPORTATION
MPD - Aeronautics Group

Project Committee Recommendations

AIRPORT: FLAGSTAFF PULLIAM
SPONSOR: CITY OF FLAGSTAFF
CATEGORY: Commercial Service
PROJECT NUMBER: 8M03
AIP NUMBER: 3-04-0015-041-2017
DATE: June 1, 2017

☑ **New Project**
☐ **Changed Project**

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Rehabilitate Runway 3/21, Construct Shoulders	2018	$387,332.00	$387,332.00	$7,890,485.00	$8,665,149.00	

Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number

Justification For Recommendation:
Sponsor received FAA AIP grant

Source of Funds:	2018 - Federal Programs (State Match)		
Original Set-Aside	**Amount committed to date**	**Present Balance**	**Balance if Approved**
$3,200,000	$0	$3,200,000	$2,812,668

Aeronautics Project Development Committee Recommends to PPAC:

[✓] Approval [ ] Disapproval Date: June 5, 2017

Aeronautics Representative

Priority Planning Committee Recommends to Transportation Board:

[ ] Approval [ ] Disapproval Date: August 30, 2017

State Transportation Board Action:

[ ] Approval [ ] Disapproval Date: September 15, 2017

STATE ENGINEER'S REPORT
June 2017

The Status of Projects Under Construction report for June 2017 shows 116 projects under construction valued at $1,527,683,128.89. The transportation board awarded 15 projects during June valued at approximately $24 million.

During June the Department finalized 10 projects valued at $20,048,465.73. Projects where the final cost exceeded the contractors bid amount by more than 5% are detailed in your board package.

Year to date we have finalized 133 projects. The total cost of these 133 projects has exceeded the contractors bid amount by 2.7%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to - 0.1%.

MONTHLY CONSTRUCTION REPORT

June 2017

PROJECTS UNDER CONSTRUCTION	116
MONETARY VALUE OF CONTRACTS	$1,527,683,128.89
PAYMENTS MADE TO DATE	$557,810,165.55
STATE PROJECTS	83
LOCAL GOVERNMENT	33
OTHER	0
CONTRACTS EXECUTED IN JUNE 2017	11
MONETARY AMOUNT OF CONTRACTS EXECUTED	$17,678,137.20

FIELD REPORTS SECTION

EXT. 7301

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2017
June, 2017

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
087-B-(210)T H820701C Working Days: 438 = 0 + 438 Days Used: 442	SLATE CREEK CURVE NorthCent District	6,167,348.20	SKANSKA USA CIVIL WEST ROCKY MOUNTAIN DISTRICT INC.	Low Bid = $6,259,583.31	$92,235.11 or 1.50% over State Estimate $6,927,126.16	$667,542.85	10.7 %
SVS-0(213)T SH57401P Working Days: 365 Days Used: 245	CITY OF SIERRA VISTA - VAR. L NorthCent District	384,777.54	CITY OF SIERRA VISTA	Low Bid = $414,668.34	$29,890.80 or 7.77% over State Estimate $208,774.22	($205,894.12)	-49.7 %
040-D-(228)T H863301C Working Days: 165 = 160 + 5 Days Used: 155	CANYON DIABLO BRIDGE EB & WB NorthCent District	1,232,304.96	FNF CONSTRUCTION, INC.	Low Bid = $1,497,603.81	$265,298.85 or 21.53% over State Estimate $1,464,669.79	($32,934.02)	-2.2 %
040-E-(218)T H878101C Working Days: 170 = 160 + 3 + 5 + 2 Days Used: 146	ALLENTOWN RD.-STATE LINE NorthEast District	8,325,940.83	FANN CONTRACTING, INC	Low Bid = $7,523,209.94	($802,730.89) or 9.64% under State Estimate $7,927,946.06	$404,736.12	5.4 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2017
June, 2017

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
089-E-(206)T H877101C Working Days: 95 Days Used: 95	JCT. US 89A - BIG CUT NorthCent District						
		438,176.60	K.A.Z. CONSTRUCTION, INC.	Low Bid = $470,000.00	$31,823.40 or 7.26% over State Estimate $354,844.50	($115,155.50)	-24.5 %
060-B-(220)T H873301C Working Days: 50 Days Used: 29	NEW RIVER BRIDGE WB #314 Central District						
		322,386.00	J. BANICKI CONSTRUCTION, INC.	Low Bid = $156,156.00	($166,230.00) or 51.56% under State Estimate $149,710.19	($6,445.81)	-4.1 %
SAF-0-(205)T SH47501C Working Days: 131 = 80 + 51 Days Used: 128	MAIN ST,6TH AVE TO CENTRAL AVE SouthEast District						
SAF-0-(206)T SL72301C Working Days: 131 = 80 + 51 Days Used: 128	MAIN ST,8TH AVE TO CENTRAL AVE SouthEast District						
		1,130,028.70	SHOW LOW CONSTRUCTION, INC.	Low Bid = $1,484,159.03	$354,130.33 or 31.34% over State Estimate $1,470,076.18	($14,082.85)	-0.9 %
264-A-(216)T H856801C Working Days: 60 Days Used: 62	SR 264; EAST OF COCONINO & NAV NorthEast District						

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2017
June, 2017

Project Number	Location District	State Estimate	Contractor	Bid Amonnt	Final Cost	Monetary	Percent
264-A-(218)T H868201C	MP 340.24 TO NAVAJO COUNTY NorthEast District						
Working Days: 60 Days Used: 62							
			CACTUS TRANSPORT, INC.	Low Bid =	($467,281.12) or 21.88% under State Estimate		
		2,135,419.25		$1,668,138.13	$1,545,318.64	($122,819.49)	-7.4 %

Completed Contracts (FiscalYear 2017)

June, 2017

Totals	No. of Contracts	State Estimate	Bid Amount	Final Cost
# of Projects: 10	8	$20,136,382.08	$19,473,518.56	$20,048,465.73
		Monetary		Monetary
		($662,863.52)		$574,947.17

Accumulation to Date (FiscalYear 2017 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
122	$297,557,788.52	$292,958,052.51	$300,917,687.31	$7,959,634.80	2.7%

Prepared By:

Irene Del Castillo
~~Yvonne Navarro~~

Field Reports Unit, X6849

Checked By:

Charlene Neish
~~Lenyne Hickson~~, Manager - Charlene Neish
Field Reports Unit, X7301

FINAL COST VS BID ADJUSTED

FISCAL YEAR 2017

MONTH	CUMULATIVE FINAL COST	LESS ADJUSTMENTS FOR REVISIONS/ OMISSIONS #4 & #5	INCENTIVE/ BONUS #7	ADD'L WORK PD OTHERS #3	CUMULATIVE ADJ	CUMULATIVE BID AMOUNT	ADJUSTED FINAL COST	ADJ CUM
Jul-16	$ 5,778,041	$ 254,018	$ 6,994	$ -	$ 261,012	$ 5,860,947	$ 5,517,029	-5.9%
Aug-16	$ 17,260,523	$ 172,649	$ 164,634	$ 1,491	$ 599,786	$ 17,215,839	$ 16,660,737	-3.2%
Sep-16	$ 35,970,359	$ 278,392	$ 336,750	$ -	$ 1,214,928	$ 36,627,826	$ 34,755,431	-5.1%
Oct-16	$ 79,848,270	$ 648,970	$ 172,449	$ -	$ 2,036,347	$ 77,098,796	$ 77,811,922	0.9%
Nov-16	$ 115,229,018	$ 395,354	$ (4,053)	$ 10,715	$ 2,438,364	$ 112,223,026	$ 112,790,654	0.5%
Dec-16	$ 145,355,171	$ 517,745	$ 117,152	$ -	$ 3,073,260	$ 142,314,395	$ 142,281,911	0.0%
Jan-17	$ 152,107,340	$ 238,789	$ 10,645	$ -	$ 3,322,694	$ 148,454,160	$ 148,784,647	0.2%
Feb-17	$ 174,283,050	$ 681,511	$ 527,016	$ -	$ 4,531,221	$ 169,509,831	$ 169,751,829	0.1%
Mar-17	$ 241,808,543	$ 1,550,725	$ 628,840	$ 39,690	$ 6,750,476	$ 235,808,543	$ 235,058,067	-0.3%
Apr-17	$ 260,443,625	$ 227,485	$ (8,109)	$ 3,488	$ 6,973,340	$ 253,692,191	$ 253,470,286	-0.1%
May-17	$ 280,869,222	$ 664,285	$ 244,283	$ 27,248	$ 7,909,155	$ 273,484,534	$ 272,960,066	-0.2%
Jun-17	$ 300,917,687	$ 358,062	$ 110,373	$ (176,657)	$ 8,200,934	$ 292,958,053	$ 292,716,753	-0.1%
		$ 5,987,986	$ 2,306,973	$ (94,025)	$ 8,200,934			

e-mail to Barb Domke at year end

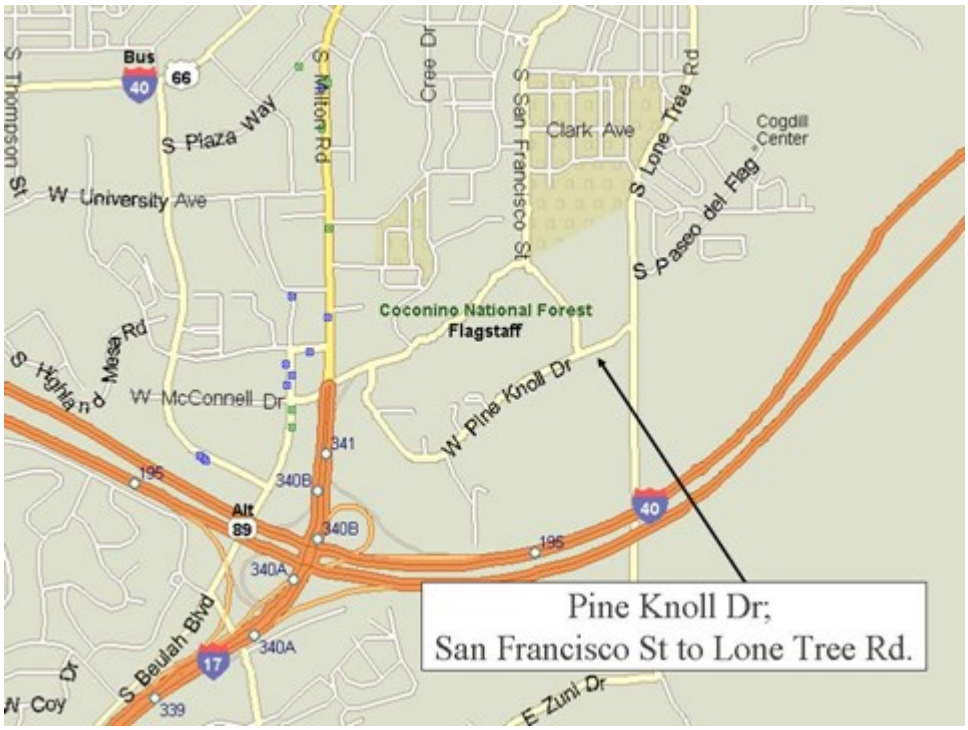
G:\ITD\FIELDREPORTS\F_REPTS\BOARD REPORT\Board Report FY '17\Final Cost Summary FY 16-17\Final Cost Summary FY17

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.

