

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, December 15, 2017, at 9:00 a.m. at the Arizona Department of Transportation, Administration Building Auditorium, 206 S. 17th Avenue, Phoenix, AZ 85007. 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, December 15, 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 idioma o por discapacidad deben ponerse en contacto con 602.712.8946. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.

AGENDA

A copy of the agenda for this meeting will be available at the office of the Transportation Board at 206 S. 17th Avenue, 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 Chairman will poll the members of the Board at the commencement of the meeting with regard to which items require discussion. Any agenda item identified by any Board member as one requiring discussion will be accelerated ahead of those items not identified as requiring discussion. All such accelerated agenda items will be individually considered and acted upon ahead of all other agenda items. With respect to all agenda items not accelerated. i.e., those items upon which action has been deferred until later in the meeting, the Chairman will entertain a single motion and a single second to that motion and will call for a single vote of the members without any discussion of any agenda items so grouped together and so singly acted upon. Accordingly, in the event any person desires to have the Board discuss any particular agenda item, such person should contact one of the Board members before the meeting or 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 8th day of December, 2017

Arizona Highways, Airports, and Railroads



State Highway System

— Interstate

— State Route

— US Highway

✈ Airports

+++ Railroads (In Service)

○ Cities and Towns

▭ County Boundaries



Prepared by:
Arizona Department of Transportation
Multimodal Planning Division
Data Bureau GIS Section
(602) 712-7333
July 2009

0 20 40 80 Miles

ARIZONA STATE TRANSPORTATION BOARD

STATE TRANSPORTATION BOARD MEETING

9:00 a.m., Friday, December 15, 2017

Arizona Department of Transportation

Administration Building Auditorium

206 S. 17th Avenue

Phoenix, AZ 85007

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, December 15, 2017, at 9:00 a.m. at the Arizona Department of Transportation, Administration Building Auditorium, 206 S. 17th Avenue, Phoenix, AZ 85007. 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, December 15, 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 Jack Sellers, District 1

ROLL CALL

Roll call by Board Secretary Linda Priano

OPENING REMARKS

Opening remarks by Chairman Deanna Beaver

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964, as amended.

Reminder to 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: Director's Report

The Director will provide a report on current issues and events affecting ADOT.
(For information and discussion only — John Halikowski, Director)

A) Update on Border and Mexico Coordination Activities

B) Last Minute Items to Report

(For information only. The Transportation Board is not allowed to propose, discuss, deliberate or take action on any matter under "Last Minute Items to Report," unless the specific matter is properly noticed for action.)

***ITEM 2: Consent Agenda**

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

Items on the Consent Agenda generally consist of the following:

- Minutes of previous Board Meeting
- Minutes of Special Board Meeting
- 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 3: Legislative Report

Staff will provide a report on State and Federal legislative issues.

(For information and discussion only — William Fathauer, ADOT Legislative Liaison)

ITEM 4: Financial Report

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

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

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

ITEM 5: Multimodal Planning Division Report

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 Director)

- *ITEM 6: Priority Planning Advisory Committee (PPAC)**
 Staff will present recommended PPAC actions to the Board including consideration of changes to the FY 2017 - 2021 Statewide Transportation Facilities Construction Program.
 (For discussion and possible action — Greg Byers, Assistant Multimodal Planning Division Director)

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- ITEM 7: State Engineer’s Report**
 Staff will present a report showing the status of highway projects under construction, including total number and dollar value.
 (For information and discussion only — Dallas Hammit, Deputy Director of Transportation/State Engineer)

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- *ITEM 8: Construction Contracts**
 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)

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- ITEM 9: Potential Designation of former US Route 80 as a Historic Road**
 Staff will present an update of a recommendation from the Arizona Parkways, and Historic and Scenic Roads Advisory Committee to establish former US Route 80 as a historic road.
 (For information and discussion only — Floyd Roehrich, Jr., Executive Officer)
- ITEM 10: Suggestions**
 Board Members will have the opportunity to suggest items they would like to have placed on future Board Meeting agendas.
 (For information and discussion only - Floyd Roehrich, Jr., Executive Officer)
- *ITEM 11: Transportation Board Organization - Board Chairperson and Vice Chairperson designation for 2018 in accordance with A.R.S. §28-303(B)**
 The Board may elect to hold an executive session in accordance with A.R.S. §38-431.03(3), which will not be open to the public, for discussion/consultation for legal advice with the Board’s attorney as it relates to this agenda item.
 (For discussion and possible action – Floyd Roehrich, Jr., Executive Officer)
- ITEM 12: Recognition of Chairwoman Deanna Beaver, District 6 and Board Member Joe La Rue, District 1**
 (For information and discussion only - Floyd Roehrich, Jr., Executive Officer)

***Adjournment**

*ITEMS that may require Board Action

Items on the Consent Agenda generally consist of the following:

- Minutes of previous Board Meeting
- Minutes of Special Board Meeting
- 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.

MINUTES APPROVAL

- Board Meeting Minutes

RIGHT OF WAY RESOLUTIONS (action as noted)

ITEM 2a: RES. NO. 2017-12-A-069
 PROJECT: 060 MA 145 H8374 / 060-B(208)T
 HIGHWAY: WICKENBURG – PHOENIX
 SECTION: Thunderbird Road T. I.
 ROUTE NO.: U. S. Route 60
 ENG. DIST.: Central
 COUNTY: Maricopa
 DISPOSAL: D – C – 056
 RECOMMENDATION: Abandon to the City of El Mirage right of way that was temporarily acquired for construction of the Thunderbird Road Traffic Interchange and is no longer needed for the State Transportation System, in accordance with that certain Intergovernmental Agreement No. 15-0005361, dated February 17, 2016.

ITEM 2b: RES. NO. 2017-12-A-070
 PROJECT: 017 MA 216 H7383 / 017-A(248)A
 HIGHWAY: PHOENIX – CORDES JUNCTION
 SECTION: Pinnacle Peak and Happy Valley Traffic Interchanges
 ROUTE NO.: Interstate Route 17
 ENG. DIST.: Central
 COUNTY: Maricopa
 RECOMMENDATION: Establish new right of way as a state route to be utilized for improvements along Interstate 17 at the traffic interchanges of Pinnacle Peak Road and Happy Valley Road necessary to enhance convenience and safety for the traveling public.

ITEM 2c: RES. NO. 2017-12-A-071
 PROJECT: 303L MA 002 H7139 01R / 303-A(206)N
 HIGHWAY: BOB STUMP MEMORIAL PARKWAY
 SECTION: I-10 Traffic Interchange
 ROUTE NO.: State Route 303 Loop
 ENG. DIST.: Central
 COUNTY: Maricopa
 DISPOSAL: D – C – 035
 RECOMMENDATION: Abandon to the City of Goodyear right of way that was temporarily acquired for construction of the Bob Stump Memorial Parkway and is no longer needed for the State Transportation System.

ITEM 2d: RES. NO. 2017-12-A-072
 PROJECT: 077 PN 134 H8416 / 077-A(210)T
 HIGHWAY: TUCSON – ORACLE JCT. – GLOBE
 SECTION: Gila River Bridge
 ROUTE NO.: State Route 77
 ENG. DIST.: Southeast
 COUNTIES: Gila and Pinal
 RECOMMENDATION: Establish new temporary construction easement right of way necessary for the replacement of Gila River Bridge No. 885 to enhance convenience and safety for the traveling public.

ITEM: 2e: RES. NO. 2017-12-A-073
 PROJECT: 072 LA 029 F0083 / 072-A(204)T
 HIGHWAY: JCT. S. R. 95 – HOPE
 SECTION: Joshua Drive Intersection
 ROUTE NO.: State Route 72
 ENG. DIST.: Southwest
 COUNTY: La Paz
 RECOMMENDATION: Establish new right of way as a state route and state highway for improvements at the Joshua Drive Intersection necessary to enhance convenience and safety for the traveling public.

ITEM 2f: RES. NO. 2017-12-A-074
 PROJECT: 347 PN 172 H7007 / 347-A(204)A
 HIGHWAY: MARICOPA ROAD
 SECTION: Maricopa Union Pacific Railroad Crossing
 ROUTE: State Route 347
 ENG. DIST.: Central
 COUNTY: Pinal
 RECOMMENDATION: Establish new right of way as a state route and state highway to accommodate design change and facilitate the imminent construction phase of this grade separated railroad crossing project necessary to enhance convenience and safety for the traveling public.

ITEM 2g: RES. NO. 2017-12-A-075
 PROJECT: 010 PM 258 H3189 01R / NH-10-4(142)
 HIGHWAY: CASA GRANDE – PHOENIX
 SECTION: Congress Street – 29th Street
 ROUTE NO.: Interstate Route 10
 ENG. DIST.: Southcentral
 COUNTY: Pima
 DISPOSAL: D – SC – 009
 PARCEL: 10 – 1949
 RECOMMENDATION: Abandon to the City of Tucson a fee interest in right of way that was acquired for improvement of the Casa Grande – Tucson Highway and is no longer needed for the State Transportation System.

CONTRACTS: (Action As Noted)

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

*ITEM 2h: BOARD DISTRICT NO.: 1

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BIDS OPENED: November 3, 2017

HIGHWAY: YUMA-CASA GRANDE HIGHWAY (I-8)

SECTION: GILA BEND REST AREA TO 1-10

COUNTY: MARICOPA

ROUTE NO.: I 8

PROJECT : TRACS: HSIP-008-B(206)T : 008 MA 125 H855701C

FUNDING: 100% FEDS

LOW BIDDER: ROADWAY ELECTRIC, LLC

LOW BID AMOUNT: \$ 1,416,816.73

STATE ESTIMATE: \$ 1,568,785.27

\$ UNDER ESTIMATE: (\$ 151,968.54)

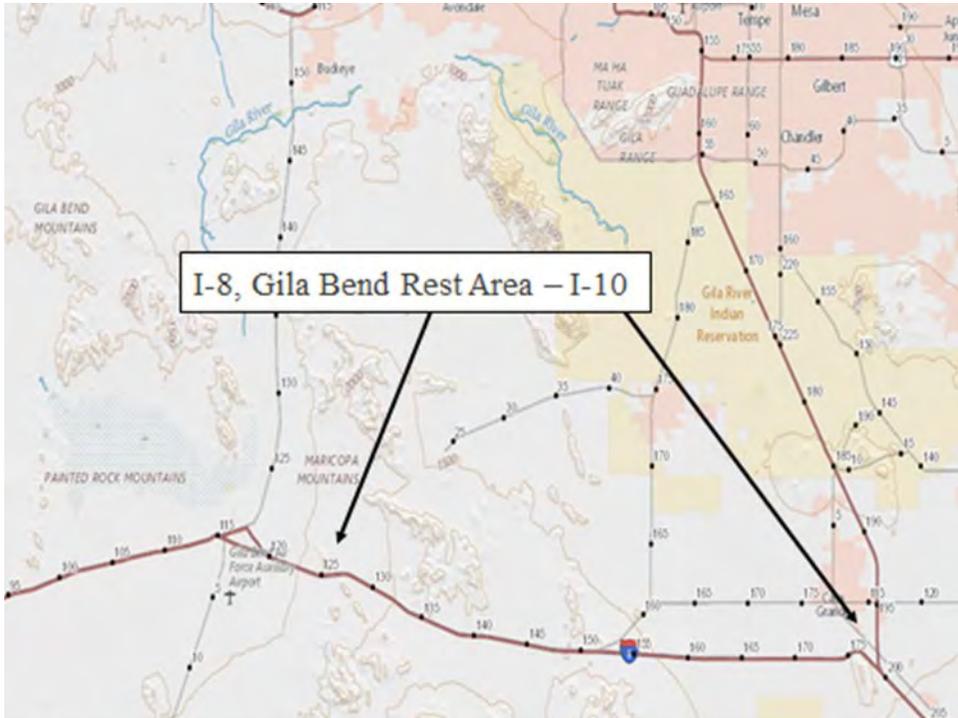
% UNDER ESTIMATE: (9.7%)

PROJECT DBE GOAL: 1.82%

BIDDER DBE PLEDGE: 4.21%

NO. BIDDERS: 4

RECOMMENDATION: AWARD



*ITEM 2i: BOARD DISTRICT NO.: 1

BIDS OPENED: November 3, 2017
HIGHWAY: EHRENBERG-PHOENIX HIGHWAY (I-10)
SECTION: I-10, PERRYVILLE ROAD TO BULLARD AVENUE
COUNTY: MARICOPA
ROUTE NO.: I 10

PROJECT : TRACS: CMAQ-010-B(216)T: 010 MA 122 H881901C

FUNDING: 94% FEDS 6% LOCAL

LOW BIDDER: CS CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 2,042,269.00

STATE ESTIMATE: \$ 2,091,203.39

\$ UNDER ESTIMATE: (\$ 48,934.39)

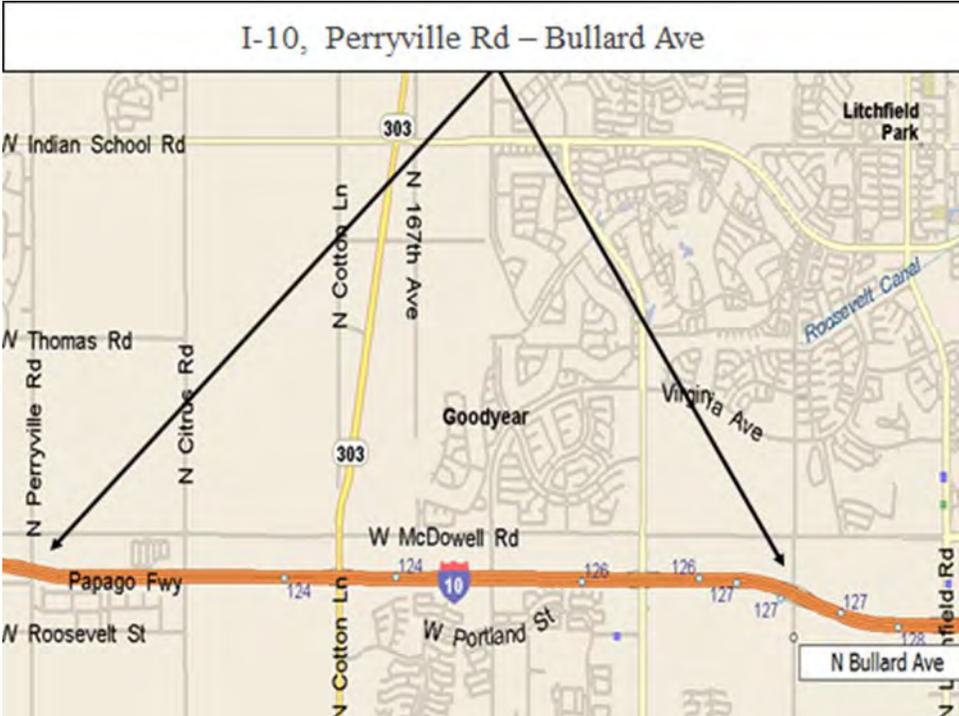
% UNDER ESTIMATE: (2.3%)

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 3

RECOMMENDATION: AWARD



*ITEM 2j:

BOARD DISTRICT NO.: 5

BIDS OPENED: November 3, 2017

HIGHWAY: FLAGSTAFF-HOLBROOK HIGHWAY (I-40)

SECTION: COTTONWOOD WASH BRIDGE EB & WB

COUNTY: NAVAJO

ROUTE NO.: 1 40

PROJECT : TRACS: NHPP-040-D(231)T : 040 NA 258 H872201C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: J. BANICKI CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 4,542,338.00

STATE ESTIMATE: \$ 4,354,719.64

\$ OVER ESTIMATE: \$ 187,618.36

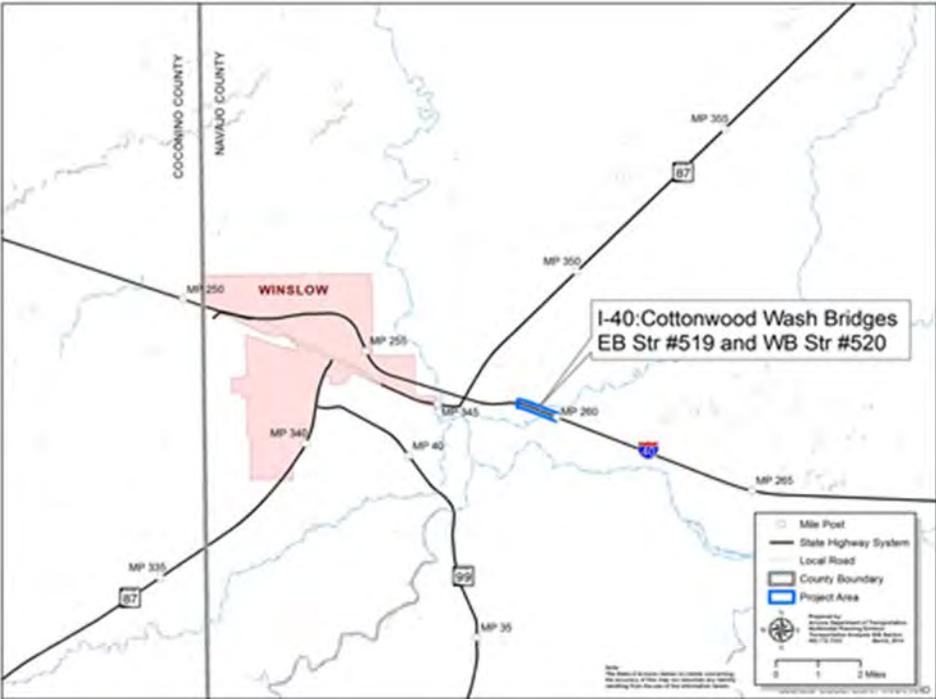
% OVER ESTIMATE: 4.30%

PROJECT DBE GOAL: 5.55%

BIDDER DBE PLEDGE: 5.76%

NO. BIDDERS: 6

RECOMMENDATION: AWARD



*ITEM 2k: BOARD DISTRICT NO.: 5

BIDS OPENED: November 17, 2017

HIGHWAY: KAYENTA-UTAH STATE LINE HIGHWAY (US 163)

SECTION: LITTLE CAPITAN VALLEY

COUNTY: NAVAJO

ROUTE NO.: US 163

PROJECT : TRACS: STP-163-A(202)T : 163 NA 399 H892901C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: N.G.U. CONTRACTING, INC.

LOW BID AMOUNT: \$ 3,355,555.55

STATE ESTIMATE: \$ 3,128,883.35

\$ OVER ESTIMATE: \$ 226,672.20

% OVER ESTIMATE: 7.2%

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 5

RECOMMENDATION: AWARD



STATE TRANSPORTATION BOARD MEETING MINUTES
9:00 a.m., Friday, October 20, 2017
Prescott Valley Library Auditorium
7401 E. Civic Circle
Prescott Valley, AZ 86314

Pledge

The Pledge of Allegiance was led by Chairwoman Deanna Beaver.

Roll call by Board Secretary Linda Priano

In attendance: Deanna Beaver, William Cuthbertson, Joe La Rue, Jack Sellers, Mike Hammond, Jesse Thompson. Steve Stratton participated by teleconference.

Absent: None.

There were approximately 45 people in the audience.

Opening Remarks

Chairwoman Beaver thanked Prescott Valley for hosting the meeting. She also discussed the success of the Rural Transportation Summit and thanked NACOG and CYMPO for their roles in the event. She stated it was well attended, with great representation. Jack Sellers added it was impressive with the attendance of very involved and interested legislatures who discussed our transportation challenges. Jesse Thompson echoed Board Member Sellers and stated it was a very successful event. Chairwoman Beaver also discussed the release of the motion picture movie "Only the Brave", which depicts the elite crew of Hotshots that fought the Yarnell Hill fire in June 2013. Chairwoman Beaver asked for a moment of silence in honor of the nineteen firefighters that lost their lives on June 30th, 2013, naming each one.

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:

The following members of the public addressed the Board:

1. Craig Brown, CYMPO Chair, Yavapai County Supervisors, re: thanked the board for coming to Prescott Valley. He discussed the importance of regional partnerships and thanked Alvin Stump for his help.
2. Mary Mallory, CYMPO Vice Chair and Prescott Valley Council Member, re: Discussed the congestion on SR69. She also discussed the ½ cent sale tax increase that took place a few years back and how they used the revenue, which was approximately \$3 million. She stated the community can see their money at work. She added that it takes a lot to maintain roads in our state and the local and state officials need to come together for the betterment of the state, because people and businesses depend on it.
3. Vincent Gallegos, Lake Havasu MPO, Director, re: stated he is the new Director of the Lake Havasu MPO. He also commented on the Rural Transportation Summit and plans of holding the 20th year event in Lake Havasu.
4. Jack Husted, Past STB Chair, re: commented on the Rural Transportation Summit and offered his assistance and help.
5. Christian Price, Mayor, City of Maricopa, re: he invited members to the groundbreaking of the overpass of SR347 on November 20th. He discussed fatalities that had occurred on SR347 and Riggs Road, which continues to be a problem. He suggested rumble strips, flashing lights, or other options that could help people pay attention while on the roads.

6. Hildy Angius, Mohave County Supervisor, District 2, re: asked the Board to convince ADOT not to build two roundabouts a mile apart on Hwy. 95 in Fort Mohave. She stated there are other alternatives. She added she has never seen her constituents so angry and motivated. Ms. Angius noted that they recently had a productive meeting with ADOT staff regarding these roundabouts.
7. James Barber, Mohave Valley Constituent, re: stated he does not support building the two roundabouts on Hwy. 95. He suggested putting safety features in place such as fixing the lights or putting in flashing lights.
8. Richard Lunt, Greenlee County Supervisor, re: stated his concern in the increase of bicyclists on Hwy. 70 due to being featured in many cycling magazines. He added that the shoulders need to be in good shape for these riders. There has also been an increase in motorcyclists on Hwy. 191, which is a National Scenic Byway and has also been featured in many magazines. These visitors boost the local economy so it is important that our roads are welcoming to them. He also stated Greenlee County would be happy to host an upcoming board meeting.
9. Barbara Goodrich, City of Flagstaff, Deputy City Manager re: Thanked the Board and ADOT for their partnerships on current projects. She also discussed the funding on the Fourth Street Bridge Project. She added that the 4.26% sales tax expires in 2020 and Flagstaff has reinstated a Citizens Transportation Tax Commission and will provide ongoing updates to the Board.
10. Gary Knight, City of Yuma, Deputy Mayor re: discussed the heavy traffic volume between Hwy. 95 between Fortuna Road and the Yuma Proving Grounds, which is currently two lanes and needs to be four. He noted this is a unique opportunity and may qualify for Department of Defense funds, which could greatly reduce the amount of state funds needed. He also invited the board to hold a meeting in the area.
11. Paul Ward, Yuma MPO, Executive Director, re: requested additional focus on the US/SR 95 corridor. He provided a detailed letter to the Chairwoman and Board members for their consideration.

STATE TRANSPORTATION BOARD MEETING –October 20, 2017
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1 (Beginning of excerpt.)

2 CHAIRWOMAN BEAVER: We now will move on to the

3 director's report. Mr. Roehrich, can you report for the

4 director?

5 MR. ROEHRICH: Yeah. Madam Chair, I can report

6 that the director has a conflict and couldn't be here, and we

7 have no items at this time.

8 CHAIRWOMAN BEAVER: Thank you.

9 We'll move on now to the consent agenda. Do we

10 have a motion?

11 MR. LA RUE: So moved.

12 MR. THOMPSON: Second.

13 CHAIRWOMAN BEAVER: Motioned by Board Member La

14 Rue. Seconded by Board Member Thompson approve the consent

15 agenda as presented. If there's no additional discussion, all

16 those in favor?

17 BOARD MEMBERS: Aye.

18 CHAIRWOMAN BEAVER: All those opposed? The

19 motion carries.

20 Now we'll move on to the legislative report.

21 Mr. Roehrich.

22 MR. ROEHRICH: Thank you, Madam Chair.

23 Mr. Stratton, I just wanted to acknowledge we did

24 hear your voice, your vote on that. So it barely came through,

25 but we did hear.

1 So Madam Chair, the local legislative report,
2 right now the Department's working with the governor's office to
3 look at proposed legislative packages for this upcoming session.
4 We'll likely be able to have details on what the governor agrees
5 with and what we are planning to take towards the legislative
6 session before the end of the year, and our legislative team is
7 looking at giving you a more comprehensive update as those --
8 coordination with the governor's office finalize.

9 At the federal level, there's the -- the new
10 INFRA grant that was established. It was the old FASTLANE grant
11 program. So INFRA grant program by the Trump administration.
12 It's the Infrastructure For Rebuilding America grant.

13 ADOT is in the process of proposing on Interstate
14 17 to get a grant that would look -- that would look at the
15 ability to add general purpose lanes, as well as reversible
16 lanes, between Black -- Anthem Way and Black Canyon City, one
17 lane in each direction, general purpose lane, and from Black
18 Canyon City to Sunset Point is a reversible lane. That proposal
19 is due, I think, in November if I remember, and so we're looking
20 at about a \$300-million-plus project with -- partially funded by
21 local funds, but then partially funded through the INFRA grant.
22 That will be submitted.

23 In addition, the Department is working on
24 submitting the State Route 189 project for a TIGER grant. As we
25 continue the coordination with the local residents as well on

1 the possibility of a public-private partnership, we're -- a
2 potential commercial vehicle fee could be added to help fund
3 that, as well as dedicated funds from the City and the County,
4 as well as the the overweight funds that ADOT receives. That
5 will be working through. I think those are due, if I don't
6 remember -- I think they're due at the end of the month, or
7 maybe those are November. Okay. So we're working on the TIGER
8 grant.

9 In addition, ADOT recently received a \$6 million
10 advanced technologies grant. That fund is to be used to put in
11 deployment of intelligent signal prioritization, computer
12 coordinated freeway transit and arterial information systems, as
13 well as a few other special event -- activities on the Loop 101
14 corridor in the valley. We're working with the locals on taking
15 that grant money and moving it to construction. We're then
16 coordinating with the Maricopa County Department of
17 Transportation, Valley Metro, as well as some of the other local
18 governments.

19 Recently, the Senate Commerce Committee approved
20 the bill to regulate the testing and the deployment of automated
21 vehicles. We're continuing to work locally to determine the
22 guidance of the information of how that will be implemented at
23 the local level as we continue to see the industry pushing
24 forward on more and more self-driving vehicle technology, as
25 well as other technologies related to transportation

1 infrastructure. We're continuing to coordinate and work that --
2 with our federal partners and our local partners on those
3 activities.

4 And an update on an infrastructure plan by the
5 administration and Congress. At this time there's a lot of talk
6 and discussion going on, but it does look as if an
7 infrastructure package will wait until Congress and the
8 administration address tax reform, the budget, and possibly
9 another look at that health care before infrastructure is
10 addressed. We'll continue to monitor this. But given this time
11 of the year, it's potentially that this issue could become
12 something that will push into 2018.