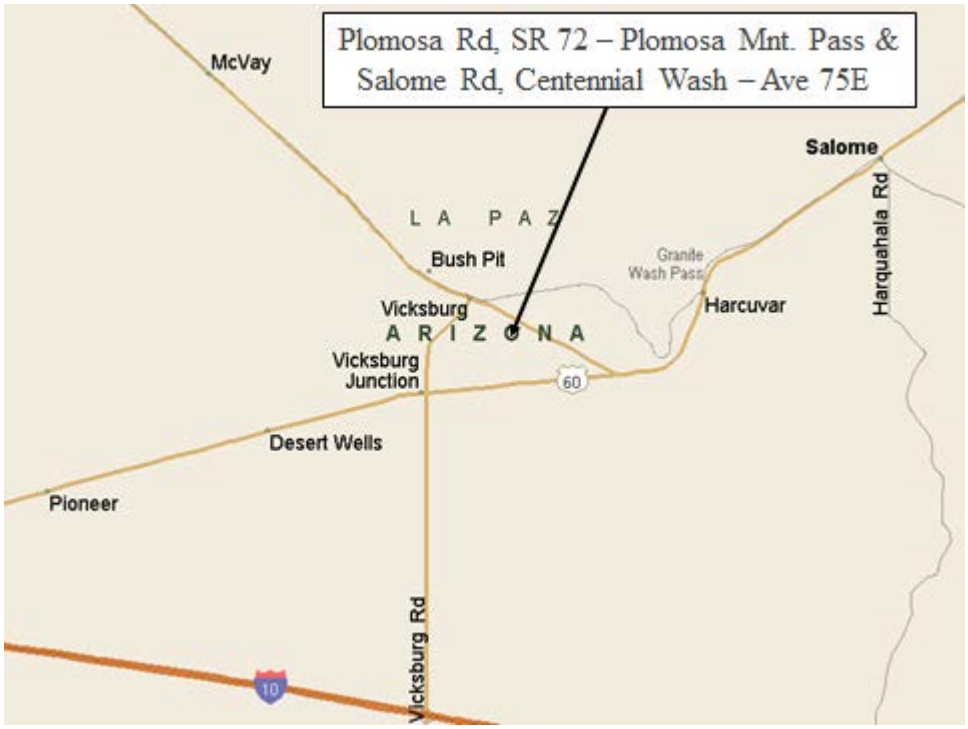
***ITEM 10a:** BOARD DISTRICT NO.: 5 Page 176

BIDS OPENED:	June 30, 2017
HIGHWAY:	CITY OF FLAGSTAFF
SECTION:	PINE KNOLL DRIVE, SAN FRANCISCO STREET-LONE TREE ROAD
COUNTY:	COCONINO
ROUTE NO.:	LOCAL
PROJECT : TRACS:	SRS-FLA-0(214)T : 0000 CN FLA SF01201C
FUNDING:	67% FEDS 33% LOCAL
LOW BIDDER:	FANN CONTRACTING, INC.
LOW BID AMOUNT:	$ 538,000.00
STATE ESTIMATE:	$ 490,200.00
$ OVER ESTIMATE:	$ 47,800.00
% OVER ESTIMATE:	9.8%
PROJECT DBE GOAL:	8.63%
BIDDER DBE PLEDGE:	9.90%
NO. BIDDERS:	4
RECOMMENDATION:	POSTPONE



***ITEM 10b:** BOARD DISTRICT NO.: 6

BIDS OPENED:	June 30, 2017
HIGHWAY:	LA PAZ COUNTY
SECTION:	PLOMOSA ROAD, SR 72-PLOMOSA MOUNTAIN PASS & SALOME ROAD, CENTENNIAL WASH-AVENUE 75E
COUNTY:	LA PAZ
ROUTE NO.:	LOCAL
PROJECT : TRACS:	ER-LLA-0(207)T : 0000 LA LLA SE59001C
FUNDING:	94% FEDS 6% LOCAL
LOW BIDDER:	N.G.U. CONTRACTING, INC.
LOW BID AMOUNT:	$ 1,361,893.08
STATE ESTIMATE:	$ 900,361.55
$ OVER ESTIMATE:	$ 461,531.53
% OVER ESTIMATE:	51.3%
PROJECT DBE GOAL:	7.04%
BIDDER DBE PLEDGE:	7.10%
NO. BIDDERS:	3
RECOMMENDATION:	REJECT ALL BIDS



***ITEM 10c:** BOARD DISTRICT NO.: 1

BIDS OPENED: May 26, 2017

HIGHWAY: CITY OF GLENDALE

SECTION: GLENDALE AVENUE'S NORTH ALLEY-57TH AVENUE TO 57TH DRIVE

COUNTY: MARICOPA

ROUTE NO.: LOCAL

PROJECT : TRACS: CM-GLN-0(230)T : 0000 MA GLN SS88901C

FUNDING: 51% FEDS 49% LOCAL

LOW BIDDER: K.A.Z. CONSTRUCTION, INC.

LOW BID AMOUNT: $ 595,000.00

STATE ESTIMATE: $ 477,867.00

$ OVER ESTIMATE: $ 117,133.00

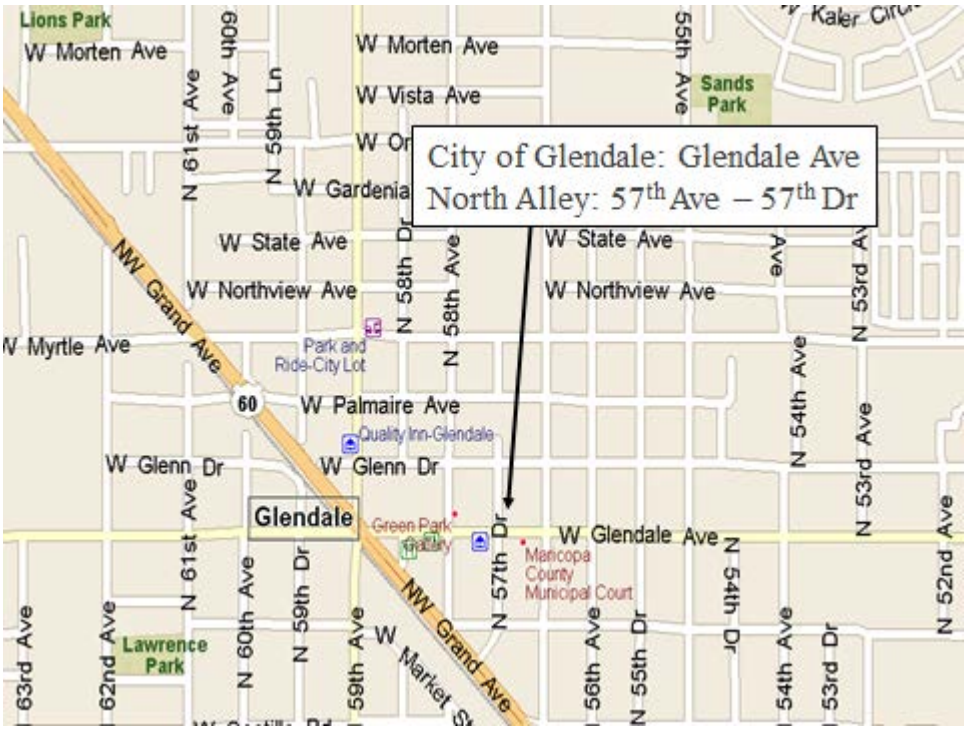
% OVER ESTIMATE: 24.5%

PROJECT DBE GOAL: 6.64%

BIDDER DBE PLEDGE: 51.13%

NO. BIDDERS: 2

RECOMMENDATION: AWARD



***ITEM 10d:** BOARD DISTRICT NO.: 1

BIDS OPENED: May 26, 2017

HIGHWAY: CITY OF LITCHFIELD PARK

SECTION: LITCHFIELD ROAD: BIRD LANE TO CAMELBACK ROAD

COUNTY: MARICOPA

ROUTE NO.: LOCAL-FA

PROJECT : TRACS: CM-LPK-0(204)T : 0000 MA LPK T000401C

FUNDING: 64.5% FEDS 35.5% LOCAL

LOW BIDDER: VISUS ENGINEERING CONSTRUCTION, INC.

LOW BID AMOUNT: $ 315,000.00

STATE ESTIMATE: $ 392,000.00

$ UNDER ESTIMATE: ($ 77,000.00)

% UNDER ESTIMATE: (19.6%)

PROJECT DBE GOAL: 8.38%

BIDDER DBE PLEDGE: 8.96%

NO. BIDDERS: 6

RECOMMENDATION: REJECT ALL BIDS

***ITEM 10e:** BOARD DISTRICT NO.: 1

BIDS OPENED: June 30, 2017

HIGHWAY: CITY OF PEORIA

SECTION: 75TH AVENUE FROM GREENWAY ROAD TO PARADISE LANE AND PARADISE LANE FROM 75TH AVENUE TO 77TH AVENUE

COUNTY: MARICOPA

ROUTE NO.: LOCAL

PROJECT : TRACS: CM-PEO-A(222)T: 0000 MA PEO SZ16901C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: CONTRACTORS WEST, INC.

LOW BID AMOUNT: $ 242,484.42

STATE ESTIMATE: $ 211,057.50

$ OVER ESTIMATE: $ 31,426.92

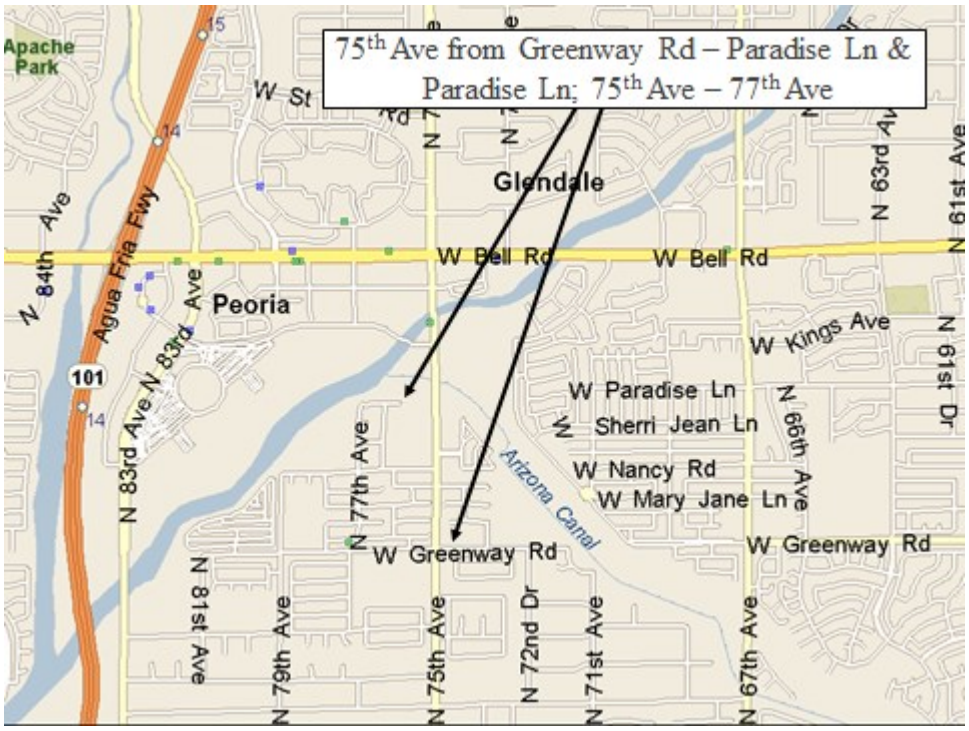
% OVER ESTIMATE: 14.9%

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 6

RECOMMENDATION: AWARD



***ITEM 10f:** BOARD DISTRICT NO.: 3

BIDS OPENED: June 9, 2017

HIGHWAY: CITY OF NOGALES

SECTION: CRAWFORD STREET: MCNAB DRIVE TO SONOITA AVENUE

COUNTY: SANTA CRUZ

ROUTE NO.: LOCAL

PROJECT : TRACS: STP-NOG-0(201)T: 0000 SC NOG SZ03501C

FUNDING: 94% FEDS 6% LOCAL

LOW BIDDER: K E & G CONSTRUCTION, INC.

LOW BID AMOUNT: $ 447,500.00

STATE ESTIMATE: $ 392,722.00

$ OVER ESTIMATE: $ 54,778.00

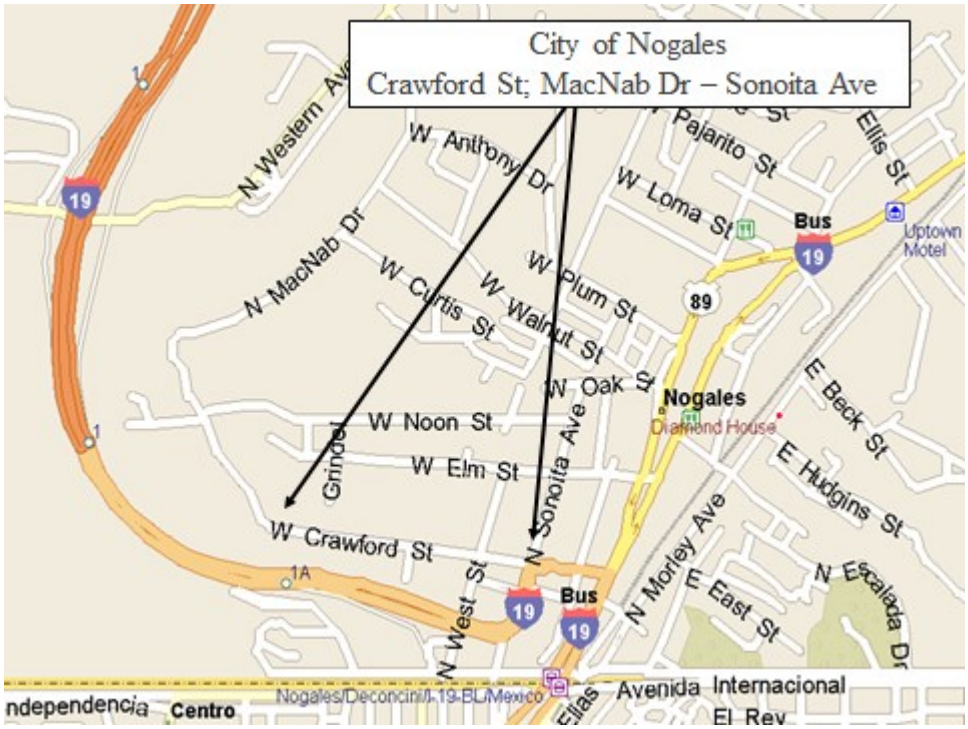
% OVER ESTIMATE: 13.9%

PROJECT DBE GOAL: 5.91%

BIDDER DBE PLEDGE: 5.91%

NO. BIDDERS: 2

RECOMMENDATION: POSTPONE



***ITEM 10g:** BOARD DISTRICT NO.: 6 Page 202

BIDS OPENED: June 23, 2017

HIGHWAY: CITY OF SOMERTON

SECTION: CESAR CHAVEZ AVENUE, US 95 TO MADISON STREET

COUNTY: YUMA

ROUTE NO.: LOCAL

PROJECT : TRACS: TEA-SOM-0(205)T : 0000 YU SOM SL71201C

FUNDING: 94% FEDS 6% LOCAL

LOW BIDDER: N.G.U. CONTRACTING, INC.