13 Madam Chair, members of the Board, that's the
14 legislative update.

15 CHAIRWOMAN BEAVER: Thank you.

16 Now can we move on to the financial report? I
17 don't see Kristine.

18 MR. ROEHRICH: Forgot about that.

19 CHAIRWOMAN BEAVER: Are you Kristine? That's
20 okay.

21 MR. ROEHRICH: Madam, I completely forgot.

22 Madam Chair, Kristine Ward unfortunately had a
23 conflict. She had to ask to be excused from the meeting. So
24 yes, I'm going to give you a quick overview, and as I always say
25 on the financial report (inaudible).

1 Got it? Excuse me. I had to come down here so I
2 could address her slides, although I don't really know what I'm
3 going to tell you about her slides.

4 Anyway, you can look at them. They're pretty.
5 They're colorful. But I guess the main point she wanted to make
6 was that our revenues have -- although they've stayed very much
7 kind of real close to on target of her estimate, but as you can
8 see, the -- it's barely keeping up within the range of variance
9 of the forecast. At this time she doesn't see that as a
10 potential issue that could affect the program or the project
11 listing, and it should continue on. But hopefully the trend
12 will start picking up as we head through the holiday season and
13 in early next year, but right now, her revenue projections are
14 pretty much just on forecast or just a little bit below
15 forecast, and that's the Highway User Revenue Funds.

16 On the RARF funds, the Regional Area Road Funds,
17 again, we've had a pretty weak showing as far as just very
18 moderate growth, if any, if any growth, but it stayed within
19 forecast, which, again, means that the program and the project
20 list out there is good enough to move forward. So there
21 shouldn't be any impacts. But we are not seeing any heavy
22 growth at this point, and we'll see how the rest of the year
23 goes, realizing that the holidays is the biggest growth period
24 for revenues. And unless a -- again, either Congress or the
25 Legislature addresses funding for this year, we're pretty much

1 just maintaining the same levels of funding that we've had.

2 She had no additional federal update other than
3 what was presented by the legislative team. She does apologize
4 that she couldn't make it. Next month she hopefully will be
5 able to give a better update, and you can see where some of the
6 revenue situations are at.

7 At the time, Madam Chair, there's no further
8 legislative report.

9 MR. LA RUE: Madam Chair.

10 CHAIRWOMAN BEAVER: Yes.

11 MR. LA RUE: Floyd, could you ask Kristine to
12 look at the diesel tax, and maybe next month -- because it's
13 been trending below her forecast, and I think it's actually
14 below last year's actual to this year's actual, which,
15 anecdotally, I see more trucks on the roadway. And so it would
16 be interesting if she could drill in to find out why we're
17 trending less. And I guess the concern would be that are these
18 guys finding alternative fuels that's impacting us, and is --
19 how do we pick that up in the model?

20 MR. ROEHRICH: Madam Chair, Mr. La Rue, I will
21 definitely ask her to look into that and see if she can weed
22 down into that information.

23 MR. LA RUE: Thank you.

24 CHAIRWOMAN BEAVER: Thank you.

25 MR. ROEHRICH: Thank you.

1 CHAIRWOMAN BEAVER: And I apologize, and I want
2 to ask legal counsel on this. We had received a letter from the
3 the -- Ross Coppenburger (phonetic), the colonel of the U.S.
4 Army commanding down there at Yuma, and I was wondering if his
5 letter could be incorporated into the public comments from
6 Mr. Ward and Mr. Knight.

7 UNIDENTIFIED SPEAKER: Yes.

8 MR. ROEHRICH: Madam Chair, we did receive those.
9 We've got a copy here, just like another letter that Mr. Ward
10 had also provided us, but he only had one copy. We'll make
11 copies for all the Board, but they will be part of the call to
12 the audience record of the meeting.

13 CHAIRWOMAN BEAVER: Okay. Thank you.

14 Okay. Now we will move on to the Multimodal
15 Planning Division report. Greg Byres.

16 MR. BYRES: Madam Chair, Board members, before I
17 get started on this, one of the -- one thing I'd like to inform
18 you is last week, on last Friday, we submitted a TIGER grant
19 application for the 189 project, which encompasses 189 as well
20 as the new interchange at I-19. So we've put that in, and it
21 was a really good looking application. So I think we've got a
22 good shot at that. So that was for \$25 million.

23 And so to get going on this, we'll start off with
24 the current state of the five-year plan. Right now we've got
25 proposed projects have been submitted. We're going through the

1 P2P process, which is being implemented, and the district
2 meetings are occurring over the next couple weeks. So we'll
3 start getting all the input from them through the P2P process.
4 We will start the planning level scoping, which we're going to
5 develop a team to do this. So it will be the first year that
6 we're actually doing this, and the whole purpose of it is to
7 help develop a little tighter scope on all of our projects as
8 well as a better estimate of the projects before they go into
9 the program so that hopefully, in the long term, as these
10 projects come along, we'll start seeing fewer and fewer
11 amendments for the projects as we go through the programs. So
12 that's the intent of this new program.

13 The other thing we've got is we're going to start
14 utilizing Decision Lens, which is a new tool that we have that
15 will start seeing how we work -- how each of the different
16 projects affect the different categories and which we're now
17 reporting to Federal Highway. So what -- we're playing with it
18 this year, but we plan on implementing it next year so that we
19 can see how -- what kind of progress we're making on our program
20 as we implement it and start our metrics that we start reporting
21 through to Federal Highway. So --

22 CHAIRWOMAN BEAVER: Can I just comment on that?
23 Decision Lens, it was about a year ago, wasn't it, that Decision
24 Lens did sort of a workshop, is what I would call it, down in
25 Phoenix, and several of us attended, and so it's interesting to

1 see how that's going to evolve.

2 MR. BYRES: From what we've already utilized it,
3 and if you saw the presentation, you'll see how the dashboards
4 work, and you'd get to see how the movement of -- it's very live
5 -- it's a live exercise, but you can go through, as long as you
6 have all the data added, so -- but our plan is to utilize it so
7 that we can adjust on the fly in a very quick manner. So that's
8 the intent.

9 Our next item that we have is we've got the
10 freight plan. I was just going to give you a quick update on
11 it. I gave you an update last month on our freight plan. We
12 did submit that to Federal Highway. That was submitted on the
13 30th of September, which is ahead of schedule. It's actually
14 due December 4th. So they're in the -- they're reviewing it as
15 we speak. I had thought that you had all received copies of
16 that draft, but if you haven't, we will definitely get those to
17 you as quick as we can. One of the big things is we're waiting
18 for those comments to come out from Federal Highway so that we
19 can finalize that plan and get you a final copy as well. So
20 that's coming up. There's -- like I said, I gave you an update
21 on that last month, so I don't want to kind of go through it
22 again with you.

23 Then a couple other things that we've got going
24 in MPD. We've got the transit group that -- right now they're
25 working with multiple agencies. They've taken and -- one of the

1 big things that we've got is Federal Highway has mandated that
2 our oversight for rail has to be certified, but our program has
3 to be certified, and that goes into effect, I believe, the --
4 I'm trying to think. I think it goes into effect the end of the
5 year. And we are currently -- have all of our personnel going
6 through their training. We're actually ahead of schedule on
7 trying to get that certification put in place so that we can
8 meet the mandate that's coming out. It's not Federal Highway.
9 It's through the FTA. But that mandate is coming through.

10 Also, on our 5310, the seniors and disabled
11 program, we're currently distributing the scope of work to each
12 of the agencies that -- those contracts are to be executed with
13 the funds available October 1. Actually, they were -- they were
14 available October 1.

15 On our 5311 program, which is a two-year program,
16 we're just entering into the second year on that. So that's
17 going, actually, very well. That's reducing a massive amount of
18 paperwork between each of the different entities as well as for
19 ADOT.

20 So -- and then, also, the transit planning
21 grant's due October 26th for the COGs and the MPOs. So we're
22 looking for those to be coming through.

23 So -- and then last, we've just got a couple of
24 items. Our research group continues to work to minimize the
25 research time frames that we're working on for projects instead

1 of stretching them out for multiple years if we can. We're
2 trying to minimize those so that we can expedite the final
3 reports coming out.

4 We're also initiating new measures to streamline
5 and expedite the evaluation process for products that are going
6 onto our approved product list. We've got some new software
7 that's coming in, and so that will drastically reduce our time
8 frame and so that vendors that are coming in, trying to get on
9 to our approved products list, we can process through much
10 quicker, so...

11 On the data management side, we're continuing to
12 collect mobile data for HPMS. We've got the vans running across
13 the state. They've already pretty much finished up the north --
14 northern part of the state, which we were trying to get done
15 before winter hit. And so they're starting to move south.
16 We're about 30 percent complete for that project. So -- and
17 it's going very well. It's amazing how much data we're starting
18 to collect. So luckily, all of that's going to the cloud, and
19 so we're not having to manage it within ADOT. So it's working
20 out really slick.

21 Let's see here. We've also got -- we're
22 initiating a couple of projects that are also associated with
23 that mobile data that will utilize 3D LIDAR. We'll be utilizing
24 -- there's one project we have on SR-60, and then we have
25 another one that's going to be on I-19. So what we're trying to

1 do with this is also come up -- use as much new technology as we
2 can to start getting into the 3D realm so that we can expedite
3 projects as quick as possible. So with these pilot projects, if
4 they work out very well, then we can start implementing and
5 start collecting much more data, as well as reducing the design
6 time that we have on some of our projects. So that's the whole
7 intent of what we're doing there.

8 Let's see here. On our aeronautics side, we had
9 the Arizona Aviation Association conference on Sunday and Monday
10 of this past week, where we put -- put together a presentation
11 for everyone on what's happening with our aviation plan, with
12 our SL program coming back online in 2020, and our APMS program
13 coming back online on 2019 so that each of the different
14 airports can start getting their projects online so that we can
15 start putting together our programatic program so that we can
16 start getting these projects in and onto the five-year plan so
17 that as soon as we can, we can start encumbering those funds so
18 that -- keep any sweeps from occurring into the Aviation Fund.

19 So we're also participating with FAA on an All
20 Hands meeting. That's coming up next week, which has been
21 really good, because we've been able to conduct quite a bit of
22 business with -- directly with FAA, coordinating with each of
23 the different airports as well as all -- on all the tribal
24 airports. In fact, that was -- that's going to be one of the
25 big topics that we bring up this coming week.

1 So that's it for the MPD update.

2 MR. SELLERS: Ms. chair.

3 CHAIRWOMAN BEAVER: Yes. Board Member Sellers.

4 MR. SELLERS: For your data management, you
5 mentioned that you're using LIDAR. Are you also using drones
6 for -- for surface mapping?

7 MR. BYRES: On these pilot projects, no. We're
8 strictly using the LIDAR data. The drones, we're -- we are
9 starting to implement those. We -- on the roadway side, survey
10 has -- they already have certified pilots for the drones.
11 They're working on a program to -- so that we can utilize those
12 in different areas. There's some -- in some cases limited
13 access that we have that FAA allows, but I think one of the big
14 things that we're going to start seeing the drone use is on the
15 construction side so that we can do verification surveys. So I
16 think that's going to be one of the big areas.

17 MR. SELLERS: Thank you.

18 CHAIRWOMAN BEAVER: Questions?

19 Board Member Thompson.

20 MR. THOMPSON: Greg, many of the rural and remote
21 communities, including Native American reservations, they don't
22 have too many options of securing additional dollars, and all we
23 have now is hope that that TIGER grant will be able to survive
24 within the next few years so at least that we can have that
25 option to have (inaudible) to gain some additional dollars and

1 improve many roads. That will pretty much (inaudible) improving
2 the economic development in the rural remote area. And again, I
3 do thank you for your discussion on airports within the tribal
4 communities. Thank you.

5 Thank you, Madam.

6 CHAIRWOMAN BEAVER: Thank you.

7 Board Member La Rue.

8 MR. LA RUE: Madam Chair, I think it's probably
9 happening, I just -- (inaudible) Greg, we had a lot of projects
10 come up in a call to the audience about this area and that area.
11 I'm assuming you're reaching out to all these individuals,
12 talking to them and showing them how they can bring those
13 projects through the planning cycle.

14 MR. BYRES: Yes. We -- the -- our planners have
15 tremendous outreach to all the different COGs and MPOs, and
16 that's on a very constant basis. And so that's -- we try and
17 have that going. One of the things that came up in those
18 conversations was us generating potentially a monthly newsletter
19 so that we can get a little more information out to people on a
20 regular basis so that everybody's getting a common thread. So
21 that's some of the information that came out of this past
22 summit.

23 MR. LA RUE: All right. Thank you, Greg.

24 CHAIRWOMAN BEAVER: Thank you. (Inaudible.)

25 Are we moving now on to the next item? Priority

1 Planning Advisory Committee report?

2 MR. BYRES: That's me again, Madam Chair.

3 CHAIRWOMAN BEAVER: That's you. Okay.

4 MR. BYRES: The Priority Planning Advisory
5 Committee has met and come up with recommendations to the Board.
6 We have multiple projects, but I'd like to break these down into
7 three different segments. We have Items 6A and 6B, which are
8 two project modifications that we are requesting approval from
9 the Board.

10 MR. LA RUE: So moved.

11 MR. CUTHBERTSON: Second.

12 CHAIRWOMAN BEAVER: Motion by Board Member
13 La Rue, seconded by Board Member Cuthbertson to accept and
14 approve the project modifications, Items 6A through 6B as
15 presented.

16 All those in favor?

17 BOARD MEMBERS: Aye.

18 CHAIRWOMAN BEAVER: All those opposed?

19 MR. STRATTON: Aye.

20 CHAIRWOMAN BEAVER: I heard it. The motion
21 carries. We heard you.

22 We'll move on now to the next items, 6C through
23 6E.

24 MR. BYRES: Again, the PPAC has recommended these
25 projects for approval for the Board.

1 MR. LA RUE: So moved.

2 MR. HAMMOND: Second.

3 CHAIRWOMAN BEAVER: Motion by Board Member La Rue
4 and seconded by Board Member Hammond to accept and approve the
5 new projects, Items 6C through 6E, as presented. All those in
6 favor?

7 BOARD MEMBERS: Aye.

8 CHAIRWOMAN BEAVER: All those opposed? The
9 motion carries.

10 We'll move on now to airport projects. I have 6F
11 through 6T.

12 MR. BYRES: And again, PPAC recommends approval
13 of these items by the Board.

14 MR. THOMPSON: Motion to move for approval.

15 CHAIRWOMAN BEAVER: Motion by Board Member
16 Thompson. Is there a second?

17 MR. SELLEERS: Second.

18 CHAIRWOMAN BEAVER: Seconded -- double
19 seconded -- by Board Member Sellers.

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

22 BOARD MEMBERS: Aye.

23 CHAIRWOMAN BEAVER: All those opposed? The
24 motion carries.

25 We'll move on now to -- thank you --

1 MR. BYRES: Uh-huh.

2 CHAIRWOMAN BEAVER: -- on that.

3 We'll move on to the Tentative Statewide Long-
4 Range Transportation Plan discussion and adoption for public
5 review. Greg Byres.

6 MR. BYRES: Thank you, Madam Chair, Board
7 members.

8 We are presenting the Long-Range Transportation
9 Plan to the Board this morning, so I have a presentation that
10 I'm going to go through. I'm going to try and go through it as
11 quick as we can. I believe you all have copies of that plan
12 that were given in your packets. So you should be -- or have
13 that information available. So I'll kind of go through it. If
14 you have any questions, I stand for those questions.

15 So the purpose of this -- of the Long-Range
16 Transportation Plan is to provide a policy as well as direction
17 to ADOT, MPOs, COGs and other partners on transportation
18 performance, needs and priorities. It also establishes a
19 data-driven, performance-based policy framework to guide future
20 project recommendations to the Board. It has a focus on
21 defining a recommended investment choice, which is a RIC, which
22 you'll see all the way through that plan, to help ADOT best
23 invest limited resources in the -- limited resources in the
24 state system and address statutory requirements for the five-
25 year plan update.

1 The Federal Highway has set goals for our
2 long-range plan, which include safety, infrastructure
3 conditions, congestion reduction, system reliability, freight
4 movement and economic vitality, and environmental
5 sustainability. So all of those are addressed within the plan
6 that we've currently performed.

7 In putting together this plan, we tried to get as
8 much stakeholder involvement as we possibly could. So we had
9 meetings that were attended by in excess of 400 people. We also
10 took and put the information out on websites to try and get as
11 much information from all of the stakeholders as well as the
12 public. So we've got a considerable amount of reaction both
13 through the different means of the website as well as through
14 Facebook and also through survey respondents. So there's --
15 there was a considerable amount of public outreach.

16 The stakeholder workshop, which I believe you
17 were talking about where we demoed the Decision Lens, the Board
18 stakeholder participation was very broad within that. We used
19 the Decision Lens, like I said, as well as results influenced in
20 the plan's recommendations that we presented in the plan.

21 So the citizen survey results that we put forth
22 were kind of interesting. One of the big things was is how
23 stakeholders think about ADOT's allocation of funds. So one of
24 the big things is not only does the -- us as the professionals
25 putting this together look at trying to utilize the majority of

1 our funding in Greater Arizona area for preservation, but it's
2 also reflected in the survey that was provided by the public.
3 So that's -- information is also provided within the plan.
4 So...

5 Oops. I think I went too far. There we go.

6 The -- this particular slide takes and shows the
7 needs of all modes of transportation, not just highway, but also
8 provides -- looks at public transit, aviation, operations and
9 maintenance, passenger rail, as well as bike and ped. And if
10 you'll look at the total dollar amount that we're talking about
11 here, that's \$98.3 billion, with a B. So that's a considerable
12 amount of money that we're talking about to keep all of those
13 modes going.

14 The categories of highway need and investment,
15 which you're very much aware of, are also -- are preservation,
16 modernization and expansion, which are all addressed within the
17 plan on our recommendations. For the 25-year highway needs,
18 what we're looking at is -- for preservation, we're looking at
19 about \$9.2 billion; in modernization, \$9.9 billion; expansion,
20 \$34 billion, for a total of \$53.3 billion, and again, this is
21 for statewide, so...

22 Our recommended investment choice statewide,
23 again, this is the entire state, if you look at the dial that
24 we've got, we're looking at 161 million for modernization, 436
25 million for expansion, and 326 million in preservation funding.

1 And again, this is both urban and rural areas. So it includes
2 MAG, PAG, and all of the Greater Arizona areas.

3 So this is just a representation of what is
4 utilized in MAG and PAG. One of the big things that I'd like to
5 bring up that's not mentioned on this slide, but it is in the
6 report that you have or the program that you have, is there's a
7 caveat on -- we show a little bit of money being utilized for
8 preservation in MAG. There's also money that's utilized in PAG,
9 but as that funding is utilized in PAG, it's also projected out
10 in the rack (phonetic). So there's a payback that comes through
11 as well. So -- and there's a caveat that's listed in there that
12 you can read on that.

13 That's all.

14 The recommended investment choice statewide --
15 let's see here. Yeah. That's what we're looking at is --
16 again, has the preservation, modernization and expansion with
17 those all pulled out. For the Greater Arizona area, this is
18 what we're recommending. We've got preservation at 320 million.
19 We have modernization at 91 million. So -- and again, these are
20 the recommendations that are made in this plan as part of a
21 policy overview.

22 So one of the big things that I'd like to kind of
23 go through real quick with a couple of slides is just kind of
24 showing where we're at with the need for preservation as it
25 applies to -- to the pavements across the state.

1 Oops.

2 This is kind of a quick review of how pavements
3 -- the life cycle of pavement and the costs that are associated
4 with paving. As we do go through and do these preservation
5 projects, we extend the life of the pavement cycle, and so it's
6 extremely important that we do these preservation projects so
7 that we can stretch it out and keep the costs at a minimum.

8 If we miss some of these preservation cycles, the
9 costs start escalating in a huge amount -- in a huge way. It
10 becomes exponential in the costs that we're talking about. So
11 if we start missing some of these cycles, as you can tell in the
12 slide, we're looking at potential of going from \$1 to a
13 potential 6 to \$10 to take care of that same -- that same
14 pavement if we start missing these cycles.

15 So in our current plan that we had in the past,
16 as far as preservation goes, if you look at the total amount
17 of --

18 MR. ROEHRICH: You're taking too long. The
19 orchestra is playing you off with music.

20 MR. BYRES: Obviously so. I need to speed it
21 up.

22 MR. ROEHRICH: Madam Chair, this dropped his
23 call.

24 CHAIRWOMAN BEAVER: Okay.

25 MR. BYRES: So as we go through the

1 preservation --

2 MR. ROEHRICH: (Inaudible) try again.

3 MR. LA RUE: Yeah. Go ahead.

4 MR. STRATTON: Yes. Thank you.

5 MR. ROEHRICH: Okay. Mr. Stratton. Okay.

6 CHAIRWOMAN BEAVER: (Inaudible.)

7 MR. STRATTON: (Inaudible.)

8 MR. BYRES: So as the preservation cycles go, if
9 we start missing those, like I said, we end up with an
10 exponential amount of money to try and build it back up and get
11 it back going again. So -- but one of the big things is that in
12 our preservation program that we have, in any given year, we're
13 roughly touching about 3 percent of our roadways, of our
14 highways. So it's -- there's -- you know, funding just isn't
15 there to keep up with a lot of what we're doing.

16 So if we take and look at keeping the current
17 funding levels and the percentages of funding that are spent on
18 preservation, this slide kind of tells you exactly what we're --
19 where we're going over time, and it's -- this represents the
20 condition of pavements that we have that are in good condition,
21 fair condition and poor condition. And it's not a pretty
22 picture when -- as we start extending this out over an extended
23 amount of time. So funding, you know, this has been -- this
24 drum has been beat all week, but here we go again with exactly
25 needing more, so...

1 CHAIRWOMAN BEAVER: Board Member Hammond.

2 MR. HAMMOND: Yeah. (Inaudible) really shows
3 this (inaudible) this Greater Arizona (inaudible) Yuma folks on
4 that road between Yuma and Quartzsite. So what you're basically
5 saying, without partnerships, within the ADOT 25-year budget,
6 there really is no expansion money available for rural Arizona?

7 MR. BYRES: We're recommending that we utilize as
8 much as we possibly can for preservation. That's the
9 recommendation in here. Exactly.

10 MR. HAMMOND: Thank you.

11 MR. BYRES: Let's see here.

12 And just to wrap this up, what we're looking for
13 in the Greater Arizona is focusing on preservation for the state
14 of highways, bridges, keep -- keep it as high a priority as
15 possible and work with the COGs and MPOs. In the MAG and PAG
16 regions, respect their federal designation as leads for the
17 metro area planning; preserve state highways as appropriate.
18 Projects, use this plan and framework to guide ADOT project
19 recommendations to this board through the five-year program
20 process. And as far as requesting an action, at this particular
21 time, we're asking to adopt the tentative plan for a 45-day
22 public review and comment. So that's what we're currently
23 asking for at this point. Thank you.

24 CHAIRWOMAN BEAVER: Do we have a motion to accept
25 and approve the Tentative Statewide Long-Range Transportation

1 Plan?

2 MR. LA RUE: Madam, (inaudible) clarification.

3 Are we asking to approve it or just to --

4 MR. BYRES: Adopt.

5 MR. LA RUE: Public review.

6 CHAIRWOMAN BEAVER: For public review.

7 MR. BYRES: Yeah.

8 MR. LA RUE: Yeah. So I would move that we are
9 putting it out for public review.

10 CHAIRWOMAN BEAVER: Okay. The motion as I
11 understand from Board Member La Rue is motion to accept and
12 approve the Tentative Statewide Long-Range Transportation Plan
13 and adoption for public review as presented. Is there a second?

14 MR. THOMPSON: Second.

15 CHAIRWOMAN BEAVER: Seconded by Board Member
16 Thompson. Is there any additional discussion?

17 Mr. Stratton, is there anything? No?

18 MR. STRATTON: No. I'm good with it.

19 CHAIRWOMAN BEAVER: Okay. All those in favor.

20 BOARD MEMBERS: Aye.

21 CHAIRWOMAN BEAVER: All those opposed? The
22 motion carries. We'll move on now -- thank you -- to the state
23 engineer report. Dallas Hammit.

24 MR. HAMMIT: Good morning, Madam Chair and Board.

25 As far as on the state engineer's report,

1 currently we have 118 projects under construction, totaling
2 about \$1.55 billion. In September we finalized eight projects,
3 totaling 124.6 million, and we're -- to date, we've finalized 43
4 projects.

5 A couple other quick notes I wanted to give you
6 on the state engineer's report. We talked about two grants this
7 morning, the INFRA and the TIGER. As you remember last year, we
8 got a FASTLANE grant. I wanted to let -- you know, the job at
9 Picacho, we put that into two projects on Interstate 10. The
10 Picacho job opens today. I was looking. I was hoping I would
11 see a number, but I haven't seen it come in yet. And then the
12 one at -- in the Casa Grande area, I-8 to Early opens in
13 December, but both of them have been advertised and are moving
14 forward. So we will have both of them -- you will have action
15 on one of them before Christmas, and the other in January is
16 what we anticipate.

17 I think it was Mr. Sellers that asked about
18 drones. In the planning, one of the other areas in engineering
19 that we're using them for is bridge inspection. Our bridge
20 inspectors many times crawl around under these bridges that are
21 hard to get to. That's a technology we're looking at for using
22 on bridge inspection as well, and we used a grant from Federal
23 Highways from the Every Day Counts program to fund some of those
24 drones. So we're taking advantage of that technology there.

25 And the thing I had is we've reported out that we

1 were entering into an agreement with Federal Highways for NEPA
 2 assumption. This is that the State would take on the authority
 3 of approving NEPA on our projects, and we're doing this in two
 4 phases, one, our categorical exclusions, our smaller projects,
 5 and last year, it would have covered, I think, about 98 percent
 6 of the work we put out. That process is moving forward, and as
 7 of this morning -- we plan to post on Federal Register. So to
 8 get this approved, we posted on the Federal Register for 30 days
 9 so people can comment concerning the State taking it over. That
 10 will happen on December -- or excuse me -- October 24th. So
 11 next week. So by the end of the year, early next year, we look
 12 to have ADOT having the authority on the CEs, the categorical
 13 exclusions.

14 The full NEPA, our EISs and EAs, we're going to
 15 continue that process, and we're looking at sometime around this
 16 time or later next year. So we are moving forward with that
 17 process. We're excited. Karla Petty with the division has been
 18 a great partner in making this happen.

19 That's all I have for the state engineer's
 20 report.

21 CHAIRWOMAN BEAVER: Thank you.

22 Okay. We will now move into our construction
 23 contracts. Mr. Hammit.

24 MR. HAMMIT: Thank you, Madam Chair, and thank
 25 you, Board, for approving the two items in the consent agenda.

1 We have five projects to justify. One of the
 2 things I wanted to point out is year to date, projects that have
 3 gone out, the State's estimate's been a little over 1. -- or
 4 \$102 million. The low bid's come in at about 97.3, or the bids
 5 have come in about 4.6 percent under the estimate. A lot of
 6 those were very big projects that came in lower. So we'll see
 7 as we go through if we continue with that. As you see in this
 8 meeting, we're about 5.6 over the estimate, but they are smaller
 9 projects.

10 The first project that needs to be justified is
 11 Item 10A [sic]. It's on Interstate 10. It's a rock fall
 12 project in the Benson area. The low bid was \$1,635,584.85. The
 13 State's estimate was \$1,988,488.87. It was under the State's
 14 estimate by \$352,904.02, or 17.7 percent. We saw better-
 15 than-expected pricing for the rock excavation. The Department
 16 has reviewed the bid and believes it is responsive and
 17 responsible and recommends award to FNF Construction, Inc.

18 CHAIRWOMAN BEAVER: Do we have a motion to accept
 19 and approve the staff's recommendation to award the contract for
 20 Item 9A to FNF Construction, Inc.?

21 MR. CUTHBERTSON: So moved.

22 MR. HAMMOND: Second.

23 CHAIRWOMAN BEAVER: Motion by Board Member
 24 Cuthbertson. Seconded by Board Member Hammond to accept and
 25 approve the motion.

1 All those in favor?

2 BOARD MEMBERS: Aye.

3 CHAIRWOMAN BEAVER: All those opposed? The
4 motion carries.

5 Item 9B.

6 MR. HAMMIT: Thank you, Madam Chair.

7 This is a pavement improvement project at the
8 Blake Ranch Road traffic interchange just east of Kingman. On
9 this project, the low bid was \$1,577,766.73. The State's
10 estimate was \$1,282,907.33. It was over the estimate by
11 \$294,859.40, or 23 percent over. We underestimated some work in
12 the concrete items. We underestimated the duration. So when
13 the -- we talked to the contractor, their duration was about --
14 for that concrete item, it was about twice as long. So we
15 underestimated the labor, and that went into the items for
16 concrete paving, quality control and some of their survey work.
17 We have reviewed the bid and believe it is a reasonable and
18 responsive bid and would recommend award to FNF Construction,
19 Inc.

20 CHAIRWOMAN BEAVER: Do we have a motion to accept
21 and approve staff's recommendation to award the contract for
22 Item 9B to FNF Construction, Inc.?

23 MR. SELLERS: So moved.

24 CHAIRWOMAN BEAVER: Motion by Board Member
25 Sellers. Is there a second?

1 MR. CUTHBERTSON: Second.

2 CHAIRWOMAN BEAVER: Seconded by Board Member
3 Cuthbertson. The motion is to accept and approve the staff's
4 recommendation as presented.

5 All those in favor?

6 BOARD MEMBERS: Aye.

7 CHAIRWOMAN BEAVER: All those opposed? The
8 motion carries.

9 Item 9C.

10 MR. HAMMIT: Thank you, Madam Chair.

11 This project is on State Route 80. It is a
12 bridge scour and deck preservation project. The low bid was
13 \$1,494,000. The State's estimate was \$1,320,738.60. The -- it
14 was under the State's -- excuse me -- over the State's estimate
15 by \$173,261.40, or 13.1 percent. And you're going to see a very
16 similar explanation on the next one, because they're both
17 similar projects. These projects we're using a polyester
18 modified concrete. It's a -- an add mixture, a polymer that we
19 add to the concrete on site. It's very expensive. It is not
20 the same kind of polyester that Floyd wore in high school in his
21 suits, but it is a --

22 MR. ROEHRICH: Hey, what do you mean? I still
23 wear (inaudible).

24 MR. HAMMIT: You still wear it today. That's why
25 you haven't worn a jacket since I've known you.

1 MR. ROEHRICH: (Inaudible.)

2 MR. HAMMIT: But this does extend the life of our

3 bridges, and it is an add mixture that we're using. On this

4 project, we did see higher-than-expected pricing. One of the

5 things, this is a little further out, and -- but we have

6 reviewed the bids and do believe it is a responsive and reason

7 -- a reasonable and responsive bid and would recommend award

8 to K E & G Construction, Inc.

9 CHAIRWOMAN BEAVER: Do we have a motion to accept

10 and approve the staff's recommendation --

11 MR. CUTHBERTSON: So moved.

12 CHAIRWOMAN BEAVER: -- to award --

13 MR. HAMMOND: Second.

14 CHAIRWOMAN BEAVER: Okay. The motion to accept

15 and approve staff's recommendation to award the contract for

16 Item 9 --

17 UNIDENTIFIED SPEAKER: C.

18 UNIDENTIFIED SPEAKER: C.

19 CHAIRWOMAN BEAVER: 9C. I was looking at 9D

20 being almost the same -- to K E & G Construction, Incorporated.

21 All those in favor?

22 BOARD MEMBERS: Aye.

23 CHAIRWOMAN BEAVER: All those opposed?

24 UNIDENTIFIED SPEAKER: (Inaudible.)

25 CHAIRWOMAN BEAVER: (inaudible.)

1 MR. ROEHRICH: Madam, I want to make sure we've

2 got the --

3 CHAIRWOMAN BEAVER: Okay.

4 MR. ROEHRICH: Mr. Cuthbertson motion and

5 Mr. Hammond seconded.

6 CHAIRWOMAN BEAVER: Second.

7 MR. HAMMOND: Thank you.

8 CHAIRWOMAN BEAVER: My apology.

9 We now will move on to Item 9D.

10 MR. HAMMIT: Thank you, Madam Chair, and I

11 understand the confusion.

12 Very similar project. A bridge scour and

13 preservation. This one's on State Route 82. The low bid was

14 \$527,974. The State's estimate was \$323,294 .90. The -- it was

15 over the State's estimate by \$204,679.10. The -- it was 63

16 percent over. In looking at the bids, it was the same item, the

17 polymer. But I can give you the -- on the bid prices, on the

18 one just before, the bid price, the unit price was \$205 per

19 square yard. This one was 420. One of the big differences,

20 this project only had 425 square yards to place. The other one

21 had 2,037. So the economy is scale. There are certain fixed

22 costs in getting started. We didn't take that into account

23 between there. We have reviewed the bids and believe it is a

24 responsive and responsible bid and would recommend award to K E

25 & G Construction, Inc.

1 CHAIRWOMAN BEAVER: Is there a motion to accept
2 and approve the staff's recommendation to award the contract for
3 item 9D to K E & G Construction, Inc.?

4 MR. CUTHBERTSON: So moved.

5 CHAIRWOMAN BEAVER: Is there a second?

6 MR. HAMMOND: Second. I do have one question,
7 though.

8 CHAIRWOMAN BEAVER: Okay. Board Member Hammond.
9 The motion was by Board Member Cuthbertson. The second by Board
10 Member Hammond.

11 MR. HAMMOND: Yeah. I'm noticing two bids on
12 this one (inaudible). Is that normal? (Inaudible)?

13 MR. HAMMIT: Two things. With the type of
14 construction and then the location, this being in an area where
15 you have a -- a bidder that does pretty well in the southeastern
16 part of the state, so some of the other bidders more centralized
17 to the Phoenix area or northern areas aren't bidding in that
18 area. So I think it's location, and then with this polyester --
19 this type of construction, there's not a bunch of contractors
20 that have experience. And on this one, \$500,000, you're not
21 going to attract your big bridge builders on that as well.

22 CHAIRWOMAN BEAVER: Board Member Thompson.

23 MR. THOMPSON: Can we (inaudible) how we're
24 able to make up the difference?

25 MR. HAMMIT: How do we make up the difference in

1 the --

2 MR. THOMPSON: The wide range of difference
3 between the estimate and the (inaudible) approved.

4 MR. HAMMIT: Madam Chair and Member Thompson, is
5 the question how do we make it up, or why is there --

6 MR. THOMPSON: How do we make up?

7 CHAIRWOMAN BEAVER: I think the difference,
8 maybe, with regard to the overages and --

9 MR. THOMPSON: Uh-huh.

10 CHAIRWOMAN BEAVER: -- under.

11 MR. HAMMIT: So how we make it up is when we have
12 projects that come in under, we put that into a contingency
13 fund, and like I stated earlier, we're about -- let me go back
14 to it real quick -- 4,000,000 -- we -- this year alone, we've --
15 we're 4,000,000 under the State's estimate. So that \$4 million
16 has gone into a contingency fund. So when we have a project
17 that goes under, we build it up, and then when we go over, we
18 start whittling it down. So that's where the money goes and
19 comes that supports these projects.

20 MR. THOMPSON: Thank you, Madam Chair.

21 CHAIRWOMAN BEAVER: Thank you.

22 I just have one observation, I guess. And I
23 don't know that we can do anything about it, because both of
24 these bids look like they were for the same contractor, and if
25 your point that you were making with regard to because I could

1 buy bulk in that same product that they were using on the one
 2 project, but there was less that they -- they were purchasing
 3 for the second project, I would assume they're probably buying
 4 it all at the same time, the amount, but because the bids are
 5 separate, you can't kind of commingle. Is that -- it just seems
 6 like they're probably getting a lower rate for this because
 7 they're probably buying it at the same time as they're buying
 8 the other.

9 MR. HAMMIT: Madam Chair, on both of these
 10 instances, the -- this type of work, the prime contractor is not
 11 doing the work. They have a subcontractor. I do not know if
 12 the -- it's the same subcontractor. I would guess that's a good
 13 possibility since it's the same prime, but I don't know that it
 14 is the same subcontractor. When we talked to them, they just
 15 mentioned it was their sub doing this type of work.

16 CHAIRWOMAN BEAVER: It's just an observation, I
 17 guess, more than anything. But we can't mix the two bids
 18 together. So the motion is to accept and approve the staff's
 19 recommendation to award the contract for Item 9D to K E & G
 20 Construction, Inc.

21 All those in favor?

22 BOARD MEMBERS: Aye.

23 CHAIRWOMAN BEAVER: All those opposed? The
 24 motion carries.

25 We'll move on now to Item 9E.

1 MR. HAMMIT: Thank you, Madam Chair.

2 Item 9E is a landscaping project in the Phoenix
 3 metro area. This is at Interstate 10 and the 303 interchange.
 4 The low bid was \$3,861,693. The State's estimate was
 5 \$3,317,258. It was over the State's estimate by \$544,435, or
 6 16.4 percent. In reviewing the bids, we saw
 7 higher-than-expected pricing in the rock mulch, the granite,
 8 some of the electrical work having to do with the irrigation and
 9 the landscape establishment. The Department did review the bids
 10 and believed it is a responsible and responsive bid and would
 11 recommend award to Brightview Landscape Development, Inc.

12 MR. LA RUE: So moved.

13 MR. THOMPSON: Second.

14 CHAIRWOMAN BEAVER: Motion by Board Member La
 15 Rue. Seconded by Board Member Thompson to accept and approve
 16 the staff's recommendation to award the contract for Item 9E to
 17 Brightview Landscape Development Inc.

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

20 BOARD MEMBERS: Aye.

21 CHAIRWOMAN BEAVER: All those opposed? The
 22 motion carries.

23 We're moving on now to Item 10, suggestions for
 24 future board meetings. We do have the study session coming up
 25 (inaudible).

1 MR. ROEHRICH: Madam Chair, if I could, I'd like
 2 to make a couple of comments. Exactly as you said, coming up on
 3 the 31st of October is the Board study session. At that time we
 4 would be looking at some topics with the Board Chair. One of
 5 them is to review the Board policies by statute. Every two
 6 years, in this case on the odd year, the Board needs to review
 7 their (inaudible) policies and make any updates or adjustments
 8 to them. As staff, we've been reviewing them. I've previously
 9 submitted them to the Board. So at the study session, we'll
 10 talk about any recommendations or comments that come up on the
 11 Board policies, and then hopefully at the November -- or no
 12 later than the December Board meeting, then we'll bring back any
 13 edited policies for the Board to affirm those. So we'll review
 14 the Board policies.

15 In addition, Kristine is going to give an update
 16 on the HURF exchange program that we have been working toward.
 17 I know she had previously talked about it earlier this year.
 18 She's getting ready now to start the implementation. She wanted
 19 to give an update to the Board on that, and we also were going
 20 to get an update on the wrong-way driver program, where we've
 21 been at this summer as we've started implementing the
 22 (inaudible) cameras, as well as the notification system. We
 23 were going to get an update on that.

24 And then at the end of those topics, there was
 25 going to be a transportation -- the Traffic Operations Center

1 tour for any of the board members that wish to take that. So
 2 that's what we have planned now for the study session.

3 In addition, the last item, I just want to remind
 4 everybody, on the 17th of November, our next Transportation
 5 Board meeting, will be in -- hosted and will be -- take place in
 6 the (inaudible.)

7 Those are the updates I have now, Madam Chair.
 8 Any agenda items or topics that the Board would like to
 9 consider?

10 CHAIRWOMAN BEAVER: Mr. Stratton.

11 MR. STRATTON: Madam Chair, thank you.

12 Floyd, I'd like to get an update on the
 13 Renaissance Festival permit for traffic control. I attended a
 14 Copper Corridor mayor's meeting last Tuesday, which includes
 15 many cities and towns in Pinal and Gila County, and that was a
 16 big topic of discussion. I'd like to review where that's at,
 17 what's going on with that.

18 MR. ROEHRICH: Madam Chair, Mr. Stratton, we will
 19 put that on the study session agenda. Is that what I
 20 understood? (Inaudible.)

21 CHAIRWOMAN BEAVER: Which meeting were you
 22 wanting it on, Mr. Stratton?

23 MR. STRATTON: I -- on the work session
 24 (inaudible).

25 CHAIRWOMAN BEAVER: Work session.

1 MR. ROEHRICH: Yes, Madam.

2 MR. STRATTON: Just to discuss it.

3 CHAIRWOMAN BEAVER: Okay. Do we have any -- any
4 additional?

5 Board Member La Rue.

6 MR. LA RUE: You know, Madam Chair, I think we've
7 all received a lot of communication regarding the monument
8 (inaudible) race. I'm not certain I'm totally clear on
9 (inaudible) ADOT's (inaudible) totally clear on how that's --
10 whether we're going to take action on it or how that's going to
11 work its way out. So (inaudible) some future meeting clarify
12 that.

13 MR. ROEHRICH: Madam Chair, Mr. La Rue, we can do
14 that. When you work on the -- I'll respond to that with the
15 director, and then we'll get back with the Board members.

16 CHAIRWOMAN BEAVER: Based on my understanding, is
17 this is something that should be handled administratively, and I
18 don't know if you'd like to talk one on one, and if that is
19 insufficient, then maybe we could look additionally at having --

20 MR. LA RUE: Well, Madam Chair, thank you.

21 I -- (inaudible) it looks like it's a director's
22 discretionary function, but I think (inaudible) reporting back
23 to the Board (inaudible) what is the process and how does the
24 process document and what is the purpose, that might be
25 information (inaudible) back to the Board so as we get the

1 communication (inaudible) react to it if anybody (inaudible).

2 CHAIRWOMAN BEAVER: Okay. Thank you.

3 MR. ROEHRICH: Madam Chair, (inaudible).

4 CHAIRWOMAN BEAVER: The one thing that I would
5 like to ask, and I don't know if it would be at a study session,
6 if it would be at a Board meeting or if it would just be
7 administratively. But because I'm going off the Board, with the
8 Rural Transportation Summit coming up, their 20th anniversary,
9 an idea of (inaudible) has offered to work on the history. I
10 know I talked with Kevin Adams, who he has some history, and
11 Vincent and Jeanette from up there at Lake Havasu MPO and Justin
12 with WACOG. Is it -- how do we go about asking for assistance
13 if we're needing copies of minutes in terms of (inaudible) see
14 if there's anything that's needed, you know, to access staff,
15 you know, where they can pull minutes for us or something to
16 that effect?

17 MR. ROEHRICH: Madam Chair, all they need to do
18 is contact Lynn or myself and start the coordination process on
19 what they're looking for, and then we could research and work
20 with them on that. If something from that discussion needs to
21 come back and get the Board involved with, then we'll agenda it,
22 come back and discuss it. For now, we can do all the staff
23 coordination --

24 CHAIRWOMAN BEAVER: Okay.

25 MR. ROEHRICH: -- and give them -- and work with

1 them (inaudible) --

2 CHAIRWOMAN BEAVER: Okay. Well, we've got a year
3 to work on it, so -- but I'm not going to be here to be in this
4 capacity to ask if we could have it done. So that's why I was
5 wanting to do it now.

6 MR. ROEHRICH: And that's why I wanted to push
7 it off, because maybe I won't be here either.

8 CHAIRWOMAN BEAVER: You've already left once and
9 came back.

10 MR. ROEHRICH: (Inaudible) just say that's
11 Linda's problem. I'm kind of feeling that.

12 CHAIRWOMAN BEAVER: If there's no additional
13 suggestions for future agenda items --

14 MR. ROEHRICH: Madam Chair, there's just one
15 final item I want to say. I want to obviously thank the Board
16 and all the work that they do, but sometimes at these meetings
17 we just get so involved in the transportation activities, we
18 forget about what's going on in everybody's personal life. I
19 want to take this time to congratulate Michelle Kunzman, who on
20 October 7th just got married, and she took time out of her
21 honeymoon to make sure to be here to support the Board. That
22 dedication's fantastic. So we do take the honeymoon. If you
23 need to call in, we'll have the phone ready for you.

24 MS. KUNZMAN: Thank you.

25 MR. ROEHRICH: But congratulations.

1 MS. KUNZMAN: Thank you.

2 CHAIRWOMAN BEAVER: I think (inaudible). Anyway,
3 congratulations. And what a sparkler.

4 MS. KUNZMAN: Thank you.

5 (End of excerpt.)

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Adjournment

A motion to adjourn the October 20, 2017 State Transportation Board meeting was made by Board Member Hammond and seconded by Board Member Thompson. In a voice vote, the motion carries.

Meeting adjourned at 10:47 a.m. MST.

Deanna Beaver, Chairwoman
State Transportation Board

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

MINUTES
STATE TRANSPORTATION BOARD STUDY SESSION
9:00 a.m., Tuesday, October 31, 2017
Human Resource Development Center (HRDC)
Grand Canyon Room
1130 N. 22nd Avenue
Phoenix, AZ 85009

Pledge

The Pledge of Allegiance was led by Board Member Jack Sellers.

Roll call by Board Secretary Linda Priano

In attendance: Deanna Beaver, William Cuthbertson, Jack Sellers, Michael Hammond, Steve Stratton and Jesse Thompson.

Absent: Joe La Rue.

There were approximately 30 people in the audience.

Opening Remarks

Chairwoman Beaver asked the public to please look for the December 1930 issue of the Arizona Highways Magazine so that it can be digitized. She added if anyone has a copy of this issue to please contact the Arizona Department of Transportation or Arizona Highways Magazine.

Title VI of the Civil Rights Act

Floyd Roehrich reminded all attendees to sign in and fill in the survey cards to assist our Civil Rights Department.

Call to the Audience:

One member of the public addressed the Board:

Al Gameros, Mayor, City of Globe, re: expressed his concern regarding the heavy congestion and delay in traffic and how it is a disadvantage to the Copper Corridor communities when the Renaissance Festival opens and runs every weekend in February. He asked the Board and staff to implement a better traffic management plan so that this problem does not reoccur in February 2018.

STATE TRANSPORTATION BOARD STUDY SESSION – OCTOBER 31, 2017

I N D E X

PAGE

ITEM 1: TRAFFIC MANAGEMENT PLAN FOR RENAISSANCE FESTIVAL (Randy Everett) 3
(This item was moved up as first item to be heard; originally Item 4)

ITEM 2: REVIEW OF STATE TRANSPORTATION BOARD POLICIES (Floyd Roehrich, Jr.).....22
(This item was originally Item 1)

ITEM 3: HURF Exchange Program (Kristine Ward)33
(This item was originally Item 2)

ITEM 4: WRONG-WAY DRIVER DETECTION PILOT PROGRAM (James Windsor)40
(This item was originally item 3)

1 (Beginning of excerpt.)

2 CHAIRWOMAN BEAVER: We've been asked due to the
3 fact Randy Everett needs to -- he has somewhere else that he
4 also needs to be, if we can move Item 4 ahead of the first three
5 items. We don't need to have action --

6 MR. ROEHRICH: No, ma'am. You can make that
7 adjustment.

8 CHAIRWOMAN BEAVER: Okay. So Randy Everett.

9 MR. ROEHRICH: Although I don't know why the hell
10 Randy's more important than the rest of the people on the
11 agenda. That's okay. He requested, and you concurred with him.

12 MR. EVERETT: I appreciate the move up. Thank
13 you.

14 MR. GUTIERREZ: Good morning. I'm not Randy
15 Everett, but I'm going to take this opportunity real quick. I
16 work with Randy closely.

17 MR. ROEHRICH: Jesse, could you introduce
18 yourself, please, so we have it on record?

19 MR. GUTIERREZ: Say --

20 MR. ROEHRICH: Could you introduce yourself,
21 please --

22 MR. GUTIERREZ: Yes. I was just about to do
23 that.

24 So Jesse Gutierrez, Deputy State Engineer for
25 Operations. Good morning, Madame Chairman, members of the

1 Board. It's good to be here in front of you again, and I don't
2 get a chance to present too often, but I want to take this
3 opportunity to preface Randy's presentation with the fact that
4 in 2015, we received some concerns from neighboring counties,
5 cities and towns regarding the festival. Since then, ADOT's
6 continued to work on the mobility, the ability to move traffic
7 through the area and work with the event coordinators to make
8 that happen.

9 We've taken a lot of steps to -- to improve the
10 traffic flow through the area after hearing all the concerns
11 from -- from the public, but I just wanted to highlight Randy's
12 efforts, the Central District's efforts and TSMO's efforts in
13 the upcoming presentation that Randy's going to put on.

14 But I just wanted to preface that we've been
15 working on this for a couple years and made a lot of headway and
16 continue to work with -- with the event coordinators, counties,
17 town managers, mayors of the surrounding event to -- to make
18 this a functional event, and we understand what this means to
19 the community, but we also understand what it means to traffic.

20 So with that, I'll introduce Randy Everett, our
21 Central District administrator.

22 MR. EVERETT: Thanks, Jesse.

23 MR. GUTIERREZ: Thank you.

24 MR. EVERETT: Thank you.

25 Madame Chair, members of the Board, my name's

1 Randy Everett. I am the Central District administrator.

2 So let's see here. Renaissance Festival, 2018.
3 So we have had some congestion complaints, obviously. So this
4 is a little bit -- I'm going to kind of run through what is now,
5 what was last year, and then what will be this year, and then
6 I'll take some questions.

7 So this is a yearly event. It starts on
8 President's Day. Starts on February 10th. It is only on
9 weekends, and those weekends run through April 1st. The hours
10 of operation, 10:00 a.m. to 6:00 p.m. Parking lot opens
11 currently at about 9:15.

12 A little bit of more background. It is on US-60.
13 It's way out there. It's about 5,000 or one mile past -- east
14 of Peralta Road. So it's quite a ways out there. Access to and
15 from, it's on the south side of US-60, and access to and from is
16 in gates A and gates B. We'll talk more about the gates A and B
17 in just a second.

18 So coordination. We have been doing a lot of
19 coordination lately. We are working with the Renaissance
20 Festival organization itself. We are working with DPS. We are
21 looking at presentations with CAG coming up here very shortly,
22 on November 15th, and we are working with you this morning to
23 answer any questions that you might have.

24 Location. So as you can see, this is a map of
25 the whole area. That's US-60, and it's down as you turn the

1 corner on US-60.

2 About 5,000 feet, as I said, past Peralta Road.
3 You see it right there on the lower right-hand side. And that's
4 -- and there's your gates A and your gates B. So as you're
5 coming, obviously, you're going to the east. You're heading
6 down the map there, coming from the west. You're going off the
7 map -- or going towards the west, you're going off the map
8 there.

9 All right. So -- oh, that's just because it's
10 Halloween. There you go.

11 There's some congestion in the area, obviously.
12 We had up to about 11-mile backups last year, so we've got a
13 situation where you've got to be aware of it. We're aware of
14 it, and we're looking at taking some steps. So so far what
15 we've done is we met with the Renaissance Festival in April. We
16 have met them again on a conference call in August. We just
17 recently looked at their traffic control plan in October, and
18 this is where we're at right now.

19 So last year's plan. As you can see right here,
20 and I'll kind of just -- if you're looking at the arrows in,
21 what you have -- is there a pointer? Is there a pointer on
22 here?

23 UNIDENTIFIED SPEAKER: Yes. It should be.

24 MR. EVERETT: Is that this thing here? Yeah.

25 Okay. So if you are -- right now, what the plan

1 is, is you have one right lane turn into the festival itself,
2 and it's at gate A right now. So what these people are doing
3 going to the east is they turn from the right lane into this
4 small right lane, and then they turn into here. So you have a
5 radius, it's pretty much of a -- of a pretty small radius there.
6 It's a pretty cut radius at this point in time. And then
7 remember this is 9:15 to three o'clock p.m., this is what's
8 happening going into the festival and people are going out of
9 the festival. If they want to go back to the east, they turn
10 around here at this U-turn and head back. If they want to go
11 out, obviously, they go out that way.

12 Now, what's important to remember is people
13 coming this way, which is west, into the festival, this is the
14 part that's really important. If you're coming west into the
15 festival right now, you have to now go up here and take a left
16 in here. There's an officer that stops traffic right here, and
17 then these people, what they do is they turn into this U-turn,
18 and they've got to get, then, into this lane here to take a
19 right into the festival. That's a big problem, and that's
20 really causing an incredible backup right now as we're -- as
21 traffic is heading eastbound.

22 So right now, that's what's happening from 9:15
23 to three o'clock. From three o'clock to the close, you can see
24 that now what they do use is they both use -- they use gate A,
25 and they use gate B to leave the facility. And then, of course,

1 if anybody's coming in at the very end, it's the same process.

2 MR. ROEHRICH: So Randy.

3 MR. EVERETT: Yes.

4 MR. ROEHRICH: So then in the afternoon, is
5 there an officer there as well, or only in the morning for
6 people going into the festivity? Are they breaking traffic as
7 well to let that maneuver out that western crossover?

8 MR. EVERETT: You know, I -- I'm not sure of
9 that, Floyd. If anybody knows what's happening right now. I'm
10 not sure what the officer does. Yes.

11 CHAIRWOMAN BEAVER: Board Member Stratton.

12 MR. EVERETT: I can't call on (inaudible).

13 MR. STRATTON: Having been through this several
14 times --

15 MR. EVERETT: Yeah.

16 MR. STRATTON: -- I haven't seen an officer at
17 that crossover.

18 MR. EVERETT: Okay.

19 MR. STRATTON: But I will tell you while you're
20 talking about that that even though the eastbound left lane is
21 supposed to be for through traffic, as they come out of the
22 festival, that crossover is so close that that traffic actually
23 gets over and plugs up both lanes. So I think it would be a
24 good idea if we could move that cross -- to the next crossover
25 to give some more time for those people to get over and not

1 impact the traffic heading eastbound as much.

2 MR. EVERETT: I think what you're saying is this
3 right here, these people, when they leave, they have to get over
4 here quickly to get over here.

5 MR. STRATTON: Correct.

6 MR. EVERETT: Okay. Well, let me tell you what
7 we're -- what they are proposing, not what we are proposing,
8 what they are proposing, and then we can talk further from
9 there. So that's currently what's happening now.

10 Changes to the event. So what we're doing is
11 we're putting a dual right now in from the eastbound traffic.
12 So now there will be a dual right-turn lane in the mornings
13 going into the festival. We're modifying or they are modifying
14 the radius at gate A. They're flattening that radius so we can
15 get two lanes in there. There's additional message boards going
16 up.