LOW BID AMOUNT: $ 743,936.00

STATE ESTIMATE: $ 701,573.85

$ OVER ESTIMATE: $ 42,362.15

% OVER ESTIMATE: 6.0%

PROJECT DBE GOAL: 3.13%

BIDDER DBE PLEDGE: 3.59%

NO. BIDDERS: 4

RECOMMENDATION: POSTPONE

***ITEM 10h:** BOARD DISTRICT NO.: 4

BIDS OPENED: June 9, 2017

HIGHWAY: ORACLE JUNCTION-FLORENCE HIGHWAY (SR 79)

SECTION: SR 79 AT SR 79B

COUNTY: PINAL

ROUTE NO.: SR 79

PROJECT : TRACS: HSIP-079-A(204)T : 079 PN 132 H790401C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: COMBS CONSTRUCTION COMPANY, INC.

LOW BID AMOUNT: $ 618,961.62

STATE ESTIMATE: $ 809,624.22

$ UNDER ESTIMATE: ($ 190,662.60)

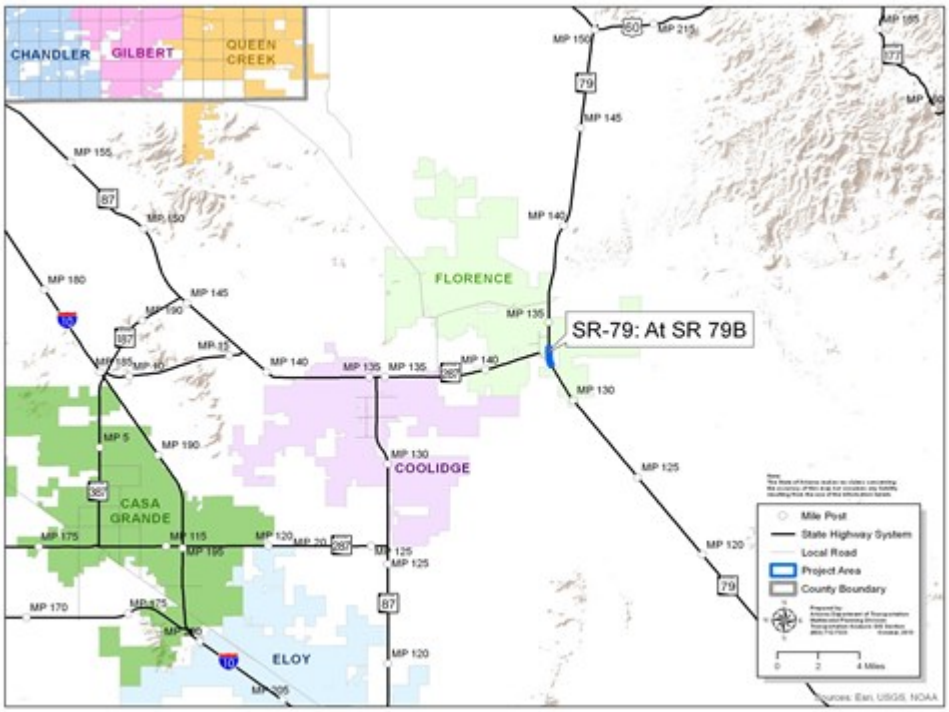
% UNDER ESTIMATE: (23.5%)

PROJECT DBE GOAL: 6.85%

BIDDER DBE PLEDGE: 8.34%

NO. BIDDERS: 6

RECOMMENDATION: AWARD



***ITEM 10i:** BOARD DISTRICT NO.: 3

BIDS OPENED: June 30, 2017

HIGHWAY: CITY OF SIERRA VISTA (SR 90)

SECTION: EAST BUFFALO SOLDIER TRAIL/HATFIELD STREET INTERSECTION

COUNTY: COCHISE

ROUTE NO.: SR 90

PROJECT : TRACS: NH-090-A(206)T : 090 CH 316 H880301C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: K E & G CONSTRUCTION, INC.

LOW BID AMOUNT: $ 2,633,000.00

STATE ESTIMATE: $ 2,145,017.00

$ OVER ESTIMATE: $ 487,983.00

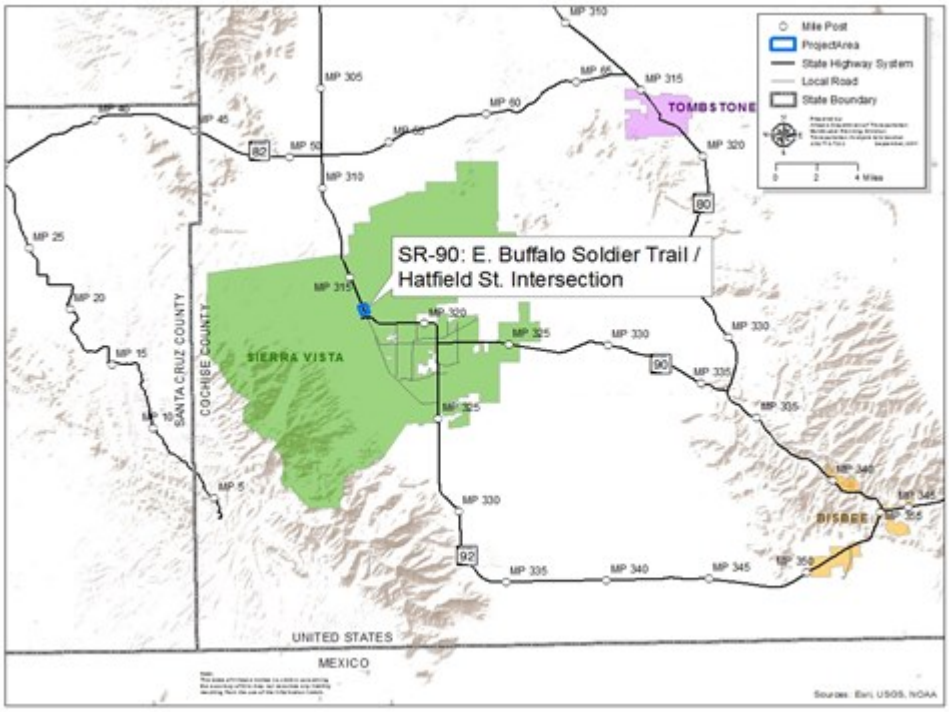
% OVER ESTIMATE: 22.7%

PROJECT DBE GOAL: 7.00%

BIDDER DBE PLEDGE: 11.45%

NO. BIDDERS: 2

RECOMMENDATION: AWARD



***ITEM 10j:** BOARD DISTRICT NO.: 3

BIDS OPENED: June 30, 2017

HIGHWAY: SAFFORD-SPRINGERVILLE HIGHWAY (US 191)

SECTION: SMELTER HILL-HORSESHOE CURVE IN CLIFTON

COUNTY: GREENLEE

ROUTE NO.: US 191

PROJECT : TRACS: STP-191-C(220)T : 191 GE 162 H859001C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: AJP ELECTRIC, INC.

LOW BID AMOUNT: $ 668,231.00

STATE ESTIMATE: $ 462,946.00

$ OVER ESTIMATE: $ 205,285.00

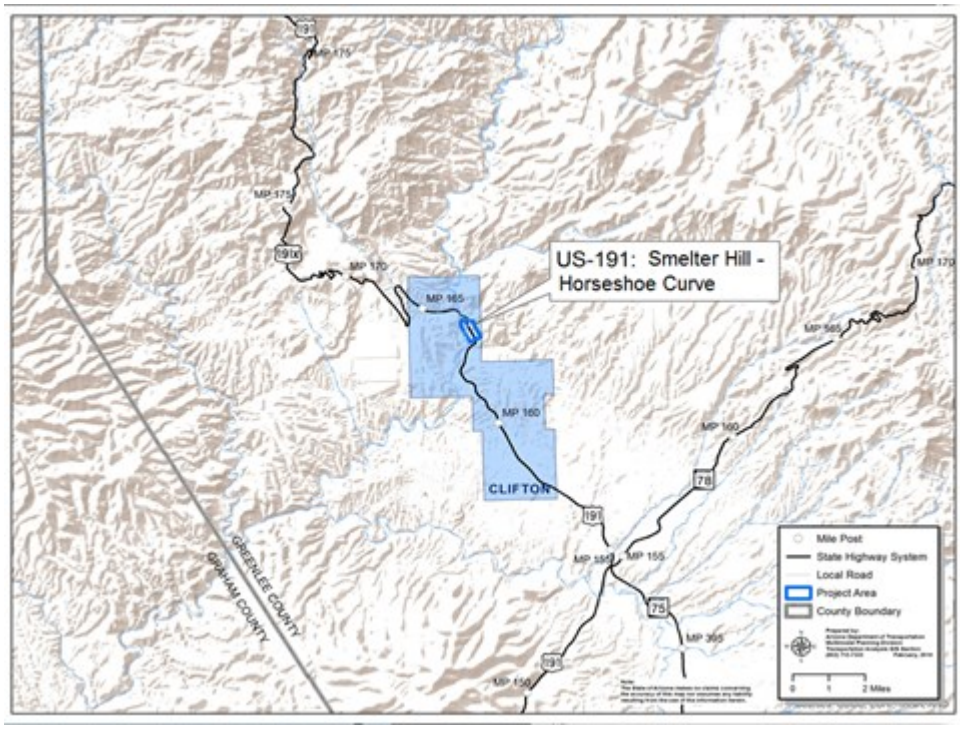
% OVER ESTIMATE: 44.3%

PROJECT DBE GOAL: 8.67%

BIDDER DBE PLEDGE: 9.25%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



***ITEM 10k:** BOARD DISTRICT NO.: 4

BIDS OPENED: June 23, 2017

HIGHWAY: PAYSON-SHOW LOW HIGHWAY (SR 260)

SECTION: FSR436 TO KOHL'S RANCH ACCESS ROAD

COUNTY: GILA

ROUTE NO.: SR 260

PROJECT : TRACS: 260-B-NFA : 260 GI 259 F007001C

FUNDING: 100% STATE

LOW BIDDER: HATCH CONSTRUCTION & PAVING, INC.