17 In the westbound direction, traffic from the east
18 now will be entering through gate B. And we'll talk about that,
19 talk about and look at this right here.

20 So now what's happening, the proposal this
21 year -- I'm sorry. The proposal this year is now still right
22 lane. This lane has not changed. This turn is not changed
23 yet. There are two lanes now going into the facility, into gate
24 A. The big change, and that's -- that should take some of the
25 congestion off and bringing it into two lanes, we've flattened

1 this radius right here.

2 Now, coming westbound -- yeah, coming westbound,
3 now what happens is we're coming up here, and this -- remember
4 this is in the morning. And now traffic will now come in, and
5 they will now have new pavement right here at the gate B
6 intersection, and those people, now they will stop traffic right
7 here, and they will have traffic come in, but what's the big
8 difference, what the Renaissance people are proposing is the big
9 difference here is that people are not coming here anymore, or
10 coming in and then having to get into this lane.

11 So what they're proposing is that this should
12 allow for much more movement into gate B, get some of these
13 people from here, not having to do this movement, but actually
14 going right into gate B.

15 On the exit, it will be somewhat similar. If
16 there is any more traffic at this point in time, what we are
17 doing is, like -- is allowing gate A, and gate A should be able
18 to get over into here pretty quick, and then gate B is just
19 taking off from here.

20 So what they're hoping, and maybe this answers
21 your question, is these people coming out of gate A have time
22 then to get over here, and if they want to then go west
23 movement, they would have that time to get over into that lane
24 and turn past there. The other thing might be to bring
25 (inaudible) even much further down the road.

1 Keep in mind, though, that this is -- sorry.
2 Keep in mind that this is about a mile, and so this right here
3 is well over a mile to get to -- over to there. Even here to
4 here is a little over a mile. It's not a lot of room, but it is
5 a little bit.

6 MR. STRATTON: And that may help. I need to
7 preface my comment, Madam Chair. When I went through there and
8 there was not an officer, it was during the hours of operation.
9 There may be one there after they close. I don't know. So I
10 just...

11 MR. ROEHRICH: Don't go -- Madam Chair --

12 MR. EVERETT: Yes.

13 MR. ROEHRICH: Randy, I do like that idea. I
14 mean, I think whether you're going to implement Mr. Stratton's
15 comments at the beginning, I think it's worth evaluating when
16 you start, because coming out of gate A and going east, you'll
17 still get a large amount of traffic, and if gate B comes out,
18 then you still have to merge now two lanes of traffic or two
19 groups of traffic, the A and B group, in order to get over.

20 And I realize, as you said, it's a mile, but
21 that's -- with that kind of traffic intermingled with through
22 traffic, maybe group A can make that connection to that first
23 turnaround. But if you put some cones up or some barricades,
24 pushing group -- gate B folks down to the next turnover, that
25 might at least alleviate some of that weaving in there and,

1 again, help the traffic flow. So if that wasn't the plan to
2 start with, if this starts breaking down and you're looking for
3 options --

4 MR. EVERETT: Right.

5 MR. ROEHRICH: -- you should keep that on the
6 table as an option. I think that is definitely a way to push
7 some volume of traffic further west before -- or east before you
8 go west.

9 MR. EVERETT: Yeah. I don't disagree, Floyd.
10 I think that there's a lot of good options. Keep in mind that
11 this right here, this means that this lane is closed right
12 here.

13 MR. ROEHRICH: Right.

14 MR. EVERETT: So that we are kind of pushing
15 people into that lane, and then these people really, what
16 we're hoping, is that they -- that's eastbound movement only.
17 But they still could get over here in that mile, but
18 hopefully, the people coming out of gate A would be pushed
19 over in this direction -- well, they would have to be pushed
20 over in this direction to make this turn if they were going to
21 make it.

22 MR. ROEHRICH: I just want to comment. In all
23 the traffic management studies I've read, never was hope a
24 strategy. So --

25 MR. EVERETT: Yeah.

1 MR. ROEHRICH: -- we either move them or they're
2 allowed to do whatever the heck they want.

3 MR. EVERETT: And that's why we're definitely
4 moving them here. We're definitely moving them out of this
5 here. So these -- these closure (inaudible) are important to
6 recognize that they are making the traffic move over in that
7 direction. But we are open -- I think that's the thing. These
8 -- all these plans, there is movement this year, and there's
9 allowability this year to change things as necessary.

10 CHAIRWOMAN BEAVER: Randy, similar to what Board
11 Member Stratton was saying, though, on this end, that looks like
12 it's shorter. Is that less than a mile?

13 MR. EVERETT: This --

14 CHAIRWOMAN BEAVER: From -- on this end, where
15 you -- where those coming east to west and they turn, is that
16 less than a mile right there?

17 MR. EVERETT: That's 2,300 feet, so that's about
18 maybe a half a mile.

19 CHAIRWOMAN BEAVER: Okay.

20 MR. EVERETT: Is that what you mean?

21 CHAIRWOMAN BEAVER: Yeah.

22 MR. EVERETT: Yeah. And so --

23 CHAIRWOMAN BEAVER: Is there an additional turn
24 lane further west? How far down is the -- yeah.

25 MR. EVERETT: Down here?

1 CHAIRWOMAN BEAVER: Yes. Is there a further one?
2 I mean, all it does is cause particularly kids that are in the
3 car with their mom and dad to have anticipation a little bit
4 longer, but I mean, if they have to drive down a little bit
5 further to give -- you know, where when you turn to come back,
6 you -- you've got more of a runaway.

7 MR. EVERETT: You mean instead of even in the
8 afternoon allowing for this movement?

9 CHAIRWOMAN BEAVER: Yeah. Move it out further.

10 MR. EVERETT: Yeah. You could -- they could
11 bring them down here and have them turn here. This usually,
12 at this time of day, and correct me if I'm wrong if anybody
13 really knows, but part of our understanding is there's not a
14 whole lot of traffic at this point to be a problem. So it's
15 later on in the day that this happens. There's not a lot of
16 people going to the festival at that time. But certainly we
17 could move it down that way.

18 So I can answer all the questions in a second.

19 So some of the things you might be wondering
20 why they didn't happen this year, and we are still evaluating
21 for next year. So there are things we are going to do. This
22 is a "this year" mentality. So some of the things that we're
23 not doing this year, and you haven't seen them is -- and we're
24 still evaluating whether they're necessary, is should we make a
25 turn lane, a left -- left turn lane right in here so that we can

1 pull this traffic into this zone here and then have them take a
2 left into here. Should this right lane here be extended further
3 down?

4 At this point in time, those are very expensive
5 options. The Renaissance fair will be paying for this. All,
6 any kind of changes, so the Renaissance fair is paying for this
7 new pavement here, all these new changing of the radiuses here,
8 this extra pavement here. That's all being paid for by the
9 Renaissance. So what we're looking for is looking for the
10 future, we will address this next year. We will look at this
11 again and see if we have changed the congestion, minimized
12 congestion, and then are open to ideas.

13 I think that's just about it. So I think I'm
14 almost done.

15 So just to give you next steps, and then I'll
16 open it up. I can go back through those slides. So the
17 submittal will be completed here soon. There will be a
18 pre-event meeting where we discuss things with the Renaissance
19 Festival. Construction is going to be proposed for later on
20 this year, early next. We will then have an approval of the
21 permit, and then, like I said, next year we will re-evaluate the
22 situation.

23 So yes, sir.

24 MR. HAMMOND: Just a couple of different
25 questions. First of all, you said an 11-mile backup. That kind

1 of got my attention. I've never been to the Renaissance, so I
2 -- this must be a real happening event.

3 MR. EVERETT: It brings in some people.

4 MR. HAMMOND: It's been there awhile and it's
5 pretty safe. I'm curious, although I'm certainly -- would
6 expect them to pay for these improvements, but if they've been
7 there that long and are that successful and they've got good
8 financials, you know, they're probably, I don't know, bondable.

9 Is there -- doing temporary cones and stuff like
10 that, probably -- if this event's going to be here for 50 years,
11 you know, they could consider something more long term and raise
12 more money to do it with, you know, with a revenue bond to -- or
13 some sort of bond to -- to do something stupid like underpasses,
14 you know, (inaudible).

15 And I'm just saying is there any kind of
16 long-term solution like that beyond kind of the -- what are
17 these improvements estimated to cost this particular go around?
18 Do you have any idea?

19 MR. EVERETT: Yeah. So it seems like this might
20 cost -- well, they'll be certainly a few hundred thousand
21 dollars maybe. Yes. Yeah. They're not -- you're right. So
22 major improvements, if you were really going to do this 100
23 percent right is you'd have flyovers or fly unders, and you
24 would have a completely different arrangement out there. Yes.
25 That would be the way you would do it if you really had a

1 long-term goal of -- of keeping this out there in that specific
2 area. Has there been any conversation about that? No, not at
3 this time.

4 MR. THOMPSON: Madam Chair.

5 CHAIRWOMAN BEAVER: Board Member Thompson.

6 MR. THOMPSON: I can think of two or three
7 different locations similar to issues that you raise here.
8 Besides the overcrowding, what else is happening because of
9 that? (Inaudible) any accidents because of that?

10 MR. EVERETT: Yeah. I think that there's been a
11 couple of rear-end collisions. That's our information that
12 we've got. That comes from DPS over the last couple of years.
13 Yes.

14 MR. THOMPSON: Uh-huh.

15 MR. EVERETT: And I think last year we had a
16 couple of rear-end collisions. Yes.

17 MR. THOMPSON: Thank you.

18 CHAIRWOMAN BEAVER: And if I'm not correct,
19 this is just a once-a-year event, so it's -- it's not like an
20 everyday type thing. It's during this window of time when it --
21 the congestion seems to really --

22 MR. EVERETT: It is. And it's not on the
23 weekends and so -- and it's only on the weekends, and so the
24 weekends are what really backs up.

25 CHAIRWOMAN BEAVER: Board Member Stratton.

1 MR. STRATTON: When this first began, it was some
2 temporary buildings and one or two things out there, and the
3 temporary measures seemed to be working at that time. However,
4 now there's a multitude of permanent structures there, and this
5 event is going to be here is permanent. It's going to happen
6 every year. It's getting bigger and bigger.

7 Correct me if I'm wrong, but I believe the gate
8 receipts are multi million, not including the sales. I think
9 that any other developer would have to do certain things to meet
10 our criteria. I'm not sure that we -- we have the safety of the
11 public in mind if we don't make them adhere to some standards on
12 this or ADOT does.

13 The other thing I'd like -- I don't know if the
14 permit in the past has been multi year or not, but hopefully
15 whatever is done this year, it will be a one-year permit so that
16 the changes that have been done can be evaluated and see if
17 they're enough or not enough.

18 MR. EVERETT: And that's exactly right. This
19 is a year-to-year permit. So we will re-evaluate that. These
20 are things that we think will definitely reduce the congestion
21 at this point in time, but certainly open to re-evaluating this
22 and looking at it for next years. And you're right, this has
23 become really a permanent structure piece out here, so the
24 Renaissance fair would like to stay, and that's why we'll have
25 to look at other things through the years.

1 I'm not sure what receipts are. I think it kind
2 of varies. I think there might be some Renaissance people in
3 the audience, or at least they were here, wanted to be here.
4 But yes, they do bring in money, and that's why we are -- this
5 isn't ADOT's responsibility to build these improvements.

6 And so we will look at this again next year,
7 because there are some things, as you saw, that we could do and
8 we could ask them to do this year, but what we figured, we'd do
9 it in stages and see how it worked. So if we still have some
10 pretty massive backups this year, we'll certainly re-evaluate
11 and have them do more in the upcoming years.

12 MR. HAMMOND: Just a quick question.

13 CHAIRWOMAN BEAVER: Board Member Hammond.

14 MR. HAMMOND: Is -- sorry.

15 CHAIRWOMAN BEAVER: That's all right.

16 MR. HAMMOND: I do recognize the Chair.

17 Are there any other uses for this property
18 throughout the year, or is this all that's done there? I
19 mean, that -- that's also something over time that could
20 enhance revenues to do things here. (Inaudible) events that
21 might want to fill in the gaps for the 10 months (inaudible).

22 MR. EVERETT: I don't know. I don't think so. I
23 don't -- I think it stands without anything in there.

24 MR. ROEHRICH: Madame -- Madam Chair --

25 CHAIRWOMAN BEAVER: Board Member --

1 MR. ROEHRICH: Mr. Hammond, if I could, I've got
2 to -- remember, this is private property and private industry.
3 We -- I have no idea what the hell they do with that. You know,
4 they could hold raids outside of, you know, the Renaissance
5 Festival, and who knows what's going on.

6 As government, we can't regulate what they do
7 with their property, but what I do think it's fair to ask,
8 because their property generates this type of traffic and some
9 of these type of congestions and issues, how can we work with
10 them to solve it. And I do want to point out, I think it's
11 important, and Randy, you've made the point a couple times
12 already, is each year we've been assessing, because we know the
13 past few years it's really gotten bigger, and it's gotten a
14 bigger issue. And incrementally, we are going to keep trying to
15 look for ways to do that and how to improve it.

16 And, you know, as a private industry, they want
17 to be part of that, but they're going to limit what they want to
18 spend on that, because it hits their bottom line as well. It's
19 only eight weeks or weekends, I think it is. So they're --
20 limited capability. Their ability to generate revenue or
21 whatever else, that's on them to do whatever it is that they do.
22 We're trying to just focus on the traffic, the traffic
23 management plan, and incrementally work with them to keep
24 solving as best we can.

25 MR. STRATTON: Madam Chair.

1 CHAIRWOMAN BEAVER: Board Member Stratton.

2 MR. STRATTON: I just would like to say I don't
3 want my comments to be misconstrued. I am in support of the
4 Renaissance completely, and I think it's a great enterprise and
5 good entertainment for our citizens, but I also understand and
6 know firsthand what the impacts are on the smaller communities
7 to the east, and it really impacts their revenues and makes a
8 big difference. I appreciate what you're doing, and thank you
9 for having this on the agenda today.

10 CHAIRWOMAN BEAVER: Okay. Thank you.

11 I was just -- from a curiosity standpoint, how
12 does this compare to -- isn't it in Florence where they have the
13 Thunder -- the big country western thing? Is that --

14 UNIDENTIFIED SPEAKER: Country Thunder.

15 UNIDENTIFIED SPEAKER: Country Thunder.

16 CHAIRWOMAN BEAVER: Yeah. Is that -- is that
17 near a state highway there? I'm just -- because it's a
18 once-a-year activity, too. So I was just kind of -- comparison.

19 Another one that came to mind, of course, they've
20 got the overpass on 95 down in Quartzsite when they have the
21 annual, you know, rock jamboree and all that that they have.

22 MR. EVERETT: I don't know. Those two events,
23 I'm not sure how the traffic is with those two events, so...

24 CHAIRWOMAN BEAVER: I didn't know if there was
25 any good things happening with the way the flow of traffic is

1 there that maybe could be implemented if there's a similarity
2 (inaudible).

3 MR. EVERETT: We can certainly look at that and
4 see if there's anything that we could put into practice as a
5 result of that. Yeah. We could have somebody look down there.
6 You know, maybe I can (inaudible) to see when those events are.

7 MR. THOMPSON: Madam Chair.

8 CHAIRWOMAN BEAVER: Board Member Thompson.

9 MR. THOMPSON: I really appreciate you bringing
10 this up. It brings (inaudible) focus on other places where
11 these type of impacts are happening, even out in the rural and
12 remote area, Native American reservations, and I really do
13 appreciate it, and thank you. (Inaudible.)

14 MR. EVERETT: Any other questions? Okay. Thank
15 you very much. (Inaudible.)

16 CHAIRWOMAN BEAVER: Thank you, Randy. And thank
17 you, Jesse for introducing Randy.

18 Now we will move to Item 1, a review of the State
19 Transportation Board policies. Mr. Roehrich.

20 MR. ROEHRICH: Good morning, Madam Chair, members
21 of the Board.

22 This is an odd year. So every odd year, the
23 Transportation Board by statute is required to review their
24 policies, make any edits, updates, changes, and adopt them again
25 for the next two-year period. The last time the Board did this

1 was in 2015. It was a little bit after MAP-21. The federal
 2 highway bill had been passed, and there were a few changes that
 3 had came out of MAP-21. So the Board had done a pretty
 4 extensive review of the policies at that time, made a number of
 5 adjustments.

6 Since then, obviously, there's the FAST Act that
 7 was passed. That has been going through a lot of discussions,
 8 rule making. There's been discussion about additional
 9 adjustments to the highway bill, infrastructure plan, things
 10 like that, but nothing to solidify.

11 Discussing with staff the Board policies and
 12 reviewing them, at this time we are not recommending any
 13 adjustments to the Board policies. We feel the Board policies
 14 are current enough to current regulations and statutes. We
 15 think they're appropriate.

16 But at this time, I'm asking if the Board has any
 17 adjustments or edits they think we need to consider so we can go
 18 back, staff them, make the edits to the policies and then bring
 19 them to the Board before the end of the year for adoption for
 20 the next two years. If the Board concurs with the ADOT staff's
 21 recommendation, then we'll agenda the current policies, we'll
 22 just put a new date on them of the time that the Board adopts
 23 them, and then those will be the policies for the next two years
 24 as we continue to what unfolds on a national level.

25 So at this time, we're not -- staff isn't

1 requesting any adjustments to the Board policies, but we are
 2 opening up, Board Chair, members of the Board, to talk about any
 3 of the policies that you have. Are there any edits that you are
 4 interested in discussing?

5 CHAIRWOMAN BEAVER: Mr. Roehrich, I would like to
 6 ask, when this was done in December of 2015, I remember at that
 7 time there were some changes in law and that that the verbiage
 8 needed to be kind of just tweaked a little bit, and so I'm just
 9 curious. Has this been reviewed similarly that the verbiage all
 10 is in line with what the State statute requires?

11 MR. ROEHRICH: Madam Chair, that is correct.
 12 Staff has reviewed it. It's appropriate. And if you look at
 13 the summary inside of your policies or your packet, starting on
 14 page I through III, those were the summary of all adjustments
 15 that were made last time from the review.

16 As I said, we have looked at it as staff. We
 17 feel that policies are still appropriate. They adhere to the
 18 current guidance and rules and regulations and laws, both at the
 19 state and federal level, and until we see either further
 20 guidance come out from the US DOT or the FHWA, or we see a
 21 change in law at the state or federal level, we think these
 22 policies are appropriate.

23 So staff is saying these policies are still
 24 appropriate to be adopted as they are, and we're not
 25 recommending any edits at this time.

1 CHAIRWOMAN BEAVER: Just as a matter of record,
2 for those Board members that weren't on in 2015, we actually did
3 take this page by page then. So it was reviewed at that time,
4 you know, item by item. So I don't know if any of you are
5 wanting to do a review of it like that today or if --

6 MR. HAMMOND: Maybe you should read the entire
7 document.

8 CHAIRWOMAN BEAVER: If we're suffice to --

9 MR. ROEHRICH: I think if I was the board chair,
10 I'd say, "Could staff read the entire" --

11 CHAIRWOMAN BEAVER: Yeah. Yeah.

12 Are we comfortable with the way it is? So --
13 okay. It looks like (inaudible).

14 MR. ROEHRICH: Well, thank you, Madam Chair. So
15 then what we will do -- Madam Chair, you've got a question.

16 CHAIRWOMAN BEAVER: Oh, Board Member Thompson.
17 Sorry.

18 MR. THOMPSON: Chair Beaver, I'm not too familiar
19 with the whole policy, but my only question is sometime back on
20 89, we were able to take over BIA road --

21 MR. ROEHRICH: Right.

22 MR. THOMPSON: -- do the construction there,
23 giving it back to the tribe, and I see in this policy, I
24 believe, talks about how the State can return those state routes
25 back to the tribe or other local (inaudible). Is there a policy

1 in here about ways to transfer part of the tribal road or BIA
2 road to ADOT?

3 MR. ROEHRICH: Madam Chair, Mr. Thompson, it's
4 not so much a policy related to tribal land. There is a statute
5 and there are policies just related about either taking in local
6 routes that now become state routes --

7 MR. THOMPSON: Right.

8 MR. ROEHRICH: -- or the state board can abandon
9 them to counties or to local governments, existing state routes,
10 and they become local routes. That's in law, and the policies
11 generalize it, but we don't specifically call out tribal routes.

12 And if you remember, the State Route 89 project,
13 that was an emergency project because of the roadway failure and
14 the rock slide that happened, and at the time -- and I know,
15 Mr. Thompson, you had asked that before, so I had sent you all
16 the previous information on that, which was the agreement with
17 the Navajo Nation, the agreement for the use of the emergency
18 funds from the Federal Highway Administration to make those
19 improvements.

20 But the Board at that time did take Navajo Route
21 20, which was the detour route for 89 while it was closed, we
22 took that in as a state route, made the improvements that were
23 necessary. They ran the traffic on that route for the year and
24 a half or however long construction was. And then when 89
25 opened, we abandoned -- the Board took action to abandon, hand

1 20 back to the Navajo Nation.

2 So that was all done under state statute and all
3 done through agreements. That's all been outlined, and that's a
4 process that -- that's in law that we followed. And I'm not
5 sure what specifically you were looking at. In here it's not
6 outlined in policy (inaudible) generally abandoning or taking in
7 routes, and that's the process we use.

8 MR. THOMPSON: Okay. More specifically, Madam
9 Chair, there's a road -- a lot of roads out in Native American
10 reservations which are utilized in common by BIA schools, public
11 schools, and I feel that it may be a good idea to all work
12 together to make those roads a little bit better so that the
13 kids can get to school and not have to miss 15 days of school a
14 year. It's really can impact on their performance. So that was
15 my thought, how can we help in that way to lend a hand to the
16 tribes of BIA to improve some of these roads. That's where my
17 thoughts were, so...

18 MR. ROEHRICH: I mean, if that's a strategy that
19 the Board wants to take to work with, whether it's Navajo Nation
20 or any local government, if you will, city, county, town who's
21 got roads, take them into the state system so you can improve
22 them and then give them back, I think that's something that
23 would be agendaed, and the Board would have to think through
24 exactly how you would want to do that.

25 I also think you have to ask yourself why you

1 would want to do that, given the current funding situation, the
2 fact that we can't take care of the routes that we have, and as,
3 you know, important as those routes are to the locals, and the
4 local -- the concept is of taking that in, I think the Board
5 would have to ask themselves, do you want to take in local
6 routes and spend money on those routes to improve them when you
7 still -- we're still struggling with what we're going to do with
8 our existing routes.

9 But if the Board wants to talk about that and
10 discuss that as a strategy and develop a policy and that, we
11 could agenda that and do that, or you can start (inaudible)
12 here, because if you're saying you want to make that a policy
13 and you want to formalize that as a policy, then you can start
14 discussing that at this time, if that's what -- Mr. Thompson, if
15 that's what you're asking, and Mrs. Beaver, if that's your --

16 CHAIRWOMAN BEAVER: Well, Board Member Thompson,
17 I'm just curious if -- I think there's policies in place right
18 now that could be worked within what you're all wanting. Is it
19 possible that maybe between the counties and the tribes that are
20 affected by this that -- I think once before there was talk of a
21 plan, a regional plan for up there, and I don't know if we could
22 have someone that works with them, because it seems like if the
23 regional plan was in place and in that plan, it was indicating
24 that there were roads that maybe they -- that area, that region
25 was wanting to turn over to the State, that plan would identify

1 that in it. Am I correct? That's what my -- so I don't know if
 2 -- if ADOT could work with that region up there to maybe get
 3 kind of a --

4 MR. ROEHRICH: Madam Chair, there's a lot of
 5 programs that we can use, whether it's a local planning study, a
 6 PARA fund that a local could put together a long-range -- or
 7 short-range roadway strategic improvement, study with that. Our
 8 planning folks would work with them. We do have an Indian
 9 tribal liaison, a person that works out of our planning group
 10 that can assist these things.

11 There's a lot that can be done if a region wants
 12 to start developing a comprehensive approach towards how you
 13 would do that. We could work with them on that, but eventually
 14 it's going to come to the agency and to the Board to decide are
 15 now you willing to fund those type of -- is this the strategy
 16 that you're willing to move forward with to adopt local roads,
 17 to improve them, get them up to a certain level of service or
 18 come in and then turn it back to them for long-term maintenance.
 19 Is that something that this group -- the Board and the agency,
 20 would want to use their available funding for, realizing, of
 21 course, the funding we have doesn't cover the needs that we
 22 have.

23 MR. THOMPSON: Madam Chair.

24 CHAIRWOMAN BEAVER: Board Member.

25 MR. THOMPSON: I believe that by next month,

1 we'll be able to bring more information as to why my thoughts
 2 are geared towards that. We will do a PowerPoint presentation.
 3 Hopefully we'll be scheduled next month and give you a little
 4 insight on what's the situations on these roads on the
 5 reservations. (Inaudible) we can -- meanwhile, I'll be making
 6 some contacts. Maybe there is something already in place I'm
 7 not (inaudible). Thank you.

8 CHAIRWOMAN BEAVER: Well, if our tribal liaison,
 9 maybe, could meet with Mr. Thompson and --

10 MR. ROEHRICH: They met just this morning --

11 CHAIRWOMAN BEAVER: Oh, okay. Okay.

12 MR. ROEHRICH: -- Mrs. Beaver.

13 CHAIRWOMAN BEAVER: Okay. Good.

14 MR. ROEHRICH: She's here. Melinda Jean
 15 (phonetic) was here, and I saw --

16 CHAIRWOMAN BEAVER: Hi.

17 MR. ROEHRICH: -- when Mr. Thompson had met with
 18 her, as well as Greg Byres' team through planning. I mean, if
 19 you wanted to approach this and they put together a request -- I
 20 mean, realistically, if you want to approach this and put
 21 together a strategy around this, you'd ask for the planning
 22 funds through, like, a PARA program or something, a local,
 23 regional funding. You'd probably take a year to year and a half
 24 of a study, putting together something that then would come back
 25 as a strategy that this Board could debate, and then you'd want

1 to bring it in as -- if the decision is you're going to start
2 addressing some of these funding issues, you'd want to bring it
3 in on our normal programming cycle.

4 So this is something that over, realistically,
5 the next couple of years, you wanting to approach and study as a
6 strategy, there is a planning process, there's a way to approach
7 this that's staffed and recommended so you can come to this body
8 and then really talk about what the total impacts are and an
9 approach of how you would address it, prioritize it, and how you
10 would want to address it.

11 CHAIRWOMAN BEAVER: Okay. Board Member Hammond.

12 MR. HAMMOND: Well, first of all, good
13 discussion. The -- it sounds to me like a fine policy, we can
14 do it in and out of the system as we choose as a board. And I
15 always enjoy the benefit of Jesse and of his perspective on how,
16 or how it may not, funding goes to the rural areas.

17 The -- I would think the strategy, whether it's
18 the Indian nations or any community, (inaudible) pick their
19 priorities, and -- because I like -- I didn't know you could
20 move them in, do the work under State -- with State money, then
21 move them back out, which is -- which is nice to know. It's
22 nice that we can do that, because then we can help a community
23 if we choose to do so as a board. But I think it would be
24 incumbent on a community with those Indian nations or any
25 community to look at their system within their community and

1 say, "Where are our priorities?" Pick the battles, put it in
2 the discussion chain and see if we can come up with some is
3 solutions that move the needle forward in some of these areas.

4 MR. ROEHRICH: Madam Chair and Mr. Hammond, I do
5 want to make sure on what you talk about, moving projects or
6 corridors in and move them out, especially on the Indian tribe,
7 it's a little -- it's a little bit more -- I'm not saying
8 complicated, but there's further consideration, because by
9 Constitution, the State can't spend their HURF funds on Indian
10 routes.

11 Those -- they're funded through BIA or they're
12 funded through other distributions that are set by statute.
13 That's why taking those routes into the State system has to
14 happen in order for that work to be done, and I think -- so it's
15 a consideration as well. The Board would take -- have to
16 consider is the public perspective of why you're taking in these
17 routes that don't qualify so you can make them eligible, spend
18 money on them, while I still have my projects waiting to get
19 done and other projects are waiting to be done, and then at the
20 end giving it back to them.

21 So there is a perception issue in there as well,
22 as -- in order to make that work, I think this Board would want
23 to consider as a strategy, if that's how they want to move
24 forward with the policies that they have available to take in
25 routes or to abandon routes.

1 CHAIRWOMAN BEAVER: And correct me if I'm wrong,
2 but at that time, there was an urgency on that, taking that 20
3 in to have an alternate route, because the --

4 MR. ROEHRICH: Madam Chair, it was an emergency
5 project. Correct. And we got separate funding for that. It
6 did not come out of our program to do that work. That was
7 funded by the Federal Highway Administration as part of their
8 emergency funded program.

9 CHAIRWOMAN BEAVER: Okay. Do we have any
10 additional?

11 MR. ROEHRICH: The last comment, Madam Chair,
12 because I think this issue is something that really could not be
13 addressed this cycle given the complexity of this issue, I would
14 recommend that I do agenda in the November's meeting these
15 policies for our Board to adopt them for the next two years, as
16 we further the discussion on how that program might work or how
17 the Board may want to move in regard to that program, and then
18 we wait for a further guidance and other information to come out
19 at the federal level on the highway bill. Thank you.

20 CHAIRWOMAN BEAVER: Thank you.

21 Okay. Now we will move on to the HURF Exchange
22 Program. I guess now it's Item 3.

23 Kristine, good morning.

24 MS. WARD: Good morning.

25 I am -- I'm pleased to come and get to talk to

1 you about a topic that generally people are happy about.

2 So what I was asked to do is give you a brief
3 update of where we are in the rollout of -- or the
4 reconstitution of the HURF Exchange Program. For those of you
5 that are not familiar, the program, we got statutory authority
6 to institute the HURF Exchange Program, and what that means is
7 where we exchange with the local public agencies, we take their
8 federal dollars, we give them HURF dollars in exchange, State
9 Highway Fund dollars in exchange. That program, we got that
10 authority back in 1997. The program went live in '98 and was
11 active through 2009. About 90-plus million dollars worth of
12 projects were completed over that time, and they represent about
13 145 or so projects. So they averaged -- this is worth noting,
14 it's -- these were fairly small projects. They averaged about
15 650,000 per project.

16 The program is largely targeted towards cities
17 down in counties where population's under 200, and we have not
18 changed in the reconstitution of the program. We haven't
19 changed that original -- that original focus.

20 The policy in terms of what's the current status
21 of reconstituting the program, the policy has been completed,
22 and now where we find ourselves is we are starting that
23 communication rollout and informing folks of what the policy is,
24 and we're also in the midst of establishing and creating what we
25 call the contract, the JPA, the Joint Project Agreement that

1 will be executed for every HURF Exchange Project with the local
2 public agency. So for every project, a JPA is established, and
3 it's that template that is currently under review. We -- no
4 contract gets processed and created easily. So we are working
5 with AG -- AG on that.

6 Multiple meetings have been held with stakeholder
7 groups and with many more to come over the next three-month
8 period. So we expect the program to be totally rolled out, the
9 JPAs in place by January 1st. That communication rollout will
10 involve both meeting with primary stakeholders in terms of, say,
11 presentations to (inaudible) the League of Cities and Counties,
12 the County Board of Supervisors, and then we're also
13 constituting or developing some webinars on the program. So
14 folks will be able to attend those webinars and hear how to get
15 their projects -- complete their projects and get JPAs
16 established utilizing the HURF Exchange Program.

17 We are also -- have got a HURF Exchange webpage
18 that is under development that will also be rolled out by then.
19 And so we're just -- in terms of what our status is, we're just
20 -- that's what we're -- that's where we are with these next --
21 next few months.

22 We have been doing some communications and
23 presentations on this, so just within the last two weeks. At
24 the Rural Transportation Summit, we did a presentation. And so
25 it's been moving along. The LPAs have been already selecting

1 projects. They're really waiting that we finish that JPA so
2 they can then get those projects finalized to use HURF Exchange.

3 There have been some slight -- are there any
4 questions at this point? I'm just kind of blah, blah, blah,
5 rambling along.

6 Wow, the exuberance.

7 Okay. All right. I should -- the wrong-way
8 driver one is probably going to get a lot more attention.

9 So we were -- one of the things that really has
10 kind of transitioned or changed since the last HURF Exchange
11 Program is that in the rollout of this program, there is a lot
12 more emphasis on project delivery and timely project delivery.
13 We are approaching this very cautiously. Remember, we are not
14 in the cash position we were once in way back when, when the
15 program was originally instituted, and so we are watching to
16 make sure that those projects stay active so we don't have
17 dollars sitting idly that could be subject to such things as
18 sweeps. So -- and besides that, we just need to make sure we
19 use our -- use our funds efficiently.

20 Risks we might be facing, of course, the risks to
21 the program are, you know, economic downturns, sweeps,
22 transfers, special distributions, as I've, you know, mentioned
23 and then any changes to our federal -- to the federal program.

24 That's -- that's my update. If you have any
25 questions, I'd be happy to --

1 CHAIRWOMAN BEAVER: I would like to ask a
2 question. You were saying that the JPA, the template is being
3 reviewed right now to update it.

4 MS. WARD: It is.

5 CHAIRWOMAN BEAVER: Is it possible that whenever
6 the revision is done, maybe you could just come and give us a
7 little bit of presentation, and maybe for Board members that
8 weren't able to attend that at the Rural Transportation Summit?

9 MS. WARD: Uh-huh.

10 CHAIRWOMAN BEAVER: Collectively, we could all
11 get a little more educated on it.

12 MS. WARD: Yes, ma'am. Madam Chair, so what --
13 what I would suggest maybe I do, today I was asked to just give
14 you a brief update of where we are in the rollout. We're in the
15 midst of developing the presentation that will be a part of that
16 webinar. Maybe, if you would like, I can come back when that's
17 finalized and give you that presentation on the program. The
18 JPA tends to get into -- down to a more molecular level, but I
19 could give you a full presentation on the program.

20 CHAIRWOMAN BEAVER: I think that would be nice.
21 Board Member Stratton.

22 MR. STRATTON: I believe the reason this is --
23 one of the reasons it's on the agenda is the two-year guideline,
24 time line that we've talked about in Tuba City, and you have
25 explained it to me, but I think it would be good if the whole

1 Board heard (inaudible).

2 MS. WARD: Madam Chair, Mr. Stratton, you are
3 correct, and I forgot to throw that in there.

4 So there had been a question at a previous board
5 meeting about expressing a concern about the two-year time limit
6 that the current -- that the policy has built in. And what was
7 mentioned and presented to the Board is that the LPAs only had
8 two years in order to get the project complete. And what was
9 perceived at that time was that it was two years from the start
10 of design to the completion of the project. And when -- that
11 two-year ticker actually starts when design is complete. So
12 they have time to get the design done on the project and then
13 two years, we start watching, you know, the time. That's when
14 the two-year ticker starts. And again, what this comes back to
15 is are we making sure that those projects are moving so we don't
16 have money sitting idly, set aside for a project that's not
17 moving.

18 MR. STRATTON: Madam Chair.

19 CHAIRWOMAN BEAVER: Board Member Stratton.

20 MR. STRATTON: It's a good explanation, but I
21 have one question about the -- when does the clock start
22 ticking? Is it when the project bids or when 100 percent of
23 plans are approved by ADOT? Because a lot of times you still
24 have bid docs and other things to get done and get approved,
25 also.

1 MS. WARD: Madam Chair, Mr. Stratton, I will need
2 to confirm precisely, but I believe it's when 100 percent is
3 complete.

4 MR. STRATTON: If there is a leeway or an
5 allowance in there, it would be nice if it was when plans were
6 100 percent and the bid documents were also 100 percent, as
7 sometimes those take time for legal review, and that can lead
8 into a time period.

9 MS. WARD: Madam Chair, Mr. Stratton, I'll
10 confirm how that is established.

11 I would like to mention, in addition, however,
12 that understand this is not a surprise, we're going to
13 de-obligate these dollars. This will be -- there will be a
14 process. The local public agency, the LPA, will have the
15 opportunity to say, you know what, I'm exceeding the two-year
16 time ticker, this is the reason, and they will have an
17 opportunity to justify those situations. There will not be
18 surprises. There will be communication established so as we
19 approach those time frames, letters will be generated that say,
20 hey, we're approaching this time frame. Please speak up. Tell
21 us what's going on with the project. And so -- and those
22 communications are built into our documentation in the program.
23 So it's -- it's -- this is not done in some verbal, informal
24 mechanism. We are documenting much more than the previous
25 program was (inaudible).

1 CHAIRWOMAN BEAVER: I think my question had to do
2 with the fact that as board members rotate in, new board
3 members, sometimes they are coming on and they haven't been
4 educated or introduced to this information, and so that's why if
5 you were able to come back to the Board, you know, maybe even
6 sometime after the first of the year, because you're going to
7 have two more board members coming on.

8 MS. WARD: Uh-huh.

9 CHAIRWOMAN BEAVER: So as you get new ones, it's
10 just keeping that educational process up for board members, I
11 think --

12 MS. WARD: Madam Chair --

13 CHAIRWOMAN BEAVER: -- where they have a better
14 understanding.

15 MS. WARD: -- that's a great suggestion, and what
16 I can do, also, is we have a -- kind of a standard template for
17 new board member orientation. I can make sure we build in
18 HURF's -- the HURF Exchange Program into that new board member
19 orientation.

20 CHAIRWOMAN BEAVER: Does anyone else have
21 questions to ask of Kristine?

22 Okay. Thank you.

23 MS. WARD: Thank you. Have a great day.

24 CHAIRWOMAN BEAVER: Now we will move on to Item
25 4, which was previously Item 3, the Wrong-Way Driver Detection

1 Pilot Program, and we have a James Windsor. Good morning.

2 MR. WINDSOR: Madam Chair, members of the Board,
3 before I get into the pilot program itself, I want to share with
4 you some of the countermeasures that we've been deploying for
5 the last several -- several years, and that is the lowering and
6 oversizing the "wrong way" signs on the off ramps, not only in
7 the Phoenix area, but statewide, but this percentage is for the
8 Phoenix metro area. It's 40 percent. We've been accomplishing
9 this through internal resources and our state -- our
10 appropriated budget from the Legislature. So it has been a
11 little bit of a challenge. But we are moving to move this
12 number to 70 percent by the end of year through HSIP funding,
13 which is our Highway Safety Improvement Program funding, which
14 is federal funding, and we have received eligibility for that.
15 I say 70 percent. The other 30 percent will be upgraded through
16 projects that are currently in the five-year plan in the MAG
17 region.

18 Also, with upgrading the signs, we've been
19 putting in the directional arrows on the ramps with the raised
20 pavement markers, the RPMs. They're type Cs. They're red when
21 you're going in the wrong direction. They're clear when you're
22 going in the correct direction. We've also added RPMs to our
23 recent projects where we've replaced the ARACFC in the Phoenix
24 area to the HOV stripe. Typically, it was just a 12-inch white
25 stripe. That came at a request of the Department of Public

1 Safety.

2 Oh, sorry. Sticky button.

3 We've also -- since 2014, 2015, we've deployed
4 several systems. These are radar detection systems, and you've
5 maybe heard these on the news from other states. Florida has
6 used them. California, I think, just rolled out a pilot program
7 that uses them. And they do detect wrong-way vehicles on the
8 ramps. They will send you a burst of three photos that shows
9 where -- where the car enters, and you'll see it going down the
10 ramp. It may even also show you it self-correct. It may even
11 also show you the brake lights, that he stopped and realized he
12 made a mistake.

13 The challenge we've seen with these is they're
14 not very good in high volume ranks. We get a lot of false
15 detections. But our operators still use them. It sends an
16 email to the Traffic Operations Center, where I think you're all
17 going this afternoon, and I can share that with you. But when
18 they receive these, it's (inaudible) modem. It's an email. The
19 time frame to go through the (inaudible) modem to the email to
20 the operator. That's a little bit of time. That car could be
21 long gone off that ramp if it continued on to the mainline.
22 They'll still receive it. They'll light up the "wrong way"
23 signs. Today they'll go manually with the cameras and try to
24 confirm, along with the state trooper that's in the Traffic
25 Operations Center with them, and they'll try to identify it. If

1 they identify it, the state trooper can contact dispatch and
2 they can mitigate a response.

3 So it's a little better than a 911 call, but --
4 because that's what we typically rely on today is 911, or our
5 state troopers, but with 911, obviously it's a challenge. I
6 mean, they're struggling to get in front of these guys to figure
7 out where they're at and then to plan a mitigated response to
8 stop them.

9 In some cases, like the middle photo on the
10 bottom, the troopers actually put their own lives on the line to
11 stop these guys, and that's exactly what he did on I-17 north of
12 the valley.

13 So the challenges. We don't have any data on
14 where these cars enter the mainline. Even with the radar
15 detection -- well, we may get a picture of a ramp. So we'll
16 know a specific location where they enter, but we don't know how
17 their enter, up on top of the traffic interchange. Did they
18 turn left? Did they turn right? Did they go straight through
19 the intersection? That's data that we need so we can look at is
20 there something we can do on top of that traffic interchange
21 that can help reduce these entries from even happening to begin
22 with. And obviously, the notifications to the state troopers
23 today is largely 911. It's a challenge for them.

24 This system, we're hoping, is all about
25 timeliness and getting them that notification early enough so

1 they can mitigate a response and stop this person before he
2 kills himself or kills somebody else.

3 So the wrong way -- okay. I think a -- sticky
4 button maybe, maybe not.

5 The deployment program basically has four
6 components: Detection, notification, track and warn. The
7 detection of when it enters the ramp, when it enters the
8 mainline, the notification to the ADOT TOC and also DPS. It
9 will automatically track. Our existing CCTV cameras today will
10 be pre-positioned to that location so they can get a visual on
11 this guy right away without having to manually go to the
12 cameras, bring them up. They'll already be up on the video
13 wall, which you'll see today. And then warning, activate -- it
14 will automatically activate our DMSs upstream to warn drivers
15 going in the correct direction.

16 So the project area, I'm sure we're all familiar
17 with it. I-17, bounded by I-10 to the south, State Route 101 to
18 the north. It's going to cover all of the mainline, exit ramps,
19 and also the system TIs as well, freeway to freeway ramps. So
20 once a wrong-way driver anywhere within that system, we'll know
21 where it is and even where it exits, if it does make it that
22 far.

23 This project was identified through a federal
24 project or a research project that was funded by FHWA and ran by
25 ADOT. It was done in 2015, and that's where this location was

1 actually identified as one of the highest locations for
2 wrong-way crashes per mile within this segment.

3 So the detection element. This is the overview.
4 And I want to share with you, the detection at the top of the
5 ramp, it's not a special detection. It's the same detection we
6 use to run the traffic signal on the ramp. So when we're going
7 through I-17 and we're replacing all the thermal cameras, we're
8 actually putting in the detection that operates the signal on a
9 daily basis. But that camera also has an algorithm for inverse
10 direction, and we're taking advantage of that. Now, the cameras
11 at the bottom, those are additional. It's a single camera. It
12 captures the gore of the exit ramp and also the typical section
13 of mainline, and I'll show you some pictures of what that looks
14 like.

15 This is actually at the top of the ramp. This is
16 actually on State Route 101 and 75th Avenue, and it's not within
17 the pilot program, but I wanted to share with you. Our
18 maintenance forces have been putting this detection system in
19 for the last two years for the purpose of running the detection
20 to operate the signal.

21 But now that we know that it has this algorithm
22 for inverse direction, we can pull those into the system, and
23 this is actually one success story where it worked. We pulled
24 this into our system. When this driver, which you can see,
25 turned left onto the -- that's actually an eastbound off ramp,

1 so he's going in the wrong direction. We actually see the
2 direction that he turned.

3 The Traffic Operations Center automatically was
4 notified. It popped up on their console. The same with the
5 state trooper that's in the TOC. They saw it. They pulled the
6 cameras up. They could see that it entered. It kept going.
7 The trooper mitigated a response. Actually, the field troopers
8 were two minutes into a response before the first 911 call came
9 in. We stopped the driver two minutes later. That's still --
10 60 miles an hour, that's four miles. That's still probably too
11 long, but it is a success. It was an early notification. They
12 were able to mitigate a response.

13 This is what it looks like on mainline. This is
14 a camera. This is on I-17. It's south of Camelback. We
15 deployed this in January to test it for false detections. It --
16 we had zero false detections on this, but we -- what we did
17 capture is actual real events. This one here, you can see the
18 truck. He actually went wrong way down the ramp, realized it at
19 the bottom, self-corrected and turned the correct direction at
20 the bottom of the ramp. And if we played this video, you'll see
21 he turned very slowly right in front of oncoming traffic, but...

22 So the notification and track. So as soon as it
23 enters at the top of the ramp, the first notification is going
24 to be a flashing "wrong way" sign. It's very bright. I got a
25 picture of it at the end of the presentation. But the whole

1 intent is to get that driver to see it and self-correct and not
2 enter mainline. If he does enter mainline, the CCTV cameras
3 that we have today will be pre-positioned to the ramp. There
4 will be a visual on it. It will also pre-populate the DMSs
5 upstream to warn the oncoming drivers. It will also turn
6 upstream ramp meters red. Now, that isn't the time of day that
7 ramp meters work, but it's another thing we can do to stop
8 drivers from entering the mainline.

9 In the decision support system, we're currently
10 building it right now, and I think one of the things we're going
11 to push for is that next signal upstream -- typically these
12 happen at 2:00 in morning -- we're going to take that signal
13 completely red. So as long with the ramp meter's red, the
14 signal goes red, we figure by the time it enters at the bottom
15 of the ramp, it's got three-quarters of a mile to go at 60 miles
16 an hour. That's 40 seconds. We can hold that signal red for 40
17 seconds. After it goes through that signal, it will hit the
18 next detection, because they're every mile at the bottom of the
19 exit ramps. It will clear everything downstream.

20 So the warning elements. I mentioned the "wrong
21 way" sign. That's the first -- that's the first element. That
22 first detection like the one I showed you at State Route
23 101/75th Avenue, the first thing it's going to do is light up
24 this sign, try to get that driver's attention to get them to
25 self-correct and not enter.

1 The second warning, obviously, is to pre-populate
2 our DMS boards upstream. This is actually a picture of our DMS
3 board, and what happens, when we put this up, it actually
4 flashes the alert as well, because we get a lot of messages
5 like, "hocus pocus," you know, stay -- "watch your focus," or
6 whatever's out there today. But we wanted to get -- we want to
7 get their attention. So the alert flashes.

8 And I'll also share with you. I was driving home
9 the other day. I was -- and this was, like, 5:30 in the
10 afternoon. The sun was going down. I was on the Red Mountain.
11 I was going up the 3 percent grade. I was in the number one
12 lane, but that caught my eye, and it was, "Alert: Wrong-way
13 driver ahead," and I moved to the right. That's what we want
14 everybody to do, is move to the right. But what was really
15 impressive is I wasn't the only one that moved to the right. So
16 the word's getting out there, because these guys are typically
17 in the HOV or in the number one lane. So at night, stay to the
18 center and give yourself an opportunity.

19 This is our "wrong way" sign. Actually, this
20 was done just, I think, last week or two weeks ago. This is
21 actually Communications took this video, and I just took a
22 screenshot from it, but we were actually testing to see that it
23 got triggered and there was enough time to where the sign lit up
24 and flashed to give that driver -- make sure he had the time to
25 see it and self-correct, and it worked. This was the shortest

1 ramp we had, so it was the one -- hardest one that we thought we
2 were going to have to deal with, but it was actually very
3 successful. More than enough time to see the sign and hopefully
4 get that driver's attention and get him to self-correct.

5 Hopefully I didn't go too fast, but this is the
6 project costs and schedule. The construction was \$3.4 million.
7 Camera installation's complete at all 15 traffic interchanges
8 along the corridor. We're currently installing the thermal
9 cameras on the mainline, much like I showed you the visual at
10 I-17 south of Camelback.

11 We're still on schedule to have all this in the
12 ground in November, and we're actually working on the decision
13 support system, which was estimated at \$600,000. Chameleon is
14 the vendor. They got a late start, but they're still on track
15 for a November completion date, with hopefully doing system
16 testing in December, and have this live end of December or first
17 of January.

18 And with that, I'll take questions.

19 MR. SELLERS: Madam Chair.

20 CHAIRWOMAN BEAVER: Board Member Sellers.

21 MR. SELLERS: Yeah. You mentioned some of what
22 people should do if they see "wrong way driver ahead," but could
23 you tell me exactly what we should say to people when they ask
24 us about that? I mean, should you pull over to the right and
25 stop, or do you just go as far right as you can?

1 MR. WINDSOR: I think the best thing, I follow
2 DPS's role. They're out on the news media, and they're asking
3 people just to move to the right. You can move to the right.
4 It's hard. I think -- I think what we want to do is look at
5 this message when we roll this out, work with the Attorney
6 General's Office, and maybe develop a message that actually
7 tells them what to do. Move to the right and exit. But we want
8 to make sure there's no liability there with that, but we are
9 looking at that, Board Member Sellers.

10 CHAIRWOMAN BEAVER: Do we have any additional
11 questions?

12 Thank you.

13 MR. WINDSOR: You're welcome.

14 CHAIRWOMAN BEAVER: Well, with nothing
15 additional --

16 MR. ROEHRICH: Madam Chair, I do have a few,
17 maybe, final comments if you're fine.

18 CHAIRWOMAN BEAVER: Okay.

19 MR. ROEHRICH: A couple things I want -- I know
20 you're ready to go. I see you've got -- don't hit me with your
21 block of wood. Oh, I guess that's redundant, isn't it?

22 Anyway, so a couple of things. I want to thank
23 all the people who presented today for coming in and bringing
24 these topics. I really appreciate the efforts to get prepared
25 to bring information to the Board members. Please, if you've

1 got topics we need, please let me know so we can be prepared for
2 them and we can get these scheduled so we can continue to have
3 these discussions so the Board has a chance to come in and
4 debate issues.

5 I think Mr. Thompson's bringing in a great issue
6 that is something that the Board may want to really take on and
7 comprehensively talk about how you would approach that type of a
8 strategy, because it is a difference of where we've been going,
9 but it is clearly something that this Board has the ability to
10 take on if they choose to.

11 In addition, I want to remind all the members who
12 signed up to tour the TOC, their -- Traffic Operations Center.
13 I think Linda has given you a little map, when you get there, if
14 you haven't been there, but they're prepared for you, and when
15 you get there, you're going to get a presentation, and then
16 they're going to walk you through the operations, and you'll see
17 a lot of what Mr. Windsor was outlining. You'll see kind of how
18 that is being managed at that level. It's very appropriate.

19 And I want to go back in to the topic that
20 Mr. Thompson had kind of initiated. He had requested that a
21 video be played and then some talking points be presented
22 regarding the transportation needs up in the northeastern part
23 of the state on the Navajo reservation, and I think -- or around
24 the Navajo County area. Talking with the Board Chair, we will
25 agenda that, Mr. Thompson, for the November Board meeting. I'll

1 work with you on getting it prepared so we can get all the
2 information necessary to have that topic on the agenda.

3 Other than that, Madam Chair, that's all that I
4 have for the rest of the study session, and there are other
5 questions or topics that the Board members want to bring up for
6 -- not for debate here, because it wasn't agendaed, but for
7 either the next Board meeting or for another study session.

8 CHAIRWOMAN BEAVER: I think I just want to bring
9 up the PowerPoint presentations or the presentations today will
10 be on the website?

11 MS. PRIANO: After I get done with the TOC thing.

12 CHAIRWOMAN BEAVER: Okay. So -- for the public.

13 MS. PRIANO: Yeah.

14 CHAIRWOMAN BEAVER: Okay.

15 (End of requested excerpt.)
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Adjournment

A motion to adjourn the October 31, 2107 State Transportation Board Study Session was made by Bill Cuthbertson and seconded by Jack Sellers. In a voice vote, the motion carries.

Meeting adjourned at 10:13 a.m. MST.

Deanna L. 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, November 17, 2017
Town of Wickenburg Council Chambers
155 N. Tegner Street, Suite A
Wickenburg, AZ 85390

Pledge

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

Roll call by Board Secretary Linda Priano

In attendance: Deanna Beaver, William Cuthbertson, Joe La Rue, Jack Sellers, Mike Hammond, Jesse Thompson and Steve Stratton.

Absent: None.

There were approximately 30 people in the audience.

Opening Remarks

Chairwoman Beaver thanked the Wickenburg Chamber of Commerce staff, the Town of Wickenburg staff and past Board Member, Rusty Gant, for the coordination of arranging the lodging, hosting the evening reception and board meeting facility.

Joe La Rue stated when he first became a board member Wickenburg employees had done a great job of showing him Wickenburg's needs, strategies, and development opportunities. He recommended this also be done with the new board member coming on. Jesse Thompson wished everyone a Happy Thanksgiving and stated it was important to reflect on what we are grateful. He stated he was grateful for veterans and his heritage. Chairwoman Beaver also provided a brief history on a road bulletin that was published in the Arizona Republic on November 15, 1921.

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:

The following members of the public addressed the Board:

1. Vince Lorefice, Town Manager, Wickenburg, re: expressed his appreciation to the Board for coming to the area and stated they are always welcome. He also thanked ADOT for their partnership.
2. Christian Price, Mayor, City of Maricopa, re: invited Board Members to the SR347 Overpass Groundbreaking on November 20. He also discussed the passing of Prop 416/417 on November 7th and noted the plan includes \$30 million towards the fixing of SR347, which shows how important transportation is to Pinal County. He thanked the Board and ADOT for their continued partnerships.
3. Virgo Nez, Seba School Board, re: provided a letter from the Maye Bigboy, Principal of Seba Dalkai Boarding School, expressing the concern of current road conditions in the rural area of Navajo County, which is resulting in students being unable to get to school. He added he is surprised how well developed Wickenburg has become and would like to know how that was accomplished.
4. Vincent Gallegos, Director, Lake Havasu MPO, re: recognized Chairwoman Beaver for her time and service on the Board. He also expressed his appreciation for the partnership with ADOT staff and District Engineer, Alvin Stump. Mr. Gallegos also discussed the next Rural Transportation Summit on Agenda Item 14.
5. Charlie Odegaard, Flagstaff Councilmember, re: discussion under Agenda Item 7.
6. Craig Brown, Yavapai County Supervisor, CYMPO Chair, re: discussion under Agenda Item 7.
7. Billie Orr, Prescott Councilmember, CYMPO Board Member, re: discussion under Agenda Item 7.