LOW BID AMOUNT: $ 482,564.54

STATE ESTIMATE: $ 857,305.77

$ UNDER ESTIMATE: ($ 374,741.23)

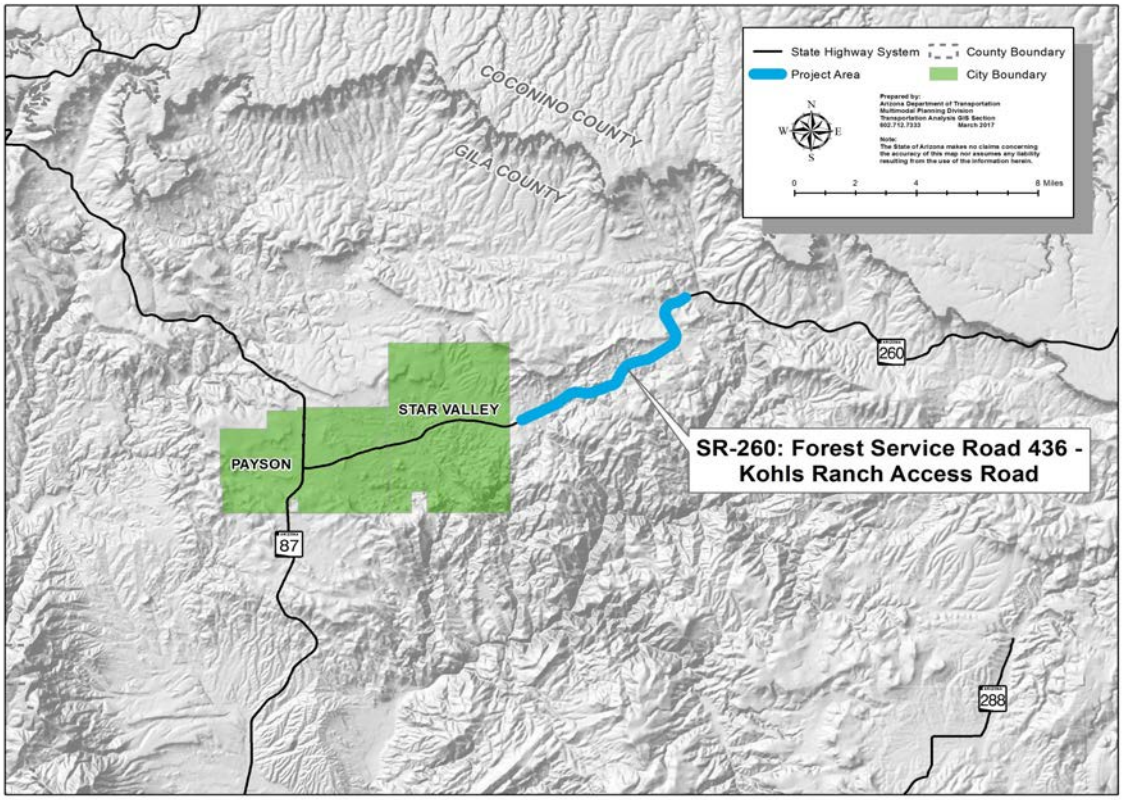
% UNDER ESTIMATE: (43.7%)

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 7

RECOMMENDATION: AWARD



ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

266 Working Days

The proposed project is located in Maricopa County within the City of Glendale along Olive, Northern, and 51st Avenues. The work includes the installation of Fiber Optic cable, Closed Circuit Television (CCTV) cameras, and related equipment.

Bid Opening Date : 6/9/2017, Prequalification Required, Engineer Specialist : Mowery-Racz Thomas

Project No.	Highway Termini	Location	Item
0000 MA GLN SZ14101C GLN-0-(247)T	CITY OF GLENDALE	OLIVE, NORTHERN AND 51ST AVENU Central District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
1	$570,886.74	ROADWAY ELECTRIC, LLC	2035 W. MOUNTAIN VIEW ROAD PHOENIX, AZ 85021
2	$619,728.32	AJP ELECTRIC, INC.	11250 N. CAVE CREEK RD. PHOENIX, AZ 85020
	$640,842.90	DEPARTMENT	
3	$644,385.92	CONTRACTORS WEST, INC.	1830 W. BROADWAY RD. MESA, AZ 85202
4	$678,888.00	STURGEON ELECTRIC CO., INC.	3804 E. Watkins Street Phoenix, AZ 85034
5	$683,315.00	MP NEXLEVEL, LLC	500 CO RD 37 E MAPLE LAKE, MN 55358
6	$728,832.66	KIMBRELL ELECTRIC, INC.	7593 N. 73RD DRIVE GLENDALE, AZ 85303

Rank	Bid Amount	Contractor Name	Address of Contractor
7	$735,735.00	C S CONSTRUCTION, INC.	22023 N. 20TH AVENUE SUITE A PHOENIX, AZ 85027

Apparent Low Bidder is 10.9% Under Department Estimate (Difference = ($69,956.16))

ARIZONA DEPARTMENT OF TRANSPORTATION

SECOND BID CALL

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 09, 2017, at 11:00 A.M. (M.S.T.)

TRACS No.:	0000 MA GLN SZ14101C
Project No.:	CM-GLN-0(247)T
Termini:	CITY OF GLENDALE
Location:	OLIVE, NORTHERN, AND 51ST AVENUES

ROUTE No.	MILEPOST	DISTRICT	ITEM No.
N/A	N/A	CENTRAL	LOCAL

This project is being re-advertised. Firms that already purchased or downloaded contract documents are instructed to destroy them as the contract documents have been revised. All bidders and subcontractors, previous or new, may download the project documents from the Contracts and Specifications Section's Website, or pick up the package from the Contracts and Specifications Section front desk for a fee. Contractors that previously registered online for the project must register for the re-advertised project.

The amount programmed for this contract is **$960,000.00**. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in Maricopa County within the City of Glendale along Olive, Northern, and 51st Avenues. The work includes the installation of Fiber Optic cable, Closed Circuit Television (CCTV) cameras, and related equipment.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Directional Drill Electrical Conduit, Various Sizes & Configurations	L. FT.	13,800
3-CELL Geotextile Innerduct	L. FT.	6,250
Single Mode Fiber Optic Cable, 12 and 96 Fibers	L. FT.	21,480
Pull Boxes, No. 7, 9, and City Communication	Each	30
CCTV Field Equipment	Each	6
Pull Box and Conduit Reconditioning	L. SUM	1
Construction Surveying And Layout	L. SUM	1

The time allowed for the completion of the work included in this project 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-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.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is **$28**, payable at time of order by cash, check, or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of **$5** will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:
http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

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 shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from the Contracts and Specifications website.

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.

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 ten percent of the amount of the bid or in the form of a surety (bid) bond for ten 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.

Proposal pamphlets in paper format shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Infrastructure Delivery and Operations Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:		**Thomas Mowery-Racz**		**TMowery-Racz@azdot.gov**
Construction Supervisor:		**Girgis Girgis**		**GGirgis@azdot.gov**

STEVE BEASLEY,
Manager
Contracts & Specifications

0000 MA GLN SZ14101C
CM-GLN-0(247)T
Project Advertised On: 04-27-2017

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

110 Working Days

The proposed work is located on the Little Colorado River, approximately three miles south of the Town of Woodruff. The work consists of replacing the wood bridge deck, with a concrete deck, repairing steel members, installing crash-tested barrier rails, and repairing abutment wall.

Bid Opening Date : 6/23/2017, Prequalification Required, Engineer Specialist : Rene Teran

Project No.	Highway Termini	Location	Item
0000 NA NNA SB44801C NNA-0-(202)T	WOODRUFF-SNOWFLAKE BRIDGE	NAVAJO COUNTY; WOODRUFF - SNOW NorthEast District	71617

Rank	Bid Amount	Contractor Name	Address of Contractor
1	$761,167.00	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040
2	$830,830.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027
	$856,073.00	DEPARTMENT	
3	$888,732.00	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281
4	$976,058.50	PULICE CONSTRUCTION, INC.	2033 W. MOUNTAIN VIEW RD. PHOENIX, AZ 85021
5	$1,063,679.50	TECHNOLOGY CONSTRUCTION, INC.	5430 SIDE ROAD PRESCOTT, AZ 86301
6	$1,211,590.40	HAYDON BUILDING CORP	4640 E. COTTON GIN LOOP PHOENIX, AZ 85040

Rank	Bid Amount	Contractor Name	Address of Contractor
7	$1,468,996.00	SOUTHWEST CONCRETE PAVING CO.	20430 N. 19TH AVENUE, SUITE B-100 PHOENIX, AZ 85027

Apparent Low Bidder is 11.1% Under Department Estimate (Difference = ($94,906.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 23, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO	0000 NA NNA SB448 01C
PROJ NO	TEA NNA-0(202)T
TERMINI	WOODRUFF – SNOWFLAKE BRIDGE
LOCATION	NAVAJO COUNTY

ROUTE NO:	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	NORTHEAST	71617

The amount programmed for this contract is $1,200,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located on the Little Colorado River, approximately three miles south of the Town of Woodruff. The work consists of replacing the wood bridge deck with a concrete deck, repairing steel members, installing crash-tested barrier rails, and repairing abutment wall.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Removal of Structural Conc. (Concrete Abut. Cap)	L.SUM	1
Remove Struct. (Wooden Bridge Deck & Stringers)	L.SUM	1
Pace Dowels	EACH	300
Seeding (Class II)	ACRE	1
Remove and Reconstruct Fence (In Kind)	L.FT.	200
Install Historical Marker (With Bronze Plaque)	EACH	1
Misc. Work (Jacking and Raising Bridge)	L.SUM	1
Misc. Work (Repair Abutment Walls)	L.SUM	1
Misc. Work (Trusses and Stringer Bearings)	L.SUM	1
Misc. Work (Heat Straighten Steel Members)	L.SUM	1
Misc. Work (Replace Bridge Deck)	SQ.FT.	1,800
Misc. Work (Bridge Barrier Railing)	L.FT.	250
Misc. Work (Control of Noxious Plants)(Manual)	SQ.YD.	484
Misc. Work (Control of Noxious Plants)(Herbicide)	SQ.YD.	1,936

The time allowed for the completion of the work included in this project will be **110** working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be

discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 4.93% .

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is $22.00, payable at time of order by cash, check, or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of $5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:
http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

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 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.

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.

Proposal pamphlets in paper format shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Infrastructure Delivery and Operations Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Rene Teran	rteran@azdot.gov
Construction Supervisor:	Carl Ericksen	cericksen@azdot.gov

for Roya Jafari

STEVE BEASLEY,
Manager
Contracts & Specifications

0000 NA NNA SB448 01C
TEA NNA-0(202)T
PROJECT ADVERTISED ON: 05-26-2017

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

95 Working Days

The proposed project is located on various local and county roads in Central Yavapai County within the jurisdictions of the Yavapai County, Town of Chino Valley, Town of Dewey-Humboldt, Town of Prescott Valley and the City of Prescott. The work consists of removing and replacing existing sign panels, posts, foundations, and other related work.

Bid Opening Date : 6/30/2017, Prequalification Required, Engineer Specialist : Jedidiah Young

Project No.	Highway Termini	Location	Item
0000 YV CYM SH59901C CYM-0-(202)T	CENTRAL YAVAPAI COUNTY (CYMPO)	CENTRAL YAVAPAI COUNTY (CYMPO) NorthWest District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
1	$385,352.60	SUNLINE CONTRACTING, LLC	820 N 17TH AVENUE PHOENIX, AZ 85007
2	$427,436.00	ABBCO SIGN GROUP, INC.	8557 W. POTTER DRIVE PEORIA, AZ 85382
	$437,056.50	DEPARTMENT	
3	$519,151.25	AJP ELECTRIC, INC.	11250 N. CAVE CREEK RD. PHOENIX, AZ 85020
4	$555,878.30	ROADWAY ELECTRIC, LLC	2035 W. MOUNTAIN VIEW ROAD PHOENIX, AZ 85021

Apparent Low Bidder is 11.8% Under Department Estimate (Difference = ($51,703.90))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 30, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO	0000 YV CYM SH59901C
PROJ NO	HSIP-CYM-0(202)T
TERMINI	CENTRAL YAVAPAI COUNTY (CYMPO)
LOCATION	VARIOUS LOCATIONS

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	NORTHWEST	LOCAL

The amount programmed for this contract is $593,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located on various local and county roads in Central Yavapai County within the jurisdictions of the Yavapai County, Town of Chino Valley, Town of Dewey-Humboldt, Town of Prescott Valley and the City of Prescott. The work consists of removing and replacing existing sign panels, posts, foundations, and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Sign Post (Perforated) (2S)	L. Ft.	9,800
Foundations for Sign Post	Each	800
Warning, Marker or Regulatory Sign Panel	Sq. Ft.	5,000
Street Name Sign Panel Extruded Alum, 0.125 in.	Sq. Ft.	800
Object Marker (Various Types)	Each	110

The time allowed for the completion of the work included in this project will be **95** working days.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is $64, payable at time of order by cash, check, or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of $10 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:
http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

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 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.

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.

Proposal pamphlets in paper format shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Infrastructure Delivery and Operations Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Jedidiah Young	Jyoung2@azdot.gov
Construction Supervisor:	James Bramble	Jbramble@azdot.gov

STEVE BEASLEY,
Manager
Contracts & Specifications

0000 YV CYM SH59901C
HSIP-CYM-0(202)T
PROJECT ADVERTISED ON: Wednesday May 24, 2017

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

105 Working Days

The proposed work is located in Navajo County in the vicinity milepost 303.6 at Adamana Road TI on Interstate 40. The proposed work includes removal and abandonment of 30-inch pipe; modification of existing cattle guard; realignment and regrading of existing channel; placement of shotcrete channel liner; new 48-inch pipe installation including one headwall and drop inlet structure; manhole installation; mini-benching of slopes for slope stabilization; seeding; minor removal and replacement of asphaltic concrete pavement; earthwork; erosion control and other related work.

Bid Opening Date : 6/30/2017, Prequalification Required, Engineer Specialist : Patton Samuel James

Project No.	Highway Termini	Location	Item
040 NA 303 H803601C 040-E-(212)T	HOLBROOK TO LUPTON (I-40)	ADAMANA TI NorthEast District	5333

Rank	Bid Amount	Contractor Name	Address of Contractor
	$615,329.86	DEPARTMENT	
1	$667,214.91	SHOW LOW CONSTRUCTION, INC.	1801 WEST DEUCE OF CLUBS, SUITE 300 SHOW LOW, AZ 85901
2	$837,500.00	RUMMEL CONSTRUCTION, INC	7520 E. ADOBE DRIVE SCOTTSDALE, AZ 85255

Apparent Low Bidder is 8.4% Over Department Estimate (Difference = $51,885.05)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 30, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO	040 NA 303 H803601C
PROJ NO	NHPP-IM-040-E(212)T
TERMINI	HOLBROOK - LUPTON (I-40)
LOCATION	ADAMANA TI

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-40	303.6	NORTHEAST	5333

The amount programmed for this contract is $780,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Navajo County in the vicinity milepost 303.6 at Adamana Road TI on Interstate 40. The proposed work includes removal and abandonment of 30-inch pipe; modification of existing cattle guard; realignment and regrading of existing channel; placement of shotcrete channel liner; new 48-inch pipe installation including one headwall and drop inlet structure; manhole installation; mini-benching of slopes for slope stabilization; seeding; minor removal and replacement of asphaltic concrete pavement; earthwork; erosion control and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Drainage Excavation	CU.YD.	5,579
Asphaltic Concrete Miscellaneous Structural	TON	20
Reinforced Concrete Pipe, Class IV, 48"	L.FT.	500
Manhole (C-18.10)	EACH	2
Seeding Class II	ACRE	5
Shotcrete 4"	SQ.YD.	1,765
Shotcrete 6"	SQ.YD.	1,045
Miscellaneous Work (Mini Benching)	SQ.YD.	17,000

The time allowed for the completion of the work included in this project will be 105 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 4.92.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is $22, payable at time of order by cash, check, or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of $5 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:
http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

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 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.

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.

Proposal pamphlets in paper format shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Infrastructure Delivery and Operations Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Sam Patton	spatton@azdot.gov
Construction Supervisor:	Carl Erickson	cerickson@azdot.gov

for Bolmer
STEVE BEASLEY,
Manager
Contracts & Specifications

040 NA 303 H803601C
NHPP-IM-040-E(212)T
PROJECT ADVERTISED ON: 6/7/17

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

180 Working Days

The proposed 48th Street Pump Station Rehabilitation work is located in Maricopa County within the City of Mesa on US 60 at Milepost 185.85. The work consists of removing and replacing three storm drain water pumps, three propane-fueled pump engines, three right-angle gear drives, one sump pump, new electrical controls, new gas detection system, new leveling elements, and other related work.

Bid Opening Date : 6/30/2017, Prequalification Required, Engineer Specialist : Mahdi Ghalib

Project No.	Highway Termini	Location	Item
060 MA 181 H880601C 060-C-(209)T	SUPERSTITION FREEWAY	48TH ST Central District	5296

Rank	Bid Amount	Contractor Name	Address of Contractor
1	$1,698,100.00	PCL CONSTRUCTION, INC.	1711 W. GREENTREE DR., STE. 201 TEMPE, AZ 85284
2	$1,771,850.00	HAYDON BUILDING CORP	4640 E. COTTON GIN LOOP PHOENIX, AZ 85040
	$1,923,500.00	DEPARTMENT	
3	$2,000,000.00	TECHNOLOGY CONSTRUCTION, INC.	5430 SIDE ROAD PRESCOTT, AZ 86301
4	$2,628,400.00	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040

Apparent Low Bidder is 11.7% Under Department Estimate (Difference = ($225,400.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 30, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO	060 MA 181 H880601C
PROJ NO	NHPP-060-C(209)T
TERMINI	SUPERSTITION FREEWAY
LOCATION	US 60, 48TH STREET

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 60	181	CENTRAL	5296

The amount programmed for this contract is $2,500,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed 48th Street Pump Station Rehabilitation work is located in Maricopa County within the City of Mesa on US 60 at Milepost 185.85. The work consists of removing and replacing three storm drain water pumps, three propane-fueled pump engines, three right-angle gear drives, one sump pump, new electrical controls, new gas detection system, new leveling elements, and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
REMOVE (PUMP ENGINE)	EACH	3
REMOVE (ELECTRICAL EQUIPMENT)	L.SUM	1
REMOVE (VERTICAL MIXED-FLOW PUMP)	EACH	3
REMOVE (GEAR REDUCER)	EACH	3
REMOVE (END SECTION SUBMERSIBLE PUMP-SUMP PUMP)	EACH	1
REMOVE (FLOOR ACVESS HATCH COVER)	EACH	1
MISCELLANEOUS WORK (ELECTRICAL SYSTEM)	EACH	1
MISCELLANEOUS WORK (LEVEL ELEMENTS)	L.SUM	1
MISCELLANEOUS WORK (GAS DETECTION SYSTEM)	L.SUM	1
MISCELLANEOUS WORK (PUMP ENGINE)	L.SUM	1
MISCELLANEOUS WORK ((VERTICAL MIXED-FLOW PUMP)	EACH	3
MISCELLANEOUS WORK (GEAR REDUCER)	EACH	3
MISCELLANEOUS WORK (END SECTION SUBMERSIBLE PUMP-SUMP)	EACH	1
MISCELLANEOUS WORK (CONCRETE BASE)	L.SUM	1
MISCELLANEOUS WORK (FLOOR ACVESS HATCH COVER)	EACH	1

The time allowed for the completion of the work included in this project will be 180 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-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.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is $14payable at time of order by cash, check, or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of $5 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

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 shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from the Contracts and Specifications website.
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.

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 ten percent of the amount of the bid or in the form of a surety (bid) bond for ten 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.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Infrastructure Delivery and Operations Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Ghalib Mahdi	GMahdi@azdot.gov
Construction Supervisor:	Josiah Roberts	JRoberts4@azdot.gov

For Reza Ighani

STEVE BEASLEY,
Manager
Contracts & Specifications Section

060 MA 181 H880601C
NHPP-060-C(209)T
May 25, 2017

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

70 Working Days

The proposed work is located in Pinal County on State Route 87 from MP 152.30 to 159.66 at the Junction of SR 587. The work consists of removing the existing Asphaltic Concrete (AC) by milling and replacing it with new AC and double application chip seal. The work also includes striping, signing and other related work.

Bid Opening Date : 6/30/2017, Prequalification Required, Engineer Specialist : Jedidiah Young

Project No.	Highway Termini	Location	Item
087 PN 152 H886401C 087-A-NFA	PICACHO-COOLIDGE-CHANDLER-MESA HWY (SR 87)	SANTAN INDUSTRIAL PARK TO HUNT SouthCent District	N/A

Rank	Bid Amount	Contractor Name	Address of Contractor
1	$1,427,750.00	Sunland Asphalt & Construction Inc.	3002 South Priest Drive Tempe, AZ 85282
2	$1,497,628.96	PAVECO, INC.	2801 S. 49TH AVE, SUITE B PHOENIX, AZ 85043
3	$1,586,808.00	NESBITT CONTRACTING CO., INC.	100 SOUTH PRICE ROAD TEMPE, AZ 85281
	$1,625,737.60	DEPARTMENT	
4	$1,634,000.00	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040

Apparent Low Bidder is 12.2% Under Department Estimate (Difference = ($197,987.60))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 30, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO	087 PN 152 H886401C
PROJ NO	087-A-NFA
TERMINI	PICACHO-COOLIDGE-CHANDLER-MESA HWY (SR 87)
LOCATION	SANTAN INDUSTRIAL PARK TO HUNT HIGHWAY

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 87	152.30 to 159.66	SOUTHCENTRAL	N/A

The amount programmed for this contract is $2,400,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Pinal County on State Route 87 from MP 152.30 to 159.66 at the Junction of SR 587. The work consists of removing the existing Asphaltic Concrete (AC) by milling and replacing it with new AC and double application chip seal. The work also includes striping, signing and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Removal of Bituminous Pavement Milling (Varies)	SQ. Yd.	100,000
Asphaltic Concrete (3/4") (End Product) (Special Mix)	Ton	10,500
Emulsified Asphalt (CRS-2P)	Ton	200
Cover Material	Cu. Yd.	1,200
Sign Post (Perforated)	L. Ft.	115
Pavement Marking (Paint)	L. Ft.	95,000
Permanent Marking (Extruded Thermoplastic) (0.090")	L. Ft.	195,000
Pavement Marker (Raised)	Each	1,600
Contractor Quality Control	L. Sum.	1
Construction Surveying and Layout	L. Sum.	1

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 project will be 70 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-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.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is $13.00, payable at time of order by cash, check, or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of $5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:
http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

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 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.

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.

Proposal pamphlets in paper format shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Infrastructure Delivery and Operations Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Jedidiah Young	jyoung2@azdot.gov
Construction Supervisor:	Abraham Abdulnour	AAbdulnour@azdot.gov

STEVE BEASLEY,
Manager
Contracts & Specifications

087 PN 152 H886401C
087-A-NFA
PROJECT ADVERTISED ON: THURSDAY, JUNE 1, 2017

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

75 Working Days

The proposed work is located in Mohave County on State Route 95, approximately 5 miles south of Bullhead City. The project begins at the Arizona-California state line from the end of the bridge over the Colorado River and extends north to Rising Sun Road. The work consists of applying a full width microsurfacing to the existing pavement, replacing existing pavement markings, and other miscellaneous work.

Bid Opening Date : 6/9/2017, Prequalification Required, Engineer Specialist : Brandon Campbell

Project No:	Highway Termini	Location	Item
095 MO 227 H887901C 095-D-(212)T	PARKER - BULLHEAD CITY HWY (SR 95)	AZ STATE LINE TO RISING SUN RD NorthWest District	STATE

Rank	Bid Amount	Contractor Name	Address of Contractor
	$1,798,301.20	DEPARTMENT	
1	$1,942,622.10	INTERMOUNTAIN SLURRY SEAL, INC.	520 NORTH 400 WEST NORTH SALT LAKE CITY, UT 84054
2	$2,019,382.44	SOUTHWEST SLURRY SEAL, INC.	22855 N. 21ST AVENUE PHOENIX, AZ 85027-2034
3	$2,074,000.00	VSS INTERNATIONAL, INC.	3785 Channel Drive West Sacramento, CA 95691

Apparent Low Bidder is 8.0% Over Department Estimate (Difference = $144,320.90)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 9, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO	095 MO 226 H8879 01C
PROJ NO	095-D-NFA
TERMINI	PARKER – BULLHEAD CITY HWY (SR 95)
LOCATION	AZ STATE LINE – RISING SUN ROAD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 95	226.08 to 240.00	NORTHWEST	STATE

The amount programmed for this contract is $2,212,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Mohave County on State Route 95, approximately 5 miles south of Bullhead City. The project begins at the Arizona-California state line from the end of the bridge over the Colorado River and extends north to Rising Sun Road. The work consists of applying a full width microsurfacing to the existing pavement, replacing existing pavement markings, and other miscellaneous work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
EMULSIFIED ASPHALT (POLYMER MODIFIED)	TON	1,125
AGGREGATE (TYPE III)	TON	8,600
PERMANENT PAVEMENT MARKING (THERMOPLASTIC)	L. FT.	514,500
PERMANENT PAVEMENT MARKING (PAINTED)	L. FT.	350,000
CONSTRUCTION SURVEYING AND LAYOUT	L.SUM.	1

This project is located on a Native American Reservation, in the Fort Mohave Indian Reservation area, which may subject the contractor to the laws and regulations of the Fort Mohave Indian Reservation and its TERO office. Contractors are advised to make themselves aware of any taxes, fees or any conditions that may be imposed by the Fort Mohave Indian Reservation on work performed on the Reservation.

The time allowed for the completion of the work included in this project will be 75 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-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.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is $7, payable at time of order by cash, check, or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of $5 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at: http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

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 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.

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.

Proposal pamphlets in paper format shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Infrastructure Delivery and Operations Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Brandon Campbell	Bcampbell2@azdot.gov
Construction Supervisor:	Allison Baker	Abaker@azdot.gov

STEVE BEASLEY,
Manager
Contracts & Specifications

095 MO 226 H8879 01C
095-D-NFA
PROJECT ADVERTISED ON: 4/25/2017

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

150 Calendar Days

The proposed project is located in the City of Flagstaff within Coconino County. The proposed project consists of widening existing Pine Knoll Drive to accommodate a bike lane on the north side of the road and to also construct a shared?used pathway along the north side of Pine Knoll Drive between San Francisco Street on the west and Lone Tree Road on the east. The work includes the removal of asphalt concrete pavement, roadway excavation, furnishing and placement of asphaltic concrete pavement, concrete curb and gutter, concrete sidewalks, signing, pavement markings, and other related items.