STATE TRANSPORTATION BOARD MEETING – NOVEMBER 17, 2017

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1 (Beginning of excerpt.)

2 CHAIRWOMAN BEAVER: Now we will move into the
3 district engineer report. Alvin. I know you're replacing me on
4 the MPO board, so they'll be in good hands. Probably better.

5 MR. STUMP: I don't know about that.

6 Well, good morning, Madam Chair, Board and
7 Director. I'm going to give you a US-93 update. Corridor -- I
8 know this is hard to see, but I'll -- I'll just kind of point
9 out. These are all of the projects between I-40 and the Santa
10 Maria River. The blue boxes are all the projects that have been
11 completed, and the two red ones there in the middle are Cane
12 Springs and Carrow Stephens.

13 And then between the Santa Maria River and
14 Wickenburg, you can still -- there's several projects left, but
15 there are -- like the very bottom, red one, there's the Gap
16 project, and then the top red one's Big Jim Wash. So those are
17 some that were -- we have working.

18 The -- in -- next spring, we expect to advertise
19 the Carrow Stephens project. It's -- 35 and a half million is
20 the estimate, and then, of course, we'll talk more about the Gap
21 project in a minute. But then, right now, in our development
22 project, we have the Cane Springs project for 35 million in
23 fiscal year '23, and Big Jim Wash for 50 million in the fiscal
24 year '25.

25 And this is just kind of a little map to show

1 where these projects are. The additional one up there is the
2 West Kingman interchange in year '24 of the development program
3 for 55 and a half million.

4 We're working away on the Gap project. One thing
5 that's changed is we have divided it into two projects at the
6 request of the developer for -- just for their phasing. Project
7 A is from Wickenburg Ranch to 89-93, and then Project B is from
8 Tegner to Wickenburg Ranch.

9 Project A is 100 percent developer funded and is
10 planned to begin construction in the spring of 2019. Project B
11 is mostly funded by ADOT, but the developer will contribute the
12 difference between 9.8 million and the cost of Project A to that
13 project. And construction is looking to be sometime after July
14 of 2019.

15 And I know the exhibit's kind of hard to see out
16 there, but basically, this is Project A, which goes -- you see
17 it not only includes widening of -- from Wickenburg Ranch to 89,
18 but also the intersection and the approaches to the 89-93
19 intersection.

20 And then for Project B, of course, is going from
21 Wickenburg Ranch all the way down to Tegner, and includes quite
22 a bit of frontage road as well on that.

23 And so as far as their schedule, the developer's
24 planning to submit their 30 percent plans at the end of the
25 year. And as far as our Project B, we're basically at 30

1 percent. We'll be submitting those pretty soon.

2 The joint project with the developer is nearly
3 complete. We had to do some revisions, because we created -- by
4 creating two projects, we had to go back and make some changes,
5 and that's taken some additional time, but I expect we'll have
6 that done here in the next month or two.

7 So that's all I have. If you guys have got any
8 questions.

9 CHAIRWOMAN BEAVER: Is there any additional
10 questions?

11 Thank you.

12 MR. STUMP: Yeah.

13 We'll move on to Item 2, the Director's report.
14 Mr. Halikowski.

15 MR. HALIKOWSKI: Thank you, Madam Chair. It's
16 good to be back, and I'm happy to be here in Wickenburg, the
17 middle of nowhere, I guess, but lots of things are happening
18 around Wickenburg, so...

19 I just want to brief you on a few things. The
20 governor and I last week were in San Luis, Arizona, and joining
21 us were the mayors of San Luis in San Luis, Colorado. And the
22 purpose of the visit was for the governor to see the port of
23 entry. We have two there, San Luis 1 and San Luis 2, and to
24 look at how truck inspections were going. This is very
25 important to him from the perspective of the international

1 economy. Time is money, and we are concerned not only about
2 safety, but ensuring that the trucks that are approaching our
3 border are able to cross quickly.

4 San Luis 1, though, presents a different problem
5 to our economy in that it's previously pedestrian traffic, and
6 it's estimated that anywhere from 6 to 8,000 workers, depending
7 on the season, start lining up at 1:00 a.m. to cross over to be
8 in the fields by six o'clock in the morning. As you know,
9 during the winter, this becomes the nation's primary source for
10 all of the green vegetables and lettuce and salads that we eat.
11 So we're working closely with CBP, our Congressional delegation,
12 and GSA, who is planning a remodel of San Luis 1. And we'll
13 probably be moving not just commercial traffic, but also some
14 passenger traffic into San Luis 2 as the Presidential permits
15 get approved.

16 So looking at our port system, we'll begin
17 working with GSA and our partners in Mexico, because we are
18 going to be heavily involved with the county and local entities
19 in order to bring more efficiency to that entire network. And
20 as you know, the Board has been aware of the bi-national study
21 we're doing with the government of Mexico for Highway 15, which
22 leads right into Arizona, is in our -- the main artery.

23 All this becomes important in the future,
24 especially as we begin to discuss not only our own key commerce
25 corridors, but those we'll need in the future such as I-11. And

1 so the reason I bring this up is all of this is related not only
2 to our transportation system, but very heavily as a foundational
3 element to our economic improvement in Arizona.

4 The other two items, the first I want to bring to
5 you on is ADOT has launched an app called "ADOT Alerts," and
6 this is a new app that we have just put out. You can download
7 it for free in the app store, or if you have an android -- I
8 forget what the area is called that you can go into their and
9 download ADOT Alerts, also. And we got going on this based on a
10 number of reasons, but typically, the primary reasons are to
11 warn motorists of road hazards, the weather, and more
12 importantly, we're able to geofence that app so that we can warn
13 people within a 20-mile radius of wrong-way drivers on our
14 system. So this app has already been downloaded by thousands of
15 people. It's becoming very popular. We look for this as a new
16 tool in our arsenal to not only make our system more efficient,
17 but much safer as well.

18 And the last thing I want to talk about is the
19 governor is working closely with us through the Arizona
20 Management System on an effort to reduce fatalities. And ADOT
21 is working with DPS, the Governor's Office of Highway Safety and
22 our Department of Health Services, and we are focusing on the
23 increase that we're seeing in fatalities. We're due in Arizona
24 to probably have over 1,000 deaths on the entire transportation
25 system next year. That includes state highways, county roads,

1 cities, pedestrians, bicycle, all of the fatalities related to
2 the system. This is not the right direction to be moving in,
3 and the projections keep trending upwards and not downwards.
4 And so we're looking for root causes, which not surprisingly
5 will be probably related to impairment, speed, aggressive
6 driving, and we're focusing, also, in these areas, as two side
7 notes, the idea of wrong-way driving and also motorcycle
8 fatalities, which went up 53 percent in the prior year.

9 So we're working closely to bring that down,
10 because if you think about 1,000 people dying on our systems a
11 year, if we had four jumbo jets crash at Sky Harbor, something
12 would be done immediately, and yet this trickle effect of losing
13 more and more people. It's very difficult to change the culture
14 to get people to drive unimpaired and safely.

15 So you'll hear more on that as we begin to
16 produce the measurements and countermeasures that will be due to
17 the governor next year.

18 That's all I have, Madam Chairman. Thank you.

19 CHAIRWOMAN BEAVER: Thank you. And I'd also like
20 to thank you for your continued engagement with our border
21 communities and the international counterparts. Thank you.

22 Board Member Hammond.

23 MR. HAMMOND: Thank you, Chairman Beaver and
24 John.

25 Yeah. You've heard me say this before, but I

1 really thank you and applaud you for your attention to
 2 cross-border trade, and certainly the governor's support of it
 3 amid all of the -- kind of the negative rhetoric that comes
 4 across these days on border issues.

5 And just to bring some of the point home, I don't
 6 know how many of you have taken the time to see, for example,
 7 the Mariposa port of entry in Nogales, where the lines coming
 8 into the country -- there's two checkpoints, one right at the
 9 border, and one about 50 miles south of the border -- can be as
 10 long as three miles long. As John said, most of this is
 11 produce. It's time dated. The port closes at 10:00 at night,
 12 so if the truck shows up at one minute after 10:00, it sits
 13 there running all night to wait for it to open up at 6:00 the
 14 next morning. A lot of produce rots for various reasons along
 15 that process and delay. So it's -- it is really a very, very
 16 important economic issue to the State, and the governor has
 17 really been correctly focused on, and John has taken the time or
 18 the director has taken the time to really understand this issue,
 19 participates on cross-border committees and commissions and
 20 really understands this issue, and I thank you for it.

21 MR. HALIKOWSKI: Thank you.

22 I want to assure you it's not just meeting and
 23 talking. We've already seen positive efforts come out with CBP
 24 and Mexican Customs co-locating and doing one inspection instead
 25 of one on each side. That's cutting inspections down from

1 sometimes four hours to eight to under 30 minutes in some cases.
 2 So these are having a very positive effect. And the key is not
 3 only to bring produce to us, most products before they're
 4 finished cross the border up to four times. And the key will be
 5 to locate businesses on both sides on the border that are
 6 providing jobs to people and manufacturing our goods that we
 7 make here, sell somewhere else and bring that money back to
 8 Arizona.

9 CHAIRWOMAN BEAVER: Thank you.

10 Is there anyone else that would like to --

11 MR. ROEHRICH: Well, Madam Chair, we have to be
 12 careful about opening debate. This was not on the agenda.

13 CHAIRWOMAN BEAVER: Okay.

14 MR. ROEHRICH: And I know the director's awesome,
 15 but if you want to tell him he's awesome, next time we'll agenda
 16 it.

17 (Speaking simultaneously.)

18 MR. HAMMOND: I withdraw the compliment.

19 CHAIRWOMAN BEAVER: Okay. We'll move on.

20 The consent agenda. We do have just a little bit
 21 of change with regard to Item 3L and 3M, which I think Dallas
 22 will speak to at that time. So do we have a motion to approve
 23 the consent agenda as presented with the exception of Item 3L
 24 and 3M, which will be addressed separately?

25 MR. SELLERS: So moved.

1 MR. THOMPSON: Second.

2 CHAIRWOMAN BEAVER: Motion by Board Member
3 Sellers, seconded by Board Member Thompson as -- to approve the
4 consent agenda as stated.

5 All those in favor?

6 BOARD MEMBERS: Aye.

7 CHAIRWOMAN BEAVER: All those opposed? The
8 motion carries.

9 Dallas, would you like to speak to Item 3L and
10 3M?

11 MR. HAMMIT: Thank you, Madam Chair, members of
12 the Board. And if it pleases the Board, I can take them both
13 together, because it's the same issue.

14 CHAIRWOMAN BEAVER: That's fine.

15 MR. HAMMIT: On both of these projects, one's a
16 project -- 3L is in Yuma county. It's a local project. Item
17 3M is a bridge project on US-160. On this, the department is
18 working with the contractor reviewing their DBE submittals.
19 They were not ready for today's action, and so we requested the
20 Board postpone action to a future board meeting so we can work
21 out the DBE concerns.

22 CHAIRWOMAN BEAVER: Okay. Thank you.

23 Do we have a motion, and since we combined them,
24 do we have a motion to accept and approve staff's recommendation
25 to postpone Item 3L and 3M as presented?

1 MR. HAMMOND: So moved.

2 CHAIRWOMAN BEAVER: Motion by Board Member
3 Hammond. Second?

4 MR. STRATTON: Second.

5 CHAIRWOMAN BEAVER: Second by Board Member
6 Stratton.

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

9 BOARD MEMBERS: Aye.

10 CHAIRWOMAN BEAVER: All those opposed? The
11 position carries.

12 MR. HAMMIT: Thank you.

13 CHAIRWOMAN BEAVER: Thank you.

14 Now we'll move on to Item 4, the legislative
15 report. Mr. Roehrich.

16 MR. ROEHRICH: Thank you, Madam Chair. And I'll
17 just give it from here if that's okay.

18 CHAIRWOMAN BEAVER: Perfect.

19 MR. ROEHRICH: The 2017 federal transportation
20 grant season has already started, and ADOT has submitted
21 candidates for both the TIGER grant and the INFRA grant. So the
22 ninth round of the TIGER grant program is open, and ADOT has
23 submitted the ultimate buildout for the full project on State
24 Route 189, connecting the Mariposa port of entry in Nogales with
25 Interstate 19. This project would make much easier and access

1 improvements along State Route 189, as well as enable dedicated
 2 I-19 on and off ramps for traffic management movement, as well
 3 as take care of a safety concern at the heavily congested
 4 intersection at Frank Reed Road.

5 The Department's INFRA submittal is an innovative
 6 approach to resolving the congestion and capacity problems of
 7 I-17, in which relatively minor accidents can result in -- who
 8 wrote this -- full highway closures lasting for hours on end.

9 Basically, we're going to submit an Interstate 17
 10 project to have widening, a general purpose lane in each
 11 direction from Anthem to Black Canyon City, as well as a set of
 12 reversible lanes from Black Canyon City to Sunset Point that
 13 will allow four lanes of traffic in peak hours to go
 14 directionally either north or south, depending upon the traffic
 15 demand, holiday weekends and things like that. It gives us an
 16 opportunity as well to help manage the traffic accidents along
 17 that corridor, as well as the whole movement of traffic. Both
 18 the INFRA and TIGER grants received strong and widespread
 19 support from throughout the State, including the governor and
 20 our Congressional delegation. So we're hopeful as the US DOT
 21 evaluates those that we'll be successful.

22 The second topic is the infrastructure package is
 23 still on hold. Although there's been a lot of talk out of
 24 Washington about a bipartisan support, the package -- the
 25 infrastructure package continues to be on hold while Congress

1 addresses many of the other issues related to health care as
 2 well as tax reform and other topics. They're hoping to see
 3 Congress come together on a non-divisive issue, such as
 4 rebuilding the nation's roads and bridges, although we'll likely
 5 have to wait until next year to see any signs of progress.

6 And then the last item to update is the rumors
 7 out of -- we've been hearing and seeing articles on about the
 8 potential of a tax -- gas tax increase, and although the
 9 President and (inaudible) officials have indicated that there's
 10 a possibility of supporting a gas tax as part of an
 11 infrastructure package, those discussions have been, let's see,
 12 tabled as they continue to look at completing these other issues
 13 before they attempt to take on an infrastructure package. So
 14 we're monitoring the issues, the conversation coming out of
 15 Washington, D.C., but it doesn't look like -- infrastructure may
 16 not be an issue that gets addressed this issue, will roll into
 17 next year.

18 And that's the update we have on the legislative
 19 report.

20 CHAIRWOMAN BEAVER: Thank you.

21 Okay. Now we will move on to the -- Item 5, the
 22 financial report. Kristine Ward.

23 MS. WARD: Good morning.

24 CHAIRWOMAN BEAVER: Good morning.

25 UNIDENTIFIED SPEAKER: Good morning.

1 MS. WARD: So I am happy to report that I have a
2 brief report.

3 You have a new toy up here. Let's see.

4 So starting off with HURE. The last couple of
5 months, I have been reporting we have been out of our target
6 range, and I'm happy to report that we have come back into
7 target range with 472, almost 473 million collected year to
8 date, and now we are just a bit below forecast, .7 percent. We
9 are examining still, and you'll see it in your report, and
10 Mr. La Rue, we discussed it briefly, but I noticed something
11 post our discussion. We are examining a singular item that has
12 impacted our use fuel forecast, and we're kind of digging into
13 seeing what that individual element is, and I'll report back if
14 it's something significant that is essential.

15 All right. Moving on to RARF. This is a neat
16 thing, but (inaudible).

17 MR. ROEHRICH: Kristine, could you come up to the
18 microphone a little bit? You're fading out as you a back away.

19 MS. WARD: Sure thing, Floyd. I'm on it.

20 MR. ROEHRICH: Thank you.

21 MS. WARD: On the -- with regards to RARF, we,
22 again, are within forecast. We're .7 percent above forecast
23 with contracting doing well; retail sales 3 percent over last
24 year, and restaurant and bar 4.7 percent over last year.

25 Now, with regards to the federal program, I

1 believe Floyd referenced the tax -- excuse me. Let me turn the
2 pages here. There we go. The impacted tax reform. There is
3 one particular element that is being discussed in both the House
4 and the Senate bill that are being bantered about with regards
5 to advanced refunding. And basically, what that means is
6 that -- that particular element, currently, the way statute, the
7 regulations are set up, we have flexibility, more flexibility
8 about when we refinance our debt. What they're talking about in
9 both of these bills will basically take that flexibility, a
10 large portion of that flexibility away from us in that we will
11 not be able to do refundings as frequently as we otherwise
12 would. What that flexibility means is that we can go into the
13 market at the most opportune times to get the most savings by
14 refinancing our debt to a lower interest rate. In recent years,
15 we've -- I have come to this board numerous times in my tenure
16 with ADOT, and we have done refinancings that have resulted in
17 33 to 38 million dollars worth of savings from a single
18 refunding. So needless to say we are watching what is being
19 debated quite a bit, because that flexibility will be -- if we
20 lose that flexibility, it will be quite disappointing.

21 On that very cheery note, I conclude my report,
22 and I would gladly take any questions.

23 CHAIRWOMAN BEAVER: Thank you.

24 Do we have any questions? Board Member La Rue?

25 MR. LA RUE: Madam Chair, (inaudible) Kristine

1 for that provision that you're talking about not only affects
2 just transportation organizations, but that's across the board
3 if you (inaudible) any kind of tax exempt bonds. I mean --

4 MS. WARD: Uh-huh.

5 MR. LA RUE: -- hospitals, universities, schools,
6 you name it. I mean, it's across the board, correct? And which
7 means that it's -- the entire country is going to weigh in on
8 that issue, I think.

9 MS. WARD: Yes. Madam Chair, Mr. La Rue, you're
10 correct. And understand that every time we do one of those
11 refinancings, and I say 33 to 38 million dollars, what that
12 means is our -- essentially, our mortgage payment has gone down.
13 Those are dollars that now can flow back into the program to be
14 programmed for other projects. So...

15 Nothing else? That concludes my presentation.
16 Oops.

17 MR. HALIKOWSKI: You mentioned Mr. La Rue had
18 asked about use fuel, i.e. (inaudible) fuel. Are we seeing a
19 downturn in revenues?

20 MS. WARD: We are -- we have seen in the first
21 part of the year, we have been well below forecast, and that is
22 due to a single refund, an IFTA refund that I was trying to
23 avoid explaining the International Fuel Tax Agreement at this
24 board meeting. But yes, we have found a single refund that --
25 for about one and a half million dollars. So it represents

1 about a 10 percent hit on our forecast.

2 MR. HALIKOWSKI: So Madam Chair, I just want to
3 say to the Board and the audience, we often think of electric
4 vehicles being personal passenger vehicles, but in tracking the
5 motor carrier industry, it's becoming very apparent that
6 electric trucks are coming, and they're getting much more
7 efficient in their capability, and it's not just electric
8 trucks. As I talked to some of the heads of the organizations
9 running major carriers, like Swift, United Parcel, you name it,
10 they're going to compress natural gas, and Arizona taxes neither
11 of those as a propulsion source as we do diesel. So when we
12 talk to policymakers, I think we want to be aware that we need
13 at some point to discuss how we bring Arizona law up to speed --
14 no pun unintended -- to talk about how we tax, whether it's C
15 and G, whether it's hydrogen, whether it's any of those other
16 propulsion sources otherwise from diesel, because I think we're
17 going to continue to see this, this downturn in our use fuel
18 collections as more and more of these vehicles come online.

19 So when folks talk about, hey, we would support a
20 10 cent gas tax increase, we're not just looking at gasoline.
21 We should be looking across the board at all these propulsion
22 sources.

23 CHAIRWOMAN BEAVER: Board Member La Rue.

24 MR. LA RUE: Yeah. Madam Chair, if I may,
25 Director, that's exactly why I asked the question. Thank you

1 for that follow-up.

2 And I think part of looking at that was not --
3 was also looking at our modeling to say, can we now with the
4 modeling project out and really raise this as a urgent issue,
5 because people see it kind of, you know, like a drip, drip,
6 drip. Well, you know, depending on how it's built into our
7 modeling, that drip, drip, drip turns into a flood downstream,
8 and so we need to really raise the urgency of that, and that's
9 what I was trying to hone in on seeing that trending down. Was
10 it a one-time event and we're not seeing this, or if it is,
11 like, the Director's pointing out, how do we raise that as a
12 more urgent issue than currently (inaudible)?

13 MS. WARD: Madam Chair, Mr. La Rue, the forecasts
14 that you see, that I present to you, have gone through a process
15 that has actually already incorporated that downward trend. So
16 what I'm -- the numbers I come to you with, we have convened
17 economists, transportation experts, to develop those forecasts,
18 and then they are indeed run through a model. But the
19 difficulty is, is imbedded in those calculations is already an
20 assumed reduction in growth, essentially, due to those factors.
21 So our -- the amount -- the degree of growth is being
22 diminished. We're not growing as fast because of these factors,
23 of the fuel efficiency factors.

24 MR. HALIKOWSKI: And if you take, Madam Chairman,
25 the fact that freight is projected to grow 35 percent over the

1 next 20 years, we want to get ahead of this and be looking at
2 bringing these revenues in as these vehicles convert over and
3 you see more freight on the highways.

4 CHAIRWOMAN BEAVER: Director Halikowski, do you
5 see this as something that maybe should be brought up at a study
6 session early next year where it can be addressed or --

7 MR. HALIKOWSKI: I don't know that it's worthy of
8 an entire study session. The Legislature's aware of it. We've
9 had discussion with the transportation chairman, and certainly
10 our administration is aware of it. How this gets wrapped up
11 into transportation changes right now, I don't know, but it's
12 certainly something that we're keeping folks aware of, and I
13 just wanted the Board to show up and ask how can we help. It
14 should be aware of this issue as we move forward. We're going
15 to need to work with our financial experts, because it's not
16 easy to tax, you know, electric car usage, and you're already
17 paying tax on the electricity that comes into your home. We
18 have to develop some sort of formula for C and G. Because right
19 now it's -- you know, we tax per gallon, per mile on diesel
20 fuel. So there's some work that needs to be done. It really is
21 just being aware that this is something that we want to get
22 ahead of.

23 CHAIRWOMAN BEAVER: Thank you.

24 Is there any other questions?

25 MS. WARD: Thank you.

1 CHAIRWOMAN BEAVER: Thank you.

2 We will move on now to Item 6, the road
3 conditions on tribal lands. Our Board Member Jesse Thompson
4 will provide a presentation on road conditions on tribal lands.

5 MR. THOMPSON: Thank you, Madam Chair and members
6 of the Board. Thank you for allowing me to make this
7 presentation today.

8 I'm going to be kind of focusing in on the Navajo
9 Nation, Hopi reservation, on the conditions, but I am assuming
10 that the conditions of roads that I'm going to talk about here
11 are similar, their conditions on other reservations as well, and
12 you do have a report that -- before you, and it kind of
13 summarizes how we were able to get the federal government to
14 look into the situation which I'm going to be talking to you
15 about.

16 So with that, again, thank you for allowing me
17 this time. Good morning and thank you for the opportunity an
18 important transportation concern within our state. I'll show a
19 few slides that demonstrates the poor condition of some of the
20 roads and school bus routes within Indian country, within our
21 Arizona state boundaries.

22 As you will see, the unacceptable condition of
23 these roadways and bus routes is causing our children to miss an
24 unacceptable amount of school year.

25 Hopi Route 60 that comes up, bus route on the

1 Navajo and Hopi lands within the Navajo County. Many days a
2 year this road is impassable for school children and access to
3 hospitals and other commerce. The detour route when this road
4 is impassable is nearly 100 miles.

5 As a father, grandfather and a county supervisor,
6 I know that our children on the Navajo Nation are having a hard
7 time getting to school because their dirt bus roads, including
8 culverts and bridges, wash out when it rains. Their parents
9 tell me when their children miss school, when their bus --
10 school bus has gotten stuck in the muck. I feel responsible for
11 doing something about it and appreciate the time to share this
12 important issue with you.

13 For the past years, Navajo County has been
14 helping the Government Accountability Office, or GAO, develop a
15 report to Congress that characterizes the condition of the roads
16 on tribal lands and recaptures an impact on school attendance.
17 This is what they found.

18 You have the report that's in front of you, so...
19 The video.

20 (Video played.)

21 MR. THOMPSON: Thank you.

22 You may be wondering what all this has to do with
23 the state of Arizona. In a word, "schools." We have -- just in
24 Navajo County alone, we have about eight or nine -- sorry about
25 that.

1 UNIDENTIFIED SPEAKER: Sorry about that. Sorry
2 about that.

3 MR. THOMPSON: Again, many students who live on
4 the reservation travel in school district buses to attend their
5 public schools off the reservation. And again, just in Navajo
6 County -- well, actually, look, the Navajo reservation and Hopi,
7 there's about seven school districts, and every day these buses
8 go on to these reservation (inaudible) to operate the
9 reservation school districts.

10 In summary, funding for tribal roads maintenance
11 is provided through the Department of Interior, not Federal
12 Highway Administration. However, in the last Federal Highway
13 bill, the FAST Act, Congress authorized construction funds to be
14 made available directly to certain tribes, including Navajo
15 Nation. Congress did this because they recognized that this
16 problem is real, but you have same. Nearly 25 percent of the
17 children are missing more than 15 days of school per year due to
18 impassable roads. This is not acceptable.

19 In addition, a driving force of commerce in the
20 state of Arizona is tourism, and millions of people come from
21 all over the world to see the Navajo Nation and, of course,
22 other Native American communities. The more they can see, the
23 more they can spend. Access means commerce and does nothing but
24 benefit the state of Arizona.

25 The purpose of my presentation today is to raise

1 awareness of this issue and problem. These roads may not be
2 under ADOT jurisdiction, but they are roads within our state
3 boundaries, and as stewards of the state transportation system,
4 I think it is important for us to be aware of this issue and to
5 look for every opportunity to provide support and assistance to
6 improve these conditions.

7 I believe there is a role for the State of
8 Arizona to play in tribal roads. It is in the State's best
9 interest to do so. Yes, there are multiple jurisdictions in
10 play, but that means there are multiple opportunities for
11 partnerships.

12 And there is precedent, like we have seen on that
13 screen right now. In 2013, US-89 south of Page collapsed.
14 After this happened, ADOT worked with the Navajo Nation and
15 multiple federal agencies to restore that road, and we did it.
16 We did it before. We can do it again. We can do it again. If
17 there is a will, there is a way. I believe we need to summon
18 that will together.

19 And thank you for your time. Again, thank you
20 very much. Again, any other additional information about the
21 report, the conclusion that (inaudible), they're all on your
22 desk. So thank you very much.

23 CHAIRWOMAN BEAVER: Would anyone like to ask
24 anything at this time?

25 Okay. Thank you Board Member Thompson.

1 MR. THOMPSON: Thank you.

2 MR. ROEHRICH: So Madam Chair, as you move into
3 Item 7, now would be the time I would recommend that you reopen
4 the call to the audience and bring up the three members who
5 wanted to speak to that specific topic, and then allow them to
6 speak, and then close the call to the audience, and then we'll
7 move on with staff's presentation on Item 7.

8 CHAIRWOMAN BEAVER: That sounded good. Without
9 repeating it --

10 MR. ROEHRICH: You know, those are words I've
11 never heard from my wife. Thank you, Mrs. Beaver.

12 CHAIRWOMAN BEAVER: We have, let's see, Charlie
13 Odeguard, Craig Brown, and Billie Orr. So I don't know. I will
14 allow you each to decide which is going to be in which order.

15 (Unintelligible conversation.)

16 MR. ODEGUARD: Thank you for having me this
17 morning. I'm glad to be here on this item. And thank you for
18 your support on this project. I was here along with you all
19 back in Payson earlier this year, and this is --

20 MR. ROEHRICH: Excuse me. Sir, could you
21 identify your full name and who you represent, please?

22 MR. ODEGUARD: Yes. I'm sorry. I already
23 thought I had introductions, but I'll start again.

24 MR. ROEHRICH: You were introduced as "Charlie,"
25 so I want to make sure that (inaudible).

1 MR. ODEGUARD: Okay. Again, Councilman Charlie
2 Odeguard with the City of Flagstaff, and good morning.

3 And so this is a good opportunity for the City of
4 Flagstaff, for the Arizona Department of Transportation to work
5 on a project together concerning the 4th Street bridges over
6 I-40. We have brought dollars to the table, and I believe we've
7 brought more than 50 percent to the table, and we're just
8 looking for that difference. And I'm hoping that you'll find
9 this project very beneficial to you. I know you have already
10 dedicated 2 million for this project, and we were asking for
11 another 2 million, for a total of 4 million.

12 I believe there might be a little difference in
13 numbers coming forward with this project. It might be a little
14 higher, but I'm hoping with the good partnership that we have
15 between the City of Flagstaff and ADOT that we can still make
16 this project work for everybody and move this project along.

17 And so I just want to thank you for your support
18 on this, and hear what our teams have to say about this project.
19 And have a nice Thanksgiving and a merry Christmas. Thank you.

20 CHAIRWOMAN BEAVER: Thank you.

21 Now we'll move on -- hi, Billie.

22 MS. ORR: Hello. Thank you.

23 Good morning, Madam Chairman, members of the
24 Board. I'm Billie Orr, a councilwoman, City of Prescott. It's
25 great to be before you once again to talk about the widening of

1 State Route 69.

2 The State Freight Plan has State Route 69
3 identified as critical urban freight corridor. Just this past
4 Wednesday, the Federal Highway Administration approved the
5 freight plan. Highway 69 widening is a project that's simply
6 one mile, goes from six lanes to four lanes to six lanes. We've
7 talked many times about the hazardous driving that's in that
8 area. It is heavily traveled, and because of that, there have
9 been 582 crashes, 28 wildlife-related crashes; 462 of those are
10 rear ends and side ways, and there have also been four
11 fatalities. It is a much traveled area, as you were just in
12 Prescott, when you go through the city of Prescott down highway
13 80 -- 69.

14 CYMPO and the City of Prescott and Yavapai County
15 have fully funded the design of this project at \$1 million.
16 CYMPO has approved and programmed an additional \$1 million
17 toward construction. We are anticipating that it will not
18 exceed a \$10 million project cost, and we ask for your support
19 on getting this into the five-year plan. I talked to folks in
20 Prescott, Prescott Valley, Chino Valley, Dewey-Humboldt. It is
21 truly a regional situation, and you have to be there every day
22 to see the amount of traffic that's on that road. It's hard to
23 believe, but it's there, and because of the six lanes to four
24 lanes to six lanes, it is definitely a traffic hazard. So we
25 would appreciate your support. Thank you very much.

1 CHAIRWOMAN BEAVER: Thank you.

2 Now we'll move on to Craig Brown, Yavapai County
3 Supervisor.

4 MR. BROWN: Good morning, Madam Chair and Board
5 members. Nice to be back to see you again. Of course, you've
6 been seeing us probably just about once a month for, what, the
7 last six, eight months. So nice to see you all well and here
8 today.

9 Billie has said most of what I have to say, but I
10 wanted to point out again, this is an example of Yavapai County
11 and the cities and towns within our county, we're coming
12 together and working towards a common goal to provide for the
13 safety of and welfare of our citizens, and I think we took what
14 Board Member Stratton said very much to heart back in Mohave and
15 looked at our -- reworked our project so that we could come back
16 in and say that we have 100 percent funding of this project in
17 -- for design and move that forward, and had unanimous support
18 from our executive board which represents all those cities and
19 towns. And just wanted to say that we hope you will consider
20 putting this into the five-year plan. It has to do with the
21 safety and security of our -- of our folks. So thank you for
22 your attention. Appreciate the comments from Board Member
23 Stratton. We had to do some finagling, but we got it done.
24 Thank you.

25 CHAIRWOMAN BEAVER: Thank you.

1 Oh, no. I didn't see one from Mr. Bridges. Not
2 this time?

3 MR. BRIDGES: No. I'm giving you a break this
4 time.

5 CHAIRWOMAN BEAVER: Okay.

6 MR. HAMMIT: Madam Chair, members of the Board,
7 most of my thunder was already taken. They give -- members of
8 the cities and the county give a good overview, but I'll give
9 you a couple things real quick on updates.

10 On the 69 project, as was stated before, we do
11 have a signed IGA for the design of the project. The moneys
12 have been received, and ADOT will be moving forward with the
13 design of that project. We advertised for a consultant
14 designer. That advertisement will take place right after the
15 first of the year, and we hope to have someone on board early
16 summer so we can start the design of the project.

17 Currently, in CYMPO's tip, in addition to the 1
18 million that they've put in for the design, they have -- if I
19 did my numbers right, 1.65 million. Is that what you have,
20 Chris?

21 UNIDENTIFIED SPEAKER: No.

22 MR. HAMMIT: 650, 650 and 350?

23 UNIDENTIFIED SPEAKER: I think (inaudible).

24 MR. HAMMIT: Okay.

25 UNIDENTIFIED SPEAKER: Yeah. So just \$1 million.

1 MR. HAMMIT: Okay. I must have -- so there's
2 \$1 million that they're putting towards the final construction
3 of the project. Right now, we have an estimate, as was said,
4 close to \$10 million. As design would go forward, that would be
5 refined to a better number. And that's pretty much the update
6 for that project.

7 I can brief 4th Avenue -- or 4th Street, or do
8 you want to ask questions on this one before we move on?

9 CHAIRWOMAN BEAVER: Is there any additional
10 questions on this particular one right at this time?

11 MR. STRATTON: Not right now.

12 MR. HALIKOWSKI: Madam Chair, I have a question.
13 Do you have a question, sir?

14 MR. LA RUE: I do. So when you say --

15 CHAIRWOMAN BEAVER: Board Member La Rue.

16 MR. LA RUE: Thank you, Madam Chair.

17 When you say \$10 million, is that entire project,
18 or is that just construction only?

19 MR. HAMMIT: From what I've been briefed, that
20 was on the construction only.

21 MR. LA RUE: Construction only.

22 MR. HAMMIT: But we have a scoping that's been
23 amended a couple times. So once we get into design, one of the
24 first things we would do would -- refine the scope and then get
25 a good estimate.

1 MR. HALIKOWSKI: So Dallas, I just had a
2 question.

3 CHAIRWOMAN BEAVER: Director Halikowski.

4 MR. HALIKOWSKI: Thank you, Madam Chair.

5 CYMPO has sent us a resolution on I-17 and
6 getting that widened under what seemed to be by any means
7 necessary in the future, and I know we're trying very hard to
8 put some funding together for that widening of 17 to ask for the
9 INFRA grant and also have State money to bring forward. If this
10 is a \$10 million project, and CYMPO's bringing 10 percent, and
11 the we'll have to put in the other 9 million, is this going to
12 affect the I-17 funding?

13 MR. HAMMIT: Right. Madam Chair, Director, in
14 our program, in -- if it's within the five year program, any
15 projects that would come in, we would have to take something
16 out. This being an expansion project, with our current funding,
17 our current long-range plan funding between preservation,
18 expansion and modernization, you're right. This would compete
19 with I-17.

20 MR. HALIKOWSKI: Thank you.

21 MR. STRATTON: Madam Chair.

22 CHAIRWOMAN BEAVER: Yes. Board Member Stratton.

23 MR. STRATTON: You can probably direct it to --
24 well, to whomever, Dallas or John. You said it would compete
25 with I-17. Could it not compete with any project in the Greater

1 Arizona area on -- for anything on the five-year plan, or does
2 it have to be I-17? And are there any other funds available,
3 contingency or otherwise?

4 MR. HALIKOWSKI: Well, I'll let Dallas chime in,
5 but we had discussions, you know, last year about State Route
6 189 when we accelerated that particular project, and we were
7 looking at not just doing phase one, but phase two. And we
8 alerted the Board at that time that in order to accomplish phase
9 two, if we were able to get the private funding component, which
10 has come together in Nogales from the industry, the Board might
11 consider putting an additional 25 in to get phase two done. So
12 that's another project that this would be competing against,
13 potentially, because somewhere we've got to come up with that
14 25 million.

15 When you look at the amount of capital you have
16 for Greater Arizona, there's not a lot out there beyond, you
17 know, that 25. Certainly you can move things around, but that
18 means either we take a hit somewhere else or perhaps in the
19 maintenance budget. And, you know, again, I know it's kind of
20 maybe a little joke about I-40, but we've got some serious
21 issues with reconstruction out there. So I just want the Board
22 to be aware this is an issue as we move forward, because it
23 also, then as we start to address the 4th Street issue -- I
24 mean, do I give priority to that with Flag bringing more than 50
25 percent in? So these become questions of where are we going to

1 pull money from, because there is an effect, I believe.

2 MR. HAMMIT: Madam Chair, Mr. Stratton, the
3 director covered it pretty well, but in the -- in our
4 programming, we have one project in Greater Arizona using the
5 expansion, and that is I-17 in '20 and '21. If we took it out
6 of preservation, yes, there's other funds in Greater Arizona,
7 but then we get the preservation program or -- and that's broken
8 up between bridge and pavement, or we take it out of the
9 modernization. And one of the challenges with modernization is
10 a lot of that is our safety program, which has to meet some cost
11 benefits.

12 Now, 69, I think, could qualify. Part of the
13 process going through the development would be to evaluate that,
14 but again, it would take something -- remove something else off
15 the item, because we have fully programmed our budget.

16 Contingency -- and Kristine knows it better than
17 I do -- our contingency is the current year. We start pretty
18 much with nothing for that future year. So there's -- we don't
19 build in one for a future year. It's only for the current year.
20 It's any contingency.

21 MR. HALIKOWSKI: And I just want to be clear,
22 Madam Chairman, Board Member Stratton. It's not that this isn't
23 a worthy project, but there's a process with -- when we develop
24 the five-year plan that we would bring it forward, you know, and
25 look at it through that process. So I don't know if you have

1 anything to add to that.

2 MR. HAMMIT: No. If the Board was looking for a
3 recommendation, at least from the state engineer, is we put this
4 in and compare it to all projects we come into. This is
5 bringing in and funding, and our Planning to Programming -- and
6 I confirmed that this morning -- that is something that would be
7 -- give it more value when we compare with all projects. So as
8 we go through our programming cycle, every project put in, and
9 our system has become more robust. We can show the Board not
10 only how it compares with all projects put into it, but if we
11 decide to take money out of one area, say, increase expansion,
12 or -- and Chairman Beaver, you've seen the Decision Lens in
13 work. We can show this will -- if we spend money here, this is
14 what happens to other parts of our program. It will -- this
15 will happen to our preservation or how the level of service
16 changes on these roadways. So we can show the Board that during
17 the programming cycle.

18 MR. STRATTON: Madam Chairman.

19 CHAIRWOMAN BEAVER: Board Member Stratton.

20 MR. STRATTON: Correct me if I'm wrong, but I
21 believe when we were in Payson to adopt or -- yeah, Payson -- to
22 adopt the five-year plan, at that time I asked about the
23 possibilities of putting it in the five-year plan, and I was
24 told that we don't do things contingent upon the signing of the
25 JPA or the CYMPO allocating the funds officially and such. And

1 so I was in agreement that we would bring it back up when that
2 was happening, which is now.

3 Do you want to take these items separately, Madam
4 Chair or individually, or does it -- after the presentation is
5 done?

6 CHAIRWOMAN BEAVER: Do you have additional
7 presentation to make?

8 MR. HAMMIT: I was going to brief on 4th Street.
9 No more on 69.

10 CHAIRWOMAN BEAVER: Okay. Why don't we do it --
11 let him go ahead and finish up. Okay.

12 MR. HAMMIT: On 4th Street, the project there,
13 there wasn't a JPA for the scoping, that ADOT and the City
14 worked together. As of this week, we did get some language to
15 begin an agreement between ADOT and the City for funding a joint
16 project. The numbers I received this week -- and it was said
17 that the scoping came in a little higher than some of us thought
18 it would, but our process once we get under design, we can look
19 for value engineering, how can we put it -- lower it.

20 But currently, the estimated cost including
21 design on this one is \$11.225 million. There is money
22 recommended -- or proposed from the City of \$5 million, which --
23 and then the State would have \$6.25 million needed to do that.

24 In the current program, in fiscal year 2020, ADOT
25 does have \$3 million in the program to rehab the existing

1 bridge. The current project that's being proposed would widen
2 the bridge but also lengthen the bridge. It's going over
3 Interstate 40, and that lengthening would accommodate future
4 expansion whenever that took place in the future for I-40 in the
5 Flagstaff area.

6 That's all I had on the update on that one.

7 CHAIRWOMAN BEAVER: Thank you.

8 Mr. Stratton.

9 MR. STRATTON: So if my math is correct,
10 basically, we would have to come up with another four and a half
11 million to replace the bridge rather than just repair it.

12 MR. HAMMIT: The -- we have 3 million -- if,
13 what, ADOT would have though come up with?

14 MR. STRATTON: Yeah.

15 MR. HAMMIT: Would be a little over 3 million,
16 3.25.

17 CHAIRWOMAN BEAVER: Is there any other additional
18 question?

19 MR. STRATTON: And do we have a signed JPA with
20 them?

21 MR. HAMMIT: We do not.

22 MR. STRATTON: Where about in the process --

23 MR. HAMMIT: We got the -- the numbers came in
24 this week to start the process with the JPA.

25 MR. STRATTON: Thank you.

1 CHAIRWOMAN BEAVER: I would just like to share a
2 concern, and I won't be on the board, so I guess it won't have a
3 whole lot of impact. But it seems to me that we were going with
4 the funding where we were going more towards preservation.
5 There's this gradual thing where, you know, when we had our
6 graphs and all that kind of stuff. You could see where -- where
7 the changing was coming. So I'm thinking where all is this --
8 these type of projects going to fit in if we're moving
9 everything towards preservation. And these communities are
10 bringing dollars to the table. Is it possible within the -- you
11 know, the discussion goes on this coming spring that maybe the
12 Board would want to look at not accelerating the preservation as
13 much as -- it looks like in order to accommodate these type of
14 projects. That was just something --

15 MR. HAMMIT: Madam Chair, yeah. The Board is
16 going to be in an unenviable position. As Mr. Byers presented
17 last month in the long-range plan, to meet -- to stay where
18 we're at with our preservation, we need to put in about
19 \$320 million a year. If we got to that level, that wipes out
20 expansion in the future. With revenues on a 1990 level, last
21 time we changed it, to continue expanding, we don't have the
22 funds to continue to do both. We're going to have to make a
23 decision. Do we maintain our infrastructure as we have it? And
24 that's not improving to a great deal, but to get it up out of
25 poor into fair and good condition. But if we do that, we're

1 faced with in Greater Arizona where there's no other revenue
2 sources not to expand.

3 MR. HAMMOND: (Inaudible.)

4 CHAIRWOMAN BEAVER: Board Member Hammond.

5 MR. HAMMOND: To you and the point that was made
6 earlier by John is that we're in a death spiral, and we --

7 MR. ROEHRICH: That's a little strong.

8 MR. HAMMOND: Everybody in this room needs to get
9 action (inaudible) increasing awareness that revenues need to
10 come into the transportation funding mechanism, whether it's
11 federal or state, and I think we all need to as much as we can
12 raise the awareness at the local level with our Legislature
13 (inaudible) because we are in a death spiral, so...

14 MR. STRATTON: Madam Chair.

15 MR. HAMMOND: And if I -- if that was an
16 inappropriate comment, I withdraw it, John.

17 MR. HALIKOWSKI: It's a little strong there.

18 CHAIRWOMAN BEAVER: Board Member Stratton.

19 MR. STRATTON: I'd like to add to that comment by
20 Board Member Hammond. I agree with him we have to have new
21 funding, but I also believe that we have to have a capable
22 partner with the local entities and cost share as we have done
23 with the Town of Maricopa, and as CYMPO and the City of
24 Flagstaff are proposing to do. That's the only way I can see
25 that we can stretch our dollars out until we receive new

1 fundings, alternate fundings of some type. So I definitely
 2 would like to express my appreciation to the entities that have
 3 come forward and are trying to help us, and kudos to you in your
 4 communities that are doing this.

5 I do have one other question on Highway 69. With
 6 the design going forward, apparently, this spring, we'll begin,
 7 what year would that be ready for construction?

8 MR. HAMMIT: Generally, our -- Madam Chair,
 9 Mr. Stratton, our design, we would look to have those done in
 10 two years.

11 MR. STRATTON: So about 2020.

12 MR. HAMMIT: 2020.

13 MR. STRATTON: Okay.

14 MR. HALIKOWSKI: Madam Chair.

15 CHAIRWOMAN BEAVER: Yes. Director Halikowski.

16 MR. HALIKOWSKI: And I want to be clear, too, is
 17 that ADOT values these partnerships and folks bringing money
 18 forward. As we've seen with City of Maricopa, we've been able
 19 to do some great work there. But although "death spiral" is a
 20 little strong, I guess the thing I would say is that things are
 21 getting tighter and tighter, because costs are going up, and
 22 revenues are basically flat. And so when we talked about these
 23 partnerships, you know, I want to be clear that the funding is
 24 important, but then we have to look at priorities, as Dallas
 25 said, and you've indicated on maintenance. Just because

1 funding's coming to the table, that may not tip it over into
 2 being a priority project, and I think we need to be more
 3 transparent with the Board through this Decision Lens process of
 4 what needs to move forward first. And even though there may be
 5 money on the table, we may not be able to match it in the
 6 future.

7 The other thing I think that's critical is when
 8 is the funding available? Because I think on one of these
 9 projects, the money wasn't going to be available from the local
 10 entity all up front. It was going to come over time. So that
 11 also has to figure in to our calculations instead of how we do
 12 these things.

13 So -- but I do want to echo Board Member
 14 Stratton. I think it's important that we continue to discuss
 15 and work these and see how we can -- how we can accomplish, but
 16 there are going to be, I think, increasingly tightened
 17 restraints as we look forward unless something changes.

18 CHAIRWOMAN BEAVER: Board Member La Rue, were
 19 you...

20 MR. LA RUE: Madam Chair, I think maybe the
 21 director said most of what I was thinking, and so maybe I'll
 22 just make it brief.

23 So on the -- well, first off, I want to say, you
 24 know, these communities coming forward, this is exactly what
 25 we've been talking about for many years is let's partner. Let's

1 talk. Let's bring all the stakeholders in. So this is exactly
2 the (inaudible) we've been talking about.

3 But let me address the Flagstaff. So the
4 Flagstaff one, I am very with interested if we can, you know,
5 find a way to add additional 3 million and cure a significant
6 issue there, but we've also said we don't really advance on
7 these things unless there is that joint agreement in place and
8 then signed. So I -- that one to me still seems a little
9 premature, even though they did a lot of great work there. I
10 see this is up for action today, but that's that gives me pause
11 and concern, because there is no signed document.

12 On the 69, you know, that one, you know, we've
13 watched it quite awhile. We're seeing the work there. It's one
14 that it sounds like we've got something signed, but what I -- I
15 guess what I -- my expectation was is because we know we have to
16 move something, because we know we have to slot it in, I wanted
17 to kind of seeing that balancing the priority before I would
18 take action on it. And I'm not hearing that today. I'm hearing
19 that it would bump something, but we don't what that's to bump.

20 And we -- this board was very judicious when it
21 adopts its plans to really look at that, think about that, and
22 my recollection on the discussion on these projects then was we
23 really like the direction its headed, and if (inaudible) bring
24 it back mid cycle to try to fit it in the plan. But I think, at
25 least for the next 30 days that I'm on here, I really want to

1 look at it how it fits into the five-year plan, what adjustments
2 we're making before, you know, I would take action on it. So if
3 that --

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

5 MR. HAMMIT: Clarification real quick. On the
6 69, we do have a JPA in place for the design, but we have not
7 executed one for the construction. And here's a problem that we
8 had, and it's come to my light in the last two months or so. We
9 put ourself in a (inaudible). I should not have my staff sign a
10 JPA with any of these committing the Board --

11 MR. LA RUE: Right.

12 MR. HAMMIT: -- to a project before the Board
13 approves it, and we've asked the community to have a signed JPA.
14 And so we kind of have a loop there that it puts us all in a
15 bind. So at some point we need to figure out a better way to do
16 that in there.

17 MR. LA RUE: That's a good point.

18 CHAIRWOMAN BEAVER: Board Member Stratton.

19 MR. STRATTON: I agree with you on that, but I
20 don't believe you can actually go to them, as you've said, with
21 a JPA until the Board puts it in the five-year plan somewhere.

22 MR. HAMMIT: Right.

23 MR. STRATTON: So what is the balance needed in
24 2020 that the current numbers, if they're coming up with their
25 million dollars?

1 MR. HAMMIT: Madam Chair, Mr. Stratton, to do
2 both projects or the 69 project?

3 MR. STRATTON: 69 project.

4 MR. HAMMIT: The -- it would be approximately
5 \$9 million.

6 MR. STRATTON: 9 million?

7 MR. HAMMIT: Yes.

8 MR. STRATTON: Okay.

9 MR. HAMMIT: Assuming that it's a \$10 million
10 project and the locals were bringing 1 million to the table.

11 MR. STRATTON: I agree with Board Member La Rue
12 that with the Flagstaff project, there's nothing we can do or we
13 should do until we have a signed JPA, and that may be the next
14 cycle. However, having the signed JPA with Highway 69 and with
15 the commitments that the CYMPO board has given us and what we
16 have asked for from communities to come forward, I'd make a
17 motion that in the year 2020 we have \$50 million slotted for
18 I-15. I'd make a motion that we reduce that amount by
19 \$9 million and fund the Highway 69 project in the five-year
20 plan, 2020.

21 CHAIRWOMAN BEAVER: I'll second it.

22 MR. ROEHRICH: Madam Chair, could I ask a
23 question? Do we need to name a particular project we're going
24 to pull it from?

25 MR. STRATTON: It would be the --

1 MR. ROEHRICH: But no. I'm saying I don't know
2 that that would be the -- that's the place to pull 10 million
3 from, and do we need to make that decision on where it's coming
4 from?

5 MR. HAMMIT: And I would -- one of my concerns
6 were if you have a project that's going to cost \$50 million to
7 do the bridges there, if I remove 10 percent of it, or almost 20
8 percent, I've removed the whole project out, and that would be
9 my concern. I don't know the cost in detail off the top of my
10 head, but losing that much may remove the whole project, and
11 that is a area that we do need to repair that bridge.

12 MR. STRATTON: Madam Chair, I was waiting until a
13 later item, and hopefully I can address this legally at this
14 point. But part of my thought process was by reducing the
15 bridges and I-15 by the 9 million, I was going to ask later that
16 in the work session in January, alternative funding for the I-15
17 be placed, what the alternates are, what the possibilities are,
18 and then in the next five-year plan, we could see how we could
19 fund that to replace that \$9 million at that point.

20 MR. ROEHRICH: So Madam Chair, if I could.

21 CHAIRWOMAN BEAVER: Yes.

22 MR. ROEHRICH: Mr. Stratton --

23 CHAIRWOMAN BEAVER: Mr. Roehrich.

24 MR. ROEHRICH: -- I think that's a fantastic
25 strategy, Mr. Stratton, but I think what that leads to is the

1 recommendation staff has made before to not action it now, not
2 action it now, but action it as part of the five-year program
3 development cycle. This is two years out from -- from now. So
4 it's the second year in the new five-year program in 2020,
5 because the next five-year program we're going to do is, what,
6 '19 to '23 or something like that.

7 MR. HALIKOWSKI: Right.

8 MR. ROEHRICH: So we're two years out, which
9 means we can have that discussion, exactly what you're doing
10 here. Where does the funding come from? Do we have other
11 options to address, whether it's I-15 or the sub-program,
12 wherever the funding's coming from. But the Board can do it
13 transparently and look at the full picture.

14 So which is why when this subject first came up,
15 we as staff had said, we think it's appropriate to talk about
16 these partnerships, look at these projects, but because they're
17 in outer years, let's do it as part of the programing cycle so
18 you can debate the full issue and the full impact.

19 And I think as you just said now, the fact that
20 we're supposed to start that in January with the new tentative
21 program, we'll be able to look within those first four years
22 plus the fifth year for opportunities to do this, and because
23 then it will go to a public hearing, so transparently, the
24 public can see and have a chance to comment on the actions we're
25 taking. We could address all these things and not delay those

1 projects, not impact all the coordination and the activity that
2 are going on today, but do it in a more logical and responsible
3 manner that addresses the full project to either minimize the
4 impact or mitigate any impact in order to bring these forward.
5 That is what we had requested before, and I'm guessing, Dallas,
6 that's still our recommendation today as staff, is -- is to
7 let's continue this and then bring it back as part of the next
8 programming cycle.

9 MR. LA RUE: Madam Chair, I --

10 CHAIRWOMAN BEAVER: Board Member La Rue.

11 MR. LA RUE: -- I really would like to support
12 this project, but I -- I'm very reticent as a board member to
13 support it when we specifically pull it from a project without
14 really due consideration of the entire plan. So I would urge
15 kind of an amendment to the motion that's on the floor.

16 CHAIRWOMAN BEAVER: Is there any additional?

17 I seconded it because I thought we needed to have
18 that additional discussion. I would like some kind of
19 assurance, though, if I'm to withdraw my second, that this will
20 be very much part of the serious consideration for the next
21 five-year plan.

22 MR. HAMMIT: Madam Chair -- I don't want to jump
23 in (inaudible).

24 MR. STRATTON: Madam Chair, I believe when we
25 were talking about the five-year plan adoption in June last

1 year, or this past June, I feel like I made some commitments to
2 these people asking for things. They did those things. In
3 talking with the director afterwards and about contingent
4 things, and I believe we've done this in a responsible manner,
5 that we've given the ability to get the JPA signed, and had it
6 been signed in June, I believe that that's -- this project would
7 be part of the current five-year plan. And now if we wait until
8 the following June, next year to approve this, their planning
9 can be done with the MPO; however, it can't be cast in stone,
10 and it's hard for them to move forward with other projects and
11 their planning process, also. I feel like they followed through
12 with their commitment, and I feel like we need to follow through
13 with ours -- or mine.