Bid Opening Date : 6/30/2017, Prequalification Required, Engineer Specialist : Shah Manish

Project No.	Highway Termini	Location	Item
0000 CN FLA SF01201C FLA-0-(214)T	CITY OF FLAGSTAFF	PINE KNOLL DRV, SAN FRANCISCO Central District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
	$490,200.00	DEPARTMENT	
1	$538,000.00	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302
2	$578,000.00	VISUS ENGINEERING CONSTRUCTION, INC.	1831 NORTH ROCHESTER MESA, AZ 85205
3	$617,725.25	AJP ELECTRIC, INC.	11250 N. CAVE CREEK RD. PHOENIX, AZ 85020
4	$634,304.65	INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC.	1564 N. ALMA SCHOOL RD, SUITE #200 MESA, AZ 85201

Apparent Low Bidder is 9.8% Over Department Estimate (Difference = $47,800.00)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 30, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO	0000 CN FLA SF01201C
PROJ NO	SRS-FLA-0(214)T
TERMINI	CITY OF FLAGSTAFF
LOCATION	PINE KNOLL DRIVE, SAN FRANCISCO ST. - LONE TREE ROAD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	NORTHCENTRAL	LOCAL

The amount programmed for this contract is $560,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in the City of Flagstaff within Coconino County. The proposed project consists of widening existing Pine Knoll Drive to accommodate a bike lane on the north side of the road and to also construct a shared-used pathway along the north side of Pine Knoll Drive between San Francisco Street on the west and Lone Tree Road on the east. The work includes the removal of asphalt concrete pavement, roadway excavation, furnishing and placement of asphaltic concrete pavement, concrete curb and gutter, concrete sidewalks, signing, pavement markings, and other related items.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Roadway Excavation	Cu.Yd.	700
Borrow (In Place)	Cu.Yd.	1,200
Aggregate Base, Class 2	Cu.Yd.	500
Asphaltic Concrete (Miscellaneous Structural)	Ton	600
Permanent Pavement Marking (Painted)	L.Ft.	7,000
Dual Component Pavement Marking (Epoxy)	L.Ft.	6,000
Concrete Curb And Gutter	L.Ft.	800
Concrete Sidewalk	Sq.Ft.	8,000
Construction Surveying and Layout	L.Sum	1

The time allowed for the completion of the work included in this project will be 150 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-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 8.63%.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is $24.00, payable at time of order by cash, check, or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of $5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:
http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

Cross sections, earthwork quantity sheets, and other files and reports, if applicable, will be available on the Contracts and Specifications website.

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 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.

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.

Proposal pamphlets in paper format shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Infrastructure Delivery and Operations Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

C&S Technical Leader	Manish Shah	mshah@azdot.gov
Construction Supervisor:	Steve Monroe	SMonroe@azdot.gov

STEVE BEASLEY,
Manager
Contracts & Specifications

0000 CN FLA SF01201C
June 2, 2017

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

260 Working Days

The proposed work is located in La Paz County on Plomosa Road, between milepost 10.11 and milepost 19.52, and on Salome Road, between milepost 2.72 and milepost 16.05. The work consists of repairing roadway shoulders using cement modified soil, and constructing concrete ford walls. Additional work involves removal of existing Asphaltic Concrete (AC) and replacing it with new AC, placing pavement markings, and other related work.

Bid Opening Date : 6/30/2017, Prequalification Required, Engineer Specialist : Patton Samuel James

Project No.	Highway Termini	Location	Item
0000 LA LLA SE59001C LLA-0-(207)T	LA PAZ COUNTY	PLOMOSA AND SALOME ROAD SouthWest District	Local

Rank	Bid Amount	Contractor Name	Address of Contractor
	$900,361.55	DEPARTMENT	
1	$1,361,893.08	N.G.U CONTRACTING, INC.	3820 W. Happy Valley Road, Ste. 141 #496 Glendale, AZ 85310
2	$1,371,426.40	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302
3	$1,382,262.15	D B A CONSTRUCTION INC.	P O BOX 63035 PHOENIX, AZ 85082-3035

Apparent Low Bidder is 51.3% Over Department Estimate (Difference = $461,531.53)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 30, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO	0000 LA LLA SE59001C
PROJ NO	ER-LLA-0(207)T
TERMINI	LA PAZ COUNTY
LOCATION	PLOMOSA ROAD, SR72 – PLOMOSA MNT. PASS & SALOME ROAD, CENTENNIAL WASH- AVE 75E

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
Plomosa Road,	10.11 to 19.52	SouthWest	Local
Salome Road	2.72 to 16.05		

The amount programmed for this contract is $1,189,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in La Paz County on Plomosa Road, between milepost 10.11 and milepost 19.52, and on Salome Road, between milepost 2.72 and milepost 16.05. The work consists of repairing roadway shoulders using cement modified soil, and constructing concrete ford walls. Additional work involves removal of existing Asphaltic Concrete (AC) and replacing it with new AC, placing pavement markings, and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Grading Roadway for Pavement	SQ.YD.	2904
Aggregate Base, Class 2	CU.YD.	240
Asphaltic Concrete Miscellaneous Structural	TON	692
Permanent Pavement Marking	L.FT.	5459
Seeding Class II	ACRE	4
Concrete Ford Wall 4'	L.FT.	2035
Concrete Ford Wall 6'	L.FT.	84
In-Situ Cement Modified Soil	CY.YD.	4247
Construction Survey	L. SUM	1

The time allowed for the completion of the work included in this project will be 260 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-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be

discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 7.04.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is $ 44, payable at time of order by cash, check, or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of $ 5 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:
http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

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 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.

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.

Proposal pamphlets in paper format shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Infrastructure Delivery and Operations Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Sam Patton	spatton@azdot.gov
Construction Supervisor:	Jaime Hernandez	jhernandez@azdot.gov

for

STEVE BEASLEY,
Manager
Contracts & Specifications

LA LLA SE59001C
FA-LLA-0(207)T
PROJECT ADVERTISED ON: May 30, 2017

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

120 Calendar Days

The proposed work is located in Maricopa County, within the City of Glendale. The project will reconstruct a downtown alley located at north of the Glendale Avenue between 57th Avenue and 57th Drive. The proposed work consists of installing decorative pavement, decorative brick wall, site furnishings, lighting, drainage, landscaping and other related work.

Bid Opening Date : 5/26/2017, Prequalification Required, Engineer Specialist : Mahfuz Anwar

Project No.	Highway Termini	Location	Item
0000 MA GLN SS88901C GLN-0-(230)T	CITY OF GLENDALE	GLENDALE AVE'S-NORTH ALLEY - 5 Central District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
	$477,867.00	DEPARTMENT	
1	$595,000.00	K.A.Z. CONSTRUCTION, INC.	1138 S. SANTA RITA AVENUE TUCSON, AZ 85719
2	$645,015.60	AJP ELECTRIC, INC.	11250 N. CAVE CREEK RD. PHOENIX, AZ 85020

Apparent Low Bidder is 24.5% Over Department Estimate (Difference = $117,133.00)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MAY 26, 2017 AT 11:00 A.M. (M.S.T.)

TRACS NO	0000 MA GLN SS88901C
PROJ NO	CM-GLN-0(230)T
TERMINI	CITY OF GLENDALE
LOCATION	GLENDALE AVENUE'S NORTH ALLEY- 57TH AVE TO 57TH DR.

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	CENTRAL	LOCAL

This project is being re-advertised. Firms that already purchased contract documents are instructed to destroy them as the contract documents have been revised. All bidders and subcontractors, previous or new, may download the project documents from the Contracts and Specifications Section's Website or pick up the package from the Contracts and Specifications Section front desk for a fee. Contractors that previously registered online for the project are advised to register for the re-advertised project.

The amount programmed for this contract is $623,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Maricopa County, within the City of Glendale. The project will reconstruct a downtown alley located at north of the Glendale Avenue between 57th Avenue and 57th Drive. The proposed work consists of installing decorative pavement, decorative brick wall, site furnishings, lighting, drainage, landscaping and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Removal of Concrete Curb	L. Ft.	327
Grading Roadway for Pavement	Sq. Yd.	722
Aggregate Base, Class 2	Cu.Yd.	43
Asphaltic concrete (misc. structural)	Ton	43
Reinforced Concrete Pipe (various sizes & types)	L. Ft.	422
Concrete Catch Basin & drainage structures	Each	4
Special Pole With Decorative Base	Each	6
Electrical conduit (1")(PVC)	L. Ft.	415
Conductors (various sizes and types)	L. Ft.	1,245
Granite Mulch (1/2 Inch Minus)	Sq. Yd.	197
Planter Box (Precast Concrete)	Each	2
Tree (24 Inch Box)	Each	17
Shrub (one and five gallon)	Each	168
Landscape establishment	L.Sum	1
Pipe for irrigation (various sizes & types)	L. Ft.	1,896
Adjust Water Line	L. Ft.	44
Concrete Valley Gutter	Sq.Ft.	1,217
Bench	Each	9
Decorative Brick Wall	L. Ft.	420
Concrete Unit Pavers	Sq. Yd.	469
Construction Surveying and Layout	L.Sum	1

The time allowed for the completion of the work included in the Construction Phase of the contract will be 120 calendar days.

The time allowed for the completion of the work included in the Landscape Establishment Phase of the contract will be 90 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 6.64.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is $19.00 payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of $5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at: http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

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 shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from the Contracts and Specifications website.

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.

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 ten percent of the amount of the bid or in the form of a surety (bid) bond for ten 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.

Proposal pamphlets in paper format shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Infrastructure Delivery and Operations Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Mahfuz Anwar	MAnwar@azdot.gov
Construction Supervisor:	Kirk Kiser	KKiser@azdot.gov

for Roya Jafari
STEVE BEASLEY,
Engineer-Manager
Contracts & Specifications Section

0000 MA GLN SS88901C
CM-GLN-0(230)T
March 28, 2017

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

65 Working Days

The proposed Multi-Use Pathway Improvements project is located in Maricopa County, within the City of Litchfield Park and Maricopa County. The project begins on Bird Lane at Old Litchfield Road and extends to Litchfield Road, follows Litchfield Road to Camelback Road for a distance of approximately 0.29 miles. The proposed work consists of constructing an 8 foot Wide Multi-Use Pathway along with minor adjustment in roadway width. The work includes roadway excavation, furnishing and placing aggregate base and asphaltic concrete pavement, crack sealing, pavement marking, signing and other related work.

Bid Opening Date : 5/26/2017, Prequalification Required, Engineer Specialist : Rik Richter

Project No.	Highway Termini	Location	Item
0000 MA LPK T000401C LPK-0-(204)T	CITY OF LITCHFIELD PARK	Old Litchfield Rd / Bird Ln. - Central District	Local-FA

Rank	Bid Amount	Contractor Name	Address of Contractor
1	$315,000.00	VISUS ENGINEERING CONSTRUCTION, INC.	1831 NORTH ROCHESTER MESA, AZ 85205
2	$373,532.20	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318
3	$380,469.40	AJP ELECTRIC, INC.	11250 N. CAVE CREEK RD. PHOENIX, AZ 85020
	$392,000.00	DEPARTMENT	
4	$413,000.00	INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC.	1564 N. ALMA SCHOOL RD, SUITE #200 MESA, AZ 85201
5	$461,898.50	TIFFANY CONSTRUCTION COMPANY	2800 N. 24TH STREET PHOENIX, AZ 85008

Rank	Bid Amount	Contractor Name	Address of Contractor
6	$479,977.50	K.A.Z. CONSTRUCTION, INC.	1138 S SANTA RITA AVENUE TUCSON, AZ 85719

Apparent Low Bidder is 19.6% Under Department Estimate (Difference = ($77,000.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MAY 26, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO	0000 MA LPK T000401C
PROJ NO	CM-LPK-0(204)T
TERMINI	CITY OF LITCHFIELD PARK
LOCATION	LITCHFIELD ROAD: BIRD LANE TO CAMELBACK ROAD

ROUTE NO:	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	CENTRAL	LOCAL-FA

The amount programmed for this contract is $486,360. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed Multi-Use Pathway Improvements project is located in Maricopa County, within the City of Litchfield Park and Maricopa County. The project begins on Bird Lane at Old Litchfield Road and extends to Litchfield Road, follows Litchfield Road to Camelback Road for a distance of approximately 0.29 miles. The proposed work consists of constructing an 8 foot Wide Multi-Use Pathway along with minor adjustment in roadway width. The work includes roadway excavation, furnishing and placing aggregate base and asphaltic concrete pavement, crack sealing, pavement marking, signing and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Roadway Excavation	Cu.Yd.	387
Borrow	Cu.Yd.	638
Aggregate Base, Class 2	Cu.Yd.	233
Crack Sealing	L.Ft.	2,040
Asphaltic Concrete (Misc. Structural)	Ton	238
Storm Drain Pipe (18") (HDPE)	L.Ft.	117
Flagging Services	Hour	100
Pavement Marking (Thermoplastic)	L.Ft.	969
Concrete Curb and Gutter	L.Ft.	1,702
Concrete Sidewalk	Sq.Ft.	12,172
Construction Surveying and Layout	L.Sum	1

The time allowed for the completion of the work included in this project will 65 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-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 8.38%.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is $21.00, payable at time of order by cash, check, or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of $5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

Cross sections, earthwork quantity sheets, and other files and reports, if applicable, will be available on the Contracts and Specifications website.

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 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.

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.

Proposal pamphlets in paper format shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Infrastructure Delivery and Operations Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Rik Richter	RRichter@azdot.gov
Construction Supervisor:	Dylan Cardie	DCardie@azdot.gov

STEVE BEASLEY,
Manager
Contracts & Specifications

0000 MA LPK T000401C
CM LPK-0(204)T
PROJECT ADVERTISED: May 3, 2017

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

185 Working Days

The proposed project is located in Maricopa County within the City of Peoria along 75th Avenue from Greenway Road to Paradise Lane and along Paradise Lane from 75th Avenue to 77th Avenue. The work includes the installation of conduit, pull boxes, fiber optic cabling, and CCTV cameras.

Bid Opening Date : 6/30/2017, Prequalification Required, Engineer Specialist : Mowery-Racz Thomas

Project No.	Highway Termini	Location	Item
0000 SW PEO SZ16901C PE0-0-(222)T	CITY OF PEORIA	75TH AVE from Greenway Rd to P Central District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
	$211,057.50	DEPARTMENT	
1	$242,484.42	CONTRACTORS WEST, INC.	1830 W. BROADWAY RD. MESA, AZ 85202-1125
2	$246,942.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027
3	$262,405.08	ROADWAY ELECTRIC, LLC	2035 W. MOUNTAIN VIEW ROAD PHOENIX, AZ 85021
4	$298,647.25	MP NEXLEVEL, LLC	500 CO RD 37 E MAPLE LAKE, MN 55358
5	$300,323.09	KIMBRELL ELECTRIC, INC.	7593 N. 73RD DRIVE GLENDALE, AZ 85303

Rank	Bid Amount	Contractor Name	Address of Contractor
6	$318,092.20	AJP ELECTRIC, INC.	11250 N. CAVE CREEK RD. PHOENIX, AZ 85020

Apparent Low Bidder is 14.9% Over Department Estimate (Difference = $31,426.92)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: Friday, June 30, 2017, at 11:00 A.M. (M.S.T.)

TRACS No:	0000 MA PEO SZ169 01C
Project No:	CM-PEO-0(222)T
Termini:	City of Peoria
Location:	75th Ave from Greenway Rd to Paradise Ln and Paradise Ln from 75th Ave to 77th Ave

ROUTE No.	MILEPOST	DISTRICT	ITEM No.
N/A	N/A	CENTRAL	LOCAL

The amount programmed for this contract is **$219,271**. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in Maricopa County within the City of Peoria along 75th Avenue from Greenway Road to Paradise Lane and along Paradise Lane from 75th Avenue to 77th Avenue. The work includes the installation of conduit, pull boxes, fiber optic cabling, and CCTV cameras.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Electrical Conduit: Various Sizes & Configurations	L.Ft.	1,900
Pull Box & Lid Replacement; Peoria Standard	EACH	9
Single Mode Fiber Optic Cable; 12 & 96 Fiber	L.Ft.	2,550
Traffic Signal Control Cabinet & Controller	EACH	1
CCTV Field Equipment	EACH	1
Traffic Monitor Wifi Reader	EACH	3
Construction Surveying and Layout	L. SUM	1

The time allowed for the completion of the work included in this project will be **185** 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-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.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is $12, payable at time of order by

cash, check, or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of $5 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:
http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

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 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.

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.

Proposal pamphlets in paper format shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Infrastructure Delivery and Operations Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Thomas Mowery-Racz	tmowery-racz@azdot.gov
Construction Supervisor:	Girgis Girgis	ggirgis@azdot.gov

STEVE BEASLEY,
Manager
Contracts & Specifications

0000 MA PEO SZ169 01C
CM-PEO-0(222)T
PROJECT ADVERTISED ON: May 25, 2017

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

130 Calendar Days

The proposed work is located in Santa Cruz County on Crawford Street between McNab Drive and Sonoita Avenue, in the City of Nogales. The work consists of removing and replacing asphaltic concrete, constructing concrete sidewalk ramps, signing, pavement markings, and other related work.

Bid Opening Date : 6/9/2017, Prequalification Required, Engineer Specialist : William Nanni

Project No.	Highway Termini	Location	Item
0000 SC N0G SZ03501C N0G-0-(201)A	CITY OF NOGALES	CITY OF NOGALES, SONOITA AVE - SouthEast District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
	$392,722.00	DEPARTMENT	
1	$447,500.00	K E & G CONSTRUCTION, INC.	5100 S. ALVERNON WAY TUCSON, AZ 85706
2	$508,081.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714

Apparent Low Bidder is 13.9% Over Department Estimate (Difference = $54,778.00)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, OCTOBER 7, 2016, AT 11:00 A.M. (M.S.T.)

TRACS NO	0000 SC NOG SZ03501C
PROJ NO	STP-NOG-0(201)T
TERMINI	CITY OF NOGALES
LOCATION	CRAWFORD STREET: MCNAB DRIVE TO SONOITA AVENUE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	SOUTHCENTRAL	LOCAL

The amount programmed for this contract is $515,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Santa Cruz County on Crawford Street between McNab Drive and Sonoita Avenue, in the City of Nogales. The work consists of removing and replacing asphaltic concrete, constructing concrete sidewalk ramps, signing, pavement markings, and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Grading Roadway For Pavement	Sq.Yd.	8,400
Aggregate Base, Class 2	Cu.Yd.	1,200
Asphaltic Concrete (Misc. Structural)	Ton	1,200
Warning, Marker, or Regulatory Sign Panel	Sq.Ft.	130
Pavement Marking	L.Ft.	11,200
Concrete Sidewalk Ramp	Sq.Ft.	1,250
Contractor Quality Control	L.Sum	1
Construction Surveying And Layout	L.Sum	1

The time allowed for the completion of the work included in this project will be 130 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-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 5.91%.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is $16.00, payable at time of order

by cash, check, or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of $5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:
http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

Cross sections, earthwork quantity sheets, and other files and reports, if applicable, will be available on the Contracts and Specifications website.

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 shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from the Contracts and Specifications website.

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.

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 ten percent of the amount of the bid or in the form of a surety (bid) bond for ten 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.

Proposal pamphlets in paper format shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Infrastructure Delivery and Operations Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	William Nanni	(602) 712-6899
Construction Supervisor:	Aziz Haddad	(520) 586-2949

STEVE BEASLEY,
Manager
Contracts & Specifications

W.N.: 0000 SC NOG SZ03501C
PROJECT ADVERTISED ON: 6-24-2016

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

45 Working Days

The proposed work is located in Yuma County, within the City of Somerton, on Cesar Chavez Ave beginning at US 95 and extending 0.9 miles north to Madison St. The work consists of constructing a 10 foot wide asphaltic concrete shared use, removing existing concrete, placing new asphaltic concrete (miscellaneous structural), installing new lighting poles, landscaping establishment, and other miscellaneous work.

Bid Opening Date : 6/23/2017, Prequalification Required, Engineer Specialist : Brandon Campbell

Project No.	Highway Termini	Location	Item
0000 YU SOM SL71201C SOM-0-(205)T	CITY OF SOMERTON	CESAR CHAVEZ AV/AV F:US95 TO M SouthWest District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
	$701,573.85	DEPARTMENT	
1	$743,936.00	N.G.U CONTRACTING, INC.	3820 W. Happy Valley Road, Ste. 141 #496 Glendale, AZ 85310
2	$752,166.08	INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC.	1564 N. ALMA SCHOOL RD, SUITE #200 MESA, AZ 85201
3	$822,322.10	AJP ELECTRIC, INC.	11250 N. CAVE CREEK RD. PHOENIX, AZ 85020
4	$880,000.00	K.A.Z. CONSTRUCTION, INC.	1138 S. SANTA RITA AVENUE TUCSON, AZ 85719

Apparent Low Bidder is 6.0% Over Department Estimate (Difference = $42,362.15)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MAY 26, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO	0000 YU SOM SL712 01C
PROJ NO	TEA-SOM-0(205)T
TERMINI	CITY OF SOMERTON
LOCATION	CESAR CHAVEZ AVE, US 95 TO MADISON ST

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	SOUTHWEST	LOCAL

The amount programmed for this contract is $783,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Yuma County, within the City of Somerton, on Cesar Chavez Ave beginning at US 95 and extending 0.9 miles north to Madison St. The work consists of constructing a 10 foot wide asphaltic concrete shared use path, removing existing concrete, placing new asphaltic concrete (miscellaneous structural), installing new lighting poles, landscaping establishment, and other miscellaneous work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
CLEARING AND GRUBBING	ACRE	5
ROADWAY EXCAVATION	CU.YD.	900
AGGREGATE BASE, CLASS 2	CU.YD.	550
ASPHALTIC CONCRETE (MISC STRUCTURAL)	TON	580
POLE (SPECIAL)(19.5 FT MONTEREY STYLE)	EACH	50
ELECTRICAL CONDUIT (PVC)(VARIOUS SIZES)	L.FT.	6,200
ELECTRICAL CONDUIT (PVC)(DIRECTIONAL BORE)	L.FT.	100
LUMINAIRE (LED)(BRONZE COLOR)	EACH	50
PIPE (PVC)(VARIOUS SIZES)	L.FT.	5,000
CONCRETE DRIVEWAY	SQ.FT.	1,400
CONSTRUCTION SURVEYING AND LAYOUT	L.SUM	1

The time allowed for the completion of the work included in the Construction Phase of the contract will be **45** working days.

The time allowed for the completion of the work included in the Landscape Establishment Phase of the 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-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 3.13 %.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is $41, payable at time of order by cash, check, or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of $5 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona

Department of Transportation. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at: http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

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 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.

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.

Proposal pamphlets in paper format shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Infrastructure Delivery and Operations Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Brandon Campbell	bcampbell2@azdot.gov
Construction Supervisor:	Hector Chavira	HChavira@azdot.gov

STEVE BEASLEY,
Manager
Contracts & Specifications

0000 YU SOM SL712 01C
TEA-SOM-0(205)T
PROJECT ADVERTISED ON: 3/31/2017

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

160 Calendar Days

The proposed construct T-intersection is located in near the City of Florence at the intersection of SR 79 and SR 79B, in Pinal County. The work consists of construction of intersection improvements. The work includes roadway excavations, removal of existing pavement, placing aggregate base course and asphalt concrete, installation of pipe, signing and pavement markings, and other related work.

Bid Opening Date : 6/9/2017, Prequalification Required, Engineer Specialist : Vian Rashid

Project No.	Highway Termini	Location	Item
079 PN 132 H790401C 079-A(204)T	ORACLE JCT-FLORENCE HWY (SR 79)	SR 79 AT SR 79B SouthCent District	22015

Rank	Bid Amount	Contractor Name	Address of Contractor
1	$618,961.62	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318
2	$676,272.95	N.G.U CONTRACTING, INC.	3820 W. Happy Valley Road, Ste. 141 #496 Glendale, AZ 85310
3	$692,461.00	NESBITT CONTRACTING CO., INC.	100 SOUTH PRICE ROAD TEMPE, AZ 85281
4	$722,955.49	SHOW LOW CONSTRUCTION, INC.	1801 WEST DEUCE OF CLUBS, SUITE 300 SHOW LOW, AZ 85901
5	$731,958.65	GREY MOUNTAIN CONSTRUCTION, LLC	3190 SOUTH GILBERT ROAD SUITE #5 CHANDLER, AZ 85286
	$809,624.22	DEPARTMENT	

Rank	Bid Amount	Contractor Name	Address of Contractor
6	$831,400.00	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040

Apparent Low Bidder is 23.5% Under Department Estimate (Difference = ($190,662.60))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 09, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO	079 PN 132 H7904 01C
PROJ NO	HSIP-079-A(204)T
TERMINI	ORACLE JCT-FLORENCE HWY (SR 79)
LOCATION	SR 79 AT SR 79B

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 79	132.13 to 132.35	SOUTHCENTRAL	22015

The amount programmed for this contract is $1,100,000.00. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed construct T-intersection is located in near the City of Florence at the intersection of SR 79 and SR 79B, in Pinal County. The work consists of construction of intersection improvements. The work includes roadway excavations, removal of existing pavement, placing aggregate base course and asphalt concrete, installation of pipe, signing and pavement markings, and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Clearing and Grubbing	ACRE	3
Removal of Asphaltic Concrete Pavement	SQ.YD.	21,256
Remove Bituminous Pavement (Milling) (2 1/2")	SQ.YD.	6,500
Roadway Excavation	CU.YD.	1,968
Borrow (In Place)	CU.YD.	743
Aggregate Base, Class 2	CU.YD.	2,069
Asphaltic Concrete (Miscellaneous Structural)	TON	2,814
Pipe, Reinforced Concrete, Class IV, 24"	L.FT.	78
Warning, Marker, or Regulatory Sign Panel	SQ.FT.	139
Pavement Marking (White & Yellow Thermoplastic) (0.090")	L.FT.	22,400
Seeding (Class II)	ACRE	5
Erosion Control (Sediment Logs) (20")	L.FT.	8,900
Contractor Quality Control	L.SUM	1
Construction Surveying and Layout	L.SUM	1

The time allowed for the completion of the work included in this project will be **160** 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-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 6.85.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is $35, payable at time of order by cash, check, or money

order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of $5 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

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Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

Cross sections, earthwork quantity sheets, and other files and reports, if applicable, will be available on the Contracts and Specifications website.

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 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.

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.

Proposal pamphlets in paper format shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Infrastructure Delivery and Operations Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Vian Rashid	(VRashid@azdot.gov)
Construction Supervisor:	Abraham Abdulnour	(AAbdulnour@azdot.gov)

for

STEVE BEASLEY,
Manager
Contracts & Specifications

079 PN 132 H7904 01C
HSIP-079-A(204)T
PROJECT ADVERTISED ON: 04/07/2017

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

300 Calendar Days

The proposed work is located in Cochise County within the City of Sierra Vista at the intersection of State Route 90 (SR 90) and E. Buffalo Soldier Trail / Hatfield Street. The work consists of pavement widening and rehabilitation; constructing curbs and gutters and sidewalks; new guardrail, traffic signal and street light replacement; utility relocation; new culvert and culvert extensions; new signage and pavement markings and other miscellaneous work.

Bid Opening Date : 6/30/2017, Prequalification Required, Engineer Specialist : Rene Teran

Project No.	Highway Termini	Location	Item
090 CH 316 H880301C 090-A-(206)T	CITY OF SIERRA VISTA SR 90	E. BUFFALO SOLDIER TR./ HATFIE SouthCent District	5147

Rank	Bid Amount	Contractor Name	Address of Contractor
	$2,145,017.00	DEPARTMENT	
1	$2,633,000.00	K E & G CONSTRUCTION, INC.	5100 S. ALVERNON WAY TUCSON, AZ 85706
2	$2,980,980.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714

Apparent Low Bidder is 22.7% Over Department Estimate (Difference = $487,983.00)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY JUNE 30, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO	090 CH 316 H8803 01C
PROJ NO	NH-090-A(206)T
TERMINI	CITY OF SIERRA VISTA (SR 90)
LOCATION	E. BUFFALO SOLDIER TRAIL/HATFIELD ST. INTERSECTION

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 90	316	SOUTHCENTRAL	5147

The amount programmed for this contract is $2,872,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Cochise County within the City of Sierra Vista at the intersection of State Route 90 (SR 90) and E. Buffalo Soldier Trail / Hatfield Street. The work consists of pavement widening and rehabilitation; constructing curbs and gutters and sidewalks; new guardrail, traffic signal and street light replacement; utility relocation; new culvert and culvert extensions; new signage and pavement markings and other miscellaneous work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Removal of Asphaltic Concrete Pavement	SQ.YD.	8,790
Roadway Excavation	CU.YD.	14,499
Borrow	CU.YD.	1,372
Aggregate Base (Class 2)	CU.YD.	3,971
Bituminous Tack Coat	TON	9
Fog Coat	TON	21
Asphalt Binder (PG 64-28)	TON	405
Asphaltic Concrete (3/4" Mix)(End Product)	TON	8,083
Sign Post Perforated (2S, 2-1/2 S and 2-1/2 T)	L.FT.	524
Warning, Marker, or Regulatory Sign Panel	SQ.FT.	258
Pavmt. Marking (White & Yellow Thermo.)(0.09")	L.FT.	79,710
Pole (Type A, Type G and Type R)	EACH	17
Mast Arm (20 Ft, 50 Ft. and 55 Ft.)(Tapered)	EACH	13
Pedestrian Push Button	EACH	12
Traffic Signal Mount. Assy. (Type II, IV, V and VII)	EACH	38
Landscaping Establishment	MONTH	24
Concrete Curb and Gutter (Type D and Special)	L.FT.	3,045
Retaining Wall (SD 7.01-1 –SD 7.01-5)	SQ.FT.	1,515
Contractor Based On-the-Job Training	HOUR	500
Misc. Work (Control of Noxious Plants)(Manual & Herbicide)	SQ.YD.	29,040
Construction Surveying and Layout	L.SUM	1
Ground-In Rumble Strip (12 Inch)	L.FT.	2,033

The time allowed for the completion of the work included in the Construction Phase of the contract will be **300** calendar days.

The time allowed for the completion of the work included in the Landscape Establishment Phase of the contract will be **730** 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-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 7.00 % .

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is $51.00, payable at time of order by cash, check, or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of $5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:
http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

Cross sections, earthwork quantity sheets, and other files and reports, if applicable, will be available on the Contracts and Specifications website.

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 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.

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.

Proposal pamphlets in paper format shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Infrastructure Delivery and Operations Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Rene Teran	rteran@azdot.gov
Construction Supervisor:	Erin Kline	ekline@azdot.gov

For Roza Infante

STEVE BEASLEY,
Manager
Contracts & Specifications

090 CH 316 H8803 01C
NH-090-A(206)T
PROJECT ADVERTISED ON: 06-02-2017

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

95 Working Days

The proposed project is located in Greenlee County on US 191, within the Town limits of Clifton, beginning at Smelter Hill and extends to Horseshoe Curve. The approximate length of the project is 2.5 miles. The work consists of drainage improvement, installation of ADA compliant sidewalk ramp, sidewalk, curb and gutter, traffic calming measures such as dynamic speed display signs, speed table etc., pavement marking and other related work.

Bid Opening Date : 6/30/2017, Prequalification Required, Engineer Specialist : Mahfuz Anwar

Project No.	Highway Termini	Location	Item
191 GE 162 H859001C 191-C-(220)T	SAFFORD - SPRINGERVILLE HIGHWAY (US191)	SMELTER HILL-HORSESHOE CURVE, SouthEast District	20816

Rank	Bid Amount	Contractor Name	Address of Contractor
	$462,946.00	DEPARTMENT	
1	$668,231.00	AJP ELECTRIC, INC.	11250 N. CAVE CREEK RD. PHOENIX, AZ 85020
2	$735,000.00	VISUS ENGINEERING CONSTRUCTION, INC.	1831 NORTH ROCHESTER MESA, AZ 85205
3	$840,550.00	K E & G CONSTRUCTION, INC.	5100 S. ALVERNON WAY TUCSON, AZ 85706

Apparent Low Bidder is 44.3% Over Department Estimate (Difference = $205,285.00)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 30, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO	191 GE 162 H859001C
PROJ NO	STP-191-C(220)T
TERMINI	SAFFORD-SPRINGERVILLE HIGHWAY (US191)
LOCATION	SMELTER HILL – HORSESHOE CURVE IN CLIFTON

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
191	162	SOUTHEAST	20816

The amount programmed for this contract is $700,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in Greenlee County on US 191, within the Town limits of Clifton, beginning at Smelter Hill and extends to Horseshoe Curve. The approximate length of the project is 2.5 miles. The work consists of drainage improvement, installation of ADA compliant sidewalk ramp, sidewalk, curb and gutter, traffic calming measures such as dynamic speed display signs, speed table etc., pavement marking and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Removal of Concrete Curb and Gutter	L.Ft.	1,483
Removal of Concrete Sidewalks, Driveways and Slabs	Sq.Ft.	9,274
Removal of Asphaltic Concrete Pavement	Sq.Yd.	591
Remove Bituminous Pavement (Milling)(Variable depth)	Sq.Yd.	1,054
Aggregate Base, Class 2	Cu.Yd.	24
Asphaltic concrete (miscellaneous structural)	Ton	44
Asphaltic Concrete Friction Course (Misc.)	Ton	32
Catch Basin, Various Types	Each	8
Pipe, Corrugated Metal (Various Sizes)	L.Ft.	979
Pole (Type G)(Standard Base)	Each	2
Luminaire (Horizontal Mount)(HPS 250 Watt))	Each	2
Concrete Curb (Various Types)	L.Ft.	91
Concrete Curb and Gutter (Various Types)	L.Ft.	1,537
Concrete Sidewalk (C-05.20)	Sq.Ft.	5,812
Construction Surveying and Layout	L.Sum	1

The time allowed for the completion of the work included in this project will be **95** 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-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 8.67.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is $24, payable at time of order by cash, check, or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of $5 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:
http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

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 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.

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.

Proposal pamphlets in paper format shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Infrastructure Delivery and Operations Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Mahfuz Anwar	MAnwar@azdot.gov
Construction Supervisor:	Brian Jevas	BJevas @azdot.gov

For Reza Jafari
STEVE BEASLEY,
Manager
Contracts & Specifications

191 GE 162 H859001C
STP-191-C(220)T
05/31/2017

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

100 Working Days

The proposed work is located in Gila County within the Tonto National Forest along SR 260 between MP 259.6 and MP 268.5. The approximate total length of the work is 9 miles. The proposed work includes the removal of the existing water supply system along SR 260, re-contouring two reservoir locations, removal of pipe attached to structures, removal and disposal of any well or well-head appurtenances, seeding of all disturbed areas, and other related work.

Bid Opening Date : 6/23/2017, Prequalification Required, Engineer Specialist : Patton Samuel James

Project No	Highway Termini	Location	Item
260 GI 259 F007001C 260-B-(224)T	PAYSON-SHOW LOW HIGHWAY	SR 260 FSR436 TO KOHLS RANCH A NorthCent District	N/A

Rank	Bid Amount	Contractor Name	Address of Contractor
1	$482,564.54	HATCH CONSTRUCTION & PAVING, INC.	127 S. MAIN STREET TAYLOR, AZ 85939
2	$580,083.30	RUMMEL CONSTRUCTION, INC	7520 E. ADOBE DRIVE SCOTTSDALE, AZ 85255
3	$712,000.00	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040
	$857,305.77	DEPARTMENT	
4	$916,706.60	SHOW LOW CONSTRUCTION, INC.	1801 WEST DEUCE OF CLUBS, SUITE 300 SHOW LOW, AZ 85901
5	$922,126.50	TECHNOLOGY CONSTRUCTION, INC.	5430 SIDE ROAD PRESCOTT, AZ 86301
6	$1,024,735.25	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302

Printed: 6/23/2017

Rank	Bid Amount	Contractor Name	Address of Contractor
7	$1,034,452.43	INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC.	1564 N. ALMA SCHOOL RD, SUITE #200 MESA, AZ 85201

Apparent Low Bidder is 43.7% Under Department Estimate (Difference = ($374,741.23))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 23, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO	260 GI 259 F007001C
PROJ NO	260-B-NFA
TERMINI	PAYSON-SHOW LOW HIGHWAY (SR 260)
LOCATION	FSR436 TO KOHL'S RANCH ACCESS ROAD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 260	259.6 to 268.5	NORTHCENTRAL	STATE

The amount programmed for this contract is $1,400,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Gila County within the Tonto National Forest along SR 260 between MP 259.6 and MP 268.5. The approximate total length of the work is 9 miles. The proposed work includes the removal of the existing water supply system along SR 260, re-contouring two reservoir locations, removal of pipe attached to structures, removal and disposal of any well or well-head appurtenances, seeding of all disturbed areas, and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Removal of Pipe	L.FT.	60,140
Excavation (and Contouring)	CU. YD.	10,317
Borrow (In Place)(and Contouring)	CU.YD.	7,673

The time allowed for the completion of the work included in this project 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-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.

Project plans, special provisions, and proposal pamphlets may be purchased in paper format from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. The cost is $26 payable at time of order by cash, check, or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of $5 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona

Department of Transportation. We cannot guarantee mail delivery. No refund will be made for plans or specifications returned.

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http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements.

Documents should be available within one week following the advertisement for bids.

This project is eligible for electronic bidding.

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 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.

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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Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Sam Patton	spatton@azdot.gov
Construction Supervisor:	Tom Goodman	tgoodman@azdot.gov

for

STEVE BEASLEY,
Manager
Contracts & Specifications

260 GI 259 F007001C
260-B-NFA
PROJECT ADVERTISED ON: 5/16/17