14 CHAIRWOMAN BEAVER: Dallas, I guess what my
15 question would be, if there was to be some consideration of the
16 current five-year program, making some changes to it to
17 accommodate this, would -- is there moneys available in the
18 preventative maintenance that has not been expended that maybe
19 could be a source for making the adjustment versus I-15.

20 MR. HAMMIT: Madam Chair, members of the Board,
21 in our program, in the first three years, which this would be
22 the third year, we've identified projects for all of the
23 preservation funds that we have. So if we did bring something
24 out for a preservation, we'd have to either move it back or
25 replace it some other way, and I really like the idea of, like

1 the director, a different funding source. But with what we have
2 today, we'd have to push it back in the program anything on the
3 preservation we do program amount for the first three years of
4 the program. That -- did that answer your question?

5 MR. STRATTON: And -- Madam Chair.

6 CHAIRWOMAN BEAVER: Board Member Stratton.

7 MR. STRATTON: If we move something, it has to be
8 from the Greater Arizona area, obviously.

9 MR. HAMMIT: Madam Chair, Mr. Stratton, that's
10 true. (Inaudible.)

11 MR. STRATTON: And that's why, because of the
12 proximity, I would assume that's why you talked about I-17 and
13 (inaudible). However, just as I've said many times before, that
14 the I-15 gives little benefit to Greater Arizona, and that is
15 the one to place that I believe that could be easier made up on
16 alternative funding sources or whatever, and that's why I
17 suggested it there, which it is part of Greater Arizona.

18 MR. HALIKOWSKI: Yeah. So Madam Chair, Board
19 Member Stratton.

20 CHAIRWOMAN BEAVER: Director Halikowski.

21 MR. HALIKOWSKI: Thank you.

22 I don't disagree with anything you've said. I-15
23 does give very little economic benefit to Arizona. If I could
24 give it back to UDOT, I would. Unfortunately, that's not the
25 cards, and although it may give us very little economic benefit,

1 under federal law, we're responsible for it, and my concern with
 2 those bridges, as I talked to the engineers, is that if we incur
 3 a fatal flaw, the liability is pretty huge if something goes
 4 wrong.

5 So my question to Dallas is that is there a way
 6 to keep things moving forward on 69 while -- you know, in
 7 completing the design and other issues, and while we work the
 8 rest of the project into the five-year plan? Is there any
 9 alternative so that we don't lose any time?

10 MR. HAMMIT: Madam Chair, Director, yes. We have
 11 the funding for the design. We will move forward, begin the
 12 design of the project. And to go to your question earlier, the
 13 staff will make that very public how the project rates with
 14 everything else in the program, and that will be very visible in
 15 the next planning cycle, no matter if we put it in today or not,
 16 because we're going to evaluate the whole program with our new
 17 tools that we have with the Planning to Programming and Decision
 18 Lens.

19 MR. ROEHRICH: Madam Chair, I do want to address
 20 one thing, because I know Mr. Stratton, you keep bringing it up,
 21 and I feel compelled to say it. You want us to redo the program
 22 but look at alternative funding sources. I think it's important
 23 to realize that's not a fiscally constrained option.

24 UNIDENTIFIED SPEAKER: Thank you.

25 MR. ROEHRICH: We have to use only existing

1 funding sources that we program it to. When we go after grants
 2 or we look for other funding sources, that is in addition to the
 3 programming process we went through, and if we're successful
 4 with those, then it frees up funds that you then can repurpose
 5 into another area.

6 What you can't do is make the decision that
 7 while I'm going a \$25 million INFRA grant or \$25 million TIGER
 8 grant, so I'm going to program 25 more million dollars. That's
 9 like buying a lottery ticket to buy a car, because (inaudible)
 10 win the lottery. You can't do that. And it's -- it goes
 11 against fiscal constraint, and it's also going to go against the
 12 Board's policy of ensuring that we are -- we have programmed to
 13 what we have in actual, available funding.

14 So it's a strategy to go after to find funding
 15 once a project's in the program and we're developing it, and
 16 then if we're successful with that, it frees up money to be
 17 reprogrammed, and then that comes through this board through
 18 PRB, PPAC and other processes, other at the beginning of the
 19 year when we develop a new program, Kristine will bring in,
 20 okay, these funds (inaudible) because we got (inaudible)
 21 redistribution, we got a grant, we got -- or those funds now
 22 become available for programming, and this board goes through
 23 that process.

24 MR. HAMMOND: Madam Chair.

25 CHAIRWOMAN BEAVER: Okay. Board Member Hammond.

1 MR. HAMMOND: You know, I -- there are so many
2 levels of conversation in this discussion that I don't even want
3 to go there specifically. But first of all, I can always
4 appreciate Flagstaff's persistence in bringing these projects
5 forward. I appreciate Board Member Stratton supporting them,
6 and I don't hear lack of support from the Board.

7 I am uncomfortable supporting a motion that
8 doesn't particularly tell me how it's affecting the entire
9 program. This -- I mean, but I do hear support for this
10 project. It seems to me it's a natural, if we as a board want
11 to reward the -- this project with funds based on whatever
12 criteria and need and persistence, this is made for a study
13 session where we actually have the item on how are we going to
14 adjust the five-year plan or -- it doesn't seem appropriate to
15 have it come to the Board in this manner, or it would be
16 something I'd probably utilize in the future if this is a
17 workable method of getting, you know, the projects that I care
18 about in southern Arizona.

19 So I think it's -- as it's currently -- as the
20 motion is currently (inaudible), I couldn't support it. If
21 there's an amendment that changed that, I'd like to hear it.
22 But it seems more appropriate for -- and I don't mean to
23 stonewall, because that -- I kind of get the impression that
24 maybe there's a perception that, you know, staff hasn't
25 prioritized this when it should. Maybe not. I mean, I

1 apologize to Board Member Stratton if I'm reading something into
2 your comments that are inappropriate. Probably am. But we have
3 to -- if we support this as a board, then it would seem that we
4 should find a way to put it in there, but this isn't the proper
5 way to do it. That's kind of (inaudible).

6 CHAIRWOMAN BEAVER: Board Member Stratton.

7 MR. STRATTON: I'm not in any way suggesting that
8 staff doesn't think this is an important project. So if it came
9 across that way, I apologize to staff. That is not my intention
10 at all.

11 But I to have a question for John and Dallas on
12 this. If we did -- if the Board did put this into the five-year
13 plan utilizing, just as an example, I-15, to pull out the
14 \$9 million, could we not -- and that would keep things fiscally
15 balanced and constrained. At that point, can we also -- could I
16 add an amendment to that motion saying that in the next cycle,
17 we reduce the pavement preservation projected amount for the
18 next five years by \$9 million, replacing that 9 million that
19 we're using right now, and that would just give the assurance to
20 CYMPO that this is in the five-year plan, and it would take care
21 of the chairman's wishes that it would be in the five-year plan.

22 MR. HAMMIT: Madam Chair, Mr. --

23 MR. HALIKOWSKI: Can I maybe suggest an
24 alternative to that? And the reason I'll suggest this is
25 because I'm really reluctant to recommend to the Board that we

1 pull away from pavement preservation. That, to me, is probably
 2 the least desirable option, but what I want to ask Dallas, Madam
 3 Chair, is so we have a certain amount of money we've set aside
 4 for 17. Is it possible to reduce that by the \$9 million, we
 5 keep 17 in the program instead of pulling it away from 15 or
 6 pavement preservation?

7 MR. HAMMIT: Madam Chair, Director, it's
 8 possible, but we did use -- Floyd briefed the Board on the INFRA
 9 grant, and we used in our grant proposal that we had that 65
 10 million in that year available --

11 MR. HALIKOWSKI: Uh-huh.

12 MR. HAMMIT: -- and made it for our -- in our
 13 application. So we've already told the Federal Highway
 14 Administration, if we get this grant, we have this much money
 15 available. We asked for \$100 million. We said we're bringing
 16 200 million to the table. If we took away from there, it would
 17 put us in a bind.

18 MR. ROEHRICH: Madam Chair, I --

19 MR. HALIKOWSKI: Sorry. I'm trying to find an
 20 alternative.

21 MR. ROEHRICH: At least the Board --

22 MR. HALIKOWSKI: Mr. Stratton, we're trying to
 23 get you across the finish line here.

24 MR. ROEHRICH: Yeah. Exactly. (Inaudible) the
 25 Board, the state engineer's comments with one exception. I

1 don't know that it's possible, because the problem we're going
 2 to run in against, we programmed a project that we knew had a
 3 specific scope -- at the time it was an estimate -- and an
 4 estimate. So arbitrarily reducing that estimate without a
 5 corresponding reduction in scope makes it not fiscally
 6 constrained, because then it looks as if you're putting
 7 placeholders in as far as the projects, and I don't believe that
 8 that's in the intent within the federal laws of a fiscally
 9 constrained program and project.

10 I think that, again, addressing this issue as
 11 part of our programming cycle, Mr. Stratton, I think makes your
 12 commitment and meets your commitment -- again, I don't know what
 13 specific commitment you made. Maybe not. Maybe I should back
 14 up. Because moving forward, we're still negotiating the
 15 construction JPA. We're still defining the scope and -- or
 16 excuse me -- the design for the estimate on the State Route 69
 17 project. And in January, we're going to kick off the study
 18 session with the tentative program, and we'll have a discussion
 19 of how we can fit this in, but do it under the normal
 20 programming cycle, and there will be no delay to that project or
 21 no difference, in my mind, in delivering whether you action it
 22 today with a bunch of contingencies or adjustments to the five-
 23 year program and that may make it fiscally constrained, or may
 24 make it unconstrained, which then becomes an issue, or we
 25 address it as part of the programming cycle; it gets into the

1 five-year program in the appropriate spot without any
2 significant mitigations or impairments.

3 So to just to arbitrarily say, I'm going to go
4 into a project that's in the program and just reduce the
5 specific amount to do something else, I think, puts in jeopardy
6 whether that program's fiscally constrained, because the project
7 now is not the project, scoped and budgeted that went into that
8 program that made it fiscally constrained. Is there some
9 measure of that being the case?

10 MS. WARD: That's exactly the case. If you're
11 going to move forward with 69, you -- and you want to get the
12 full cost of it, you would have to identify a fully funded
13 something and remove the -- you have to remove all of 15 in
14 order (inaudible).

15 MR. HALIKOWSKI: Well, you can't move it out a
16 year (inaudible).

17 MS. WARD: (Inaudible.)

18 MR. HALIKOWSKI: But I guess going back to what
19 Floyd said, Madam Chair, Board Member Stratton, if we can work
20 this so that there's no delay in time and come back with the
21 five-year process, it may not be a single project. It may be
22 from multiple sources that we could find the \$9 million.

23 MR. HAMMIT: Right. Right.

24 MR. HALIKOWSKI: But that would give us some time
25 to identify where that money's coming from and give you

1 recommendation of least impact. But I want to reiterate, you're
2 telling me there would be no delay in the dates for delivery.

3 MR. HAMMIT: Madam Chair, Director, if it was
4 funded in the next programming cycle for 2020, it would -- we
5 could deliver it in 2020, if we do it today or if we do it at
6 the end of the next programming cycle. It wouldn't delay that
7 at all.

8 MR. STRATTON: Madam Chair.

9 CHAIRWOMAN BEAVER: Yes. Board Member Stratton.

10 MR. STRATTON: I have a question on this then.
11 All these obstacles are appearing now. When I was asking the
12 questions in June, it appeared a very simple thing: Reduce
13 something by the X amount of dollars that we need and put this
14 project in if the Board so chooses. So if it was going to be
15 this complicated, why weren't we informed before we adopted the
16 five-year plan back then rather than -- I almost feel like I'm
17 being stonewalled.

18 MR. HALIKOWSKI: Well, let me assure you it's not
19 my intention to stonewall you. I'm trying to get over the
20 finish line with this, Madam Chair, Board Member Stratton.
21 Perhaps we didn't give it enough due diligence back then to
22 think of the issues as we were trying to get the five-year
23 program across. I'm not saying it can't be done, that we can't
24 identify the funding for it. I don't know if you have another
25 response, but in my mind, we just haven't sat down to do that.

1 MR. SELLERS: Madam Chair.

2 CHAIRWOMAN BEAVER: Board Member Sellers.

3 MR. SELLERS: I guess I'm struggling with why it
4 would be a problem to do what Floyd was talking about. If it
5 doesn't delay the program, then why is that an issue in doing it
6 the way Floyd was suggesting?

7 CHAIRWOMAN BEAVER: Board Member Sellers, from my
8 standpoint, I think from what I'm hearing Mr. Stratton say, and
9 I know what I would like to hear, is some kind of assurance that
10 in the next five-year cycle, that it would be seriously looked
11 at with the intent of including it in the five-year plan.

12 MR. HAMMIT: If that's a question of me, Madam
13 Chair, yes, staff will bring it to the Board, and showing how it
14 evaluates with every project in the program. We are committed
15 to doing that.

16 CHAIRWOMAN BEAVER: Okay. I think the
17 difference, though, between how it evaluates and finding the
18 funds are the two different areas we're talking about, because
19 that to me sounds as though, well, we're just going to plug it
20 in there with all the rest, and then how it all unfolds, and if
21 it's high enough, then we'll go with it. If it's not, then we
22 won't. And I think because of the effort that they've put into
23 bringing those dollars to the project, I think is why -- that's
24 why I'm having a little bit of a hard time. That's what we
25 asked communities to do, and now they've done it, and now we're

1 saying, well, if it ranks high enough.

2 MR. HAMMIT: Madam Chair --

3 CHAIRWOMAN BEAVER: Am I hearing it wrong?

4 MR. HAMMIT: No, no. But as staff, we believe we
5 need to bring you the best projects, because we are losing
6 ground in our pavements and our bridges. And the reason -- I
7 don't want to speak for the director. The reason I would have
8 brought up I-17, that is the only expansion project shown in the
9 five-year program in those years. We have so few expansion
10 projects. So if we don't take it from I-17, we're taking it out
11 of a preservation or a safety project, modernization project.
12 So that's why that one came up. Wasn't because of proximity.
13 It's that's the only modernization -- or expansion project we
14 have in '20 and '21 in Greater Arizona. Almost the whole
15 program is preservation.

16 CHAIRWOMAN BEAVER: And see, I think those are
17 very important, but my concern is, is if we're looking at now
18 the funds that are available -- available through the statewide,
19 if we're now working, because it seems to me it was only a
20 couple years out, and we would be 100 percent, everything would
21 be going towards these preservation projects. I don't know. It
22 just seemed like it was totally -- there was -- you know, I
23 realize funds are tight, but it seems like everything now will
24 be focused just on preservation. And is there a way that we
25 could maybe back that up a few years?

1 MR. HALIKOWSKI: Well, certainly that's within
2 the Board's purview, Madam Chair. I will just tell you that
3 national studies, our own studies show that for every dollar you
4 delay in maintenance and preservation, you're going to pay \$7
5 down the road to fix it, and I'll use I-40 as an example. We
6 paved that two years in a row, or we paved it, and it lasted two
7 years, and we have to go back and completely reconstruct it.
8 Pavement is not a cure. In many cases, it's a Band-Aid, because
9 if you have to reconstruct the subbase, as we did with I-40, and
10 it's 50-year old porous concrete, it gets very expensive. And
11 so we're trying to stretch the life of the pavement out as long
12 as we can.

13 And I apologize to Board Member Stratton if we
14 weren't clear up front that, you know, this was going to have to
15 be added in, but we didn't explain all the ins and outs of
16 fiscal constraint and the other issues.

17 I'm not saying we can't do this, all I'm asking
18 for is that could we have a chance in the next cycle and make
19 the commitment that somehow we're going to work things around,
20 and we'll figure out where we come up with this and bring that
21 back to the Board for consideration? I just am really concerned
22 today if we identify a specific project, to pull it from that,
23 that has to move out. And if staff's assuring us that we can
24 accomplish the same time line and not lose any time on this and
25 keep this fiscally constrained in the next cycle, then we could

1 make that assurance today moving forward.

2 CHAIRWOMAN BEAVER: Board Member Thompson.

3 MR. THOMPSON: We've talked -- I've been working
4 with the Flagstaff Metropolitan Planning Organization, and
5 they're so dedicated 4th Street project and are very
6 appreciative of the fact that they're coming forward with some
7 dollars to reduce the amount that ADOT could be contributing to
8 the project, and I certainly do appreciate that. And on this
9 particular route that we're talking about, on 69, my first
10 question -- I don't know this, I don't know the history of it --
11 but have there been any local contribution towards I-15 or can
12 ADOT request more contribution locally, you know, so maybe
13 replace the dollar that might be coming out of? I know you said
14 that it's not something that, you know (inaudible).

15 MR. HALIKOWSKI: (Inaudible.)

16 MR. THOMPSON: (Inaudible.)

17 MR. HALIKOWSKI: With I-15, the problem we face
18 is that you've got eight bridges and their approaches within a
19 29-, 30-mile segment in a very sparsely populated area. The tax
20 revenues generated there are negligible at best. Because we
21 looked at why don't we fund them off the diesel taxes
22 specifically going through there, and if you could generate in
23 that short stretch even a million dollars a year, you're
24 probably doing well, because most people don't buy their fuel in
25 Arizona. It's just a pass through. So I wouldn't look for

1 local participation in I-15. We get federal dollars to maintain
2 the road and bridge system, and unfortunately, it's our
3 responsibility.

4 When we looked at alternative methods, i.e.,
5 tolling several years ago, governors of Nevada and Utah were
6 pretty upset with that idea. It's not that we are stop -- have
7 stopped looking at it, but we may have to figure out, if it's
8 not tolling, then some other alternative. There's a lot of
9 opposition to that, as you know, in Arizona.

10 So going back to that, it really isn't a local
11 fund issue. But I guess the other thing I'll point out is that
12 we're getting into the situation where I don't have enough money
13 to match other people's money to be able to spend it, whether
14 that's federal match that we have to meet with State dollars or
15 local communities match, and as the board are, again, unenviably
16 charged with deciding those priorities. We can bring you
17 recommendations, but if you decide to give preservation and
18 maintenance, you know, a decrease in funding, then that's what
19 the Board will do. All we can do is provide the
20 recommendations. If you want to move one project out and put
21 another one in, then again, we can give you the recommendation,
22 but that's your decision. So I would not look for local funding
23 on 15.

24 CHAIRWOMAN BEAVER: I see that it's possible,
25 maybe, the motion could be amended to -- with the assurance that

1 in the next five-year cycle, that there will be serious
2 consideration given specifically to the SR-69, because they --
3 the process is already started, in addition to the dollars that
4 they're willing to bring forward.

5 MR. HALIKOWSKI: Well, Madam Chair, rest assured
6 if the Board wants to put it in the five-year program, it's
7 going to be in there. I mean, it's not something that you
8 necessarily have to worry whether staff's going to bring it or
9 not. We'll definitely bring it, but I doubt after this
10 discussion the Board's just going to not put that in for due
11 consideration.

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

13 CHAIRWOMAN BEAVER: Yes. Board Member Stratton.

14 MR. STRATTON: I would like to amend my motion,
15 and my amendment would be that I would make a motion that this
16 project be in the next five-year plan that is introduced to the
17 board in January, I believe it's going to roll it out.

18 MR. ROEHRICH: The tentative, program, yes, sir
19 will be rolled out --

20 MR. STRATTON: (Inaudible) --

21 MR. ROEHRICH: -- in January at the study
22 session.

23 MR. STRATTON: -- that this is scheduled in the
24 year 2020 in that program that comes to us, knowing that would
25 give some assurances to CYMPO. It would avoid this problem

1 right now, and would give Deanna and Board members the assurance
 2 that it will be in the program, I believe. So I would be
 3 willing to amend my motion that rather than impact or remove any
 4 single project that is currently in the five-year plan, to ask
 5 staff to see what projects, the scope can be looked at, the
 6 projects can be reduced by whatever amount they may be until you
 7 come up with the \$9 million that's needed to complete this
 8 project in 2020.

9 MR. ROEHRICH: Wow, that's a long motion. How
 10 about we just -- how about we just go back, Mr. Stratton, and
 11 say that I want a motion that the -- the State Route 69 project
 12 be included in the next five-year program and leave it at that,
 13 and then we'll work out the specifics and bring it back to you,
 14 all the actions that you said.

15 MR. STRATTON: Agreed.

16 UNIDENTIFIED SPEAKER: Second.

17 CHAIRWOMAN BEAVER: And I'll -- okay. Do I need
 18 to renew my second or amend my second?

19 UNIDENTIFIED SPEAKER: (Inaudible.)

20 CHAIRWOMAN BEAVER: (Inaudible.)

21 MR. THOMPSON: Madam Chair, at this point --

22 CHAIRWOMAN BEAVER: Board Member Thompson.

23 MR. THOMPSON: Just one question. Dallas, what's
 24 your reading on the issue on the 4th Street at this point?

25 MR. HAMMIT: Madam Chair, Mr. Thompson, I guess I

1 don't understand the question, "the reading."

2 CHAIRWOMAN BEAVER: I think what he means --
 3 excuse me.

4 MR. THOMPSON: Go ahead.

5 CHAIRWOMAN BEAVER: But is it to how --

6 MR. THOMPSON: Yeah.

7 CHAIRWOMAN BEAVER: -- it moves forward? What is
 8 the next step that needs to be done for them to be as seriously
 9 considered as we are SR-69 if this motion passes?

10 MR. HAMMIT: Right now, as I read the recitals
 11 that came in this week for the JPA, one, they identified
 12 funding, and I may have missed it, but in what I was briefed on,
 13 I didn't see a year. So that would be something we'd want to
 14 clarify, and it could be there and I missed it, but I didn't see
 15 the funding's available in this -- whatever year it is. And
 16 then -- and maybe that's because we don't have design started.
 17 So I don't want to tell you when my cash is going to be ready
 18 until I know you have a design that can pay for it. I wouldn't
 19 want to put up my money until I knew you were going to spend it.
 20 So we need to work that out and set up a schedule with the City
 21 and do that. They may have that, but I'm not aware of it.

22 CHAIRWOMAN BEAVER: Does that --

23 MR. HAMMOND: Can I ask for a clarification?

24 CHAIRWOMAN BEAVER: Yes, Board Member Hammond.

25 MR. HAMMOND: (Inaudible) we will fund it in the

1 next five years, or will we --

2 CHAIRWOMAN BEAVER: Include it in the five year?

3 MR. HAMMOND: Yeah. It will be included, which
4 basically means we will fund it in the next five years? Is that
5 what this motion says?

6 MR. HAMMIT: I understood we'd bring it into the
7 tentative program that the Board would vote on.

8 MR. ROEHRICH: Correct. Madam Chair,
9 Mr. Hammond, that's what I thought. Unless I'm mistaken now,
10 Mr. Stratton, I thought the motion was that staff will bring in
11 -- at the time of the program will bring in the -- I want to say
12 concept, or what we'll do is we will bring in the State Route 69
13 project in the tentative program, and then the Board will
14 evaluate it and it will go to public hearing, and through the
15 process, will it stay in the program or will it get moved
16 because of something else.

17 CHAIRWOMAN BEAVER: That's the way I understood
18 it.

19 MR. STRATTON: Yes. My motion is that it be
20 rolled out in the five-year tentative --

21 MR. ROEHRICH: In the tentative five-year
22 program.

23 MR. STRATTON: I don't believe we can make
24 (inaudible) make a commitment of assurance of the next year's
25 five-year plan until we have a vote and comments. However, it

1 is very typical with this board and previous boards that 90
2 percent of what it is is brought to the Board from staff, and is
3 balanced budget and that -- it is approved. So I think if we do
4 that, it does give CYMPO the assurances they need to move
5 forward and continue -- gives Dallas the ability to start the
6 construction JPA and so on and so forth, so...

7 MR. ROEHRICH: (Inaudible) and I'm sorry. We'll
8 continue with -- all those actions will continue to include 4th
9 Street. Those are ongoing actions. But by keeping it simple,
10 just include this in the -- include the State Route 69 project
11 in the analysis of the tentative five-year program. Then staff
12 can assure that it's fiscally constrained, and we can address
13 any other impacts to projects will have been handled and
14 presented to the Board so they can decide is that the actions
15 they want to take. And if that's true, then we take it to the
16 public, and the public hearing process is transferred to the
17 public all the steps that were done.

18 MR. HAMMOND: Can we call the question?

19 CHAIRWOMAN BEAVER: Yes. I just have one
20 additional thing. What you just said, though, it would be
21 considered in the analysis part. I don't think that was what
22 Mr. Stratton was trying to say. I think he was wanting to see
23 it put into the five-year plan for consideration that the
24 Board --

25 MR. ROEHRICH: Right. I'm talking about analysis

1 by the Board. It will be presented in the tentative five-year
2 program for the Board's debate and discussion, and then once you
3 approve the tentative, we take it to the public.

4 CHAIRWOMAN BEAVER: Okay. We do have Board
5 Member Hammond that called for the question. So the motion --

6 MS. KUNZMAN: Floyd. I'm sorry. Can you just --
7 just for the record, Floyd, would you just restate what you
8 believe Mr. Hammond's motion is just to make sure that we have
9 it --

10 MR. ROEHRICH: Mr. Stratton.

11 (Speaking simultaneously.)

12 MS. KUNZMAN: -- on the record, and then if it is
13 confirmed, Mr. Stratton can confirm and then Ms. Beaver can
14 confirm her second.

15 MR. ROEHRICH: Yeah. Okay. Sure. (Inaudible.)
16 (Inaudible) 45 minutes and (inaudible).

17 MR. LA RUE: (Inaudible.)

18 MR. ROEHRICH: No, ma'am. Actually -- I actually
19 do think I have it. I think I have it, because I started to
20 actually write it out, but then we got talking and I stopped
21 writing. But I think the Board -- the Board has a motion. The
22 Board's motioning staff to include the State Route 69 project in
23 the tentative five-year program, present it to staff -- or
24 present it to the Transportation Board as part of the next
25 programming steps. If you leave at that, every other

1 administrative action, we're responsible to comply with. That's
2 the motion.

3 MR. STRATTON: (Inaudible.)

4 CHAIRWOMAN BEAVER: He confirmed it, and I
5 confirm it.

6 MR. STRATTON: Question.

7 CHAIRWOMAN BEAVER: So -- so the question was
8 what was just said. A motion and a second. All those --

9 MR. ROEHRICH: Are you comfortable with that?
10 Michelle, I just want to make sure.

11 MS. KUNZMAN: Yes. Yes.

12 MR. ROEHRICH: We need to get this right. You're
13 exactly right, because I don't want to have it -- debate later
14 on that we weren't clear on this. We --

15 MR. HALIKOWSKI: I am very clear.

16 MS. KUNZMAN: Mr. Stratton has confirmed with
17 (inaudible) description --

18 CHAIRWOMAN BEAVER: And I have seconded that I
19 have --

20 MS. KUNZMAN: Second. Is there any discussion?
21 No.

22 CHAIRWOMAN BEAVER: Let's hurry up and call for
23 the question.

24 All those in favor?

25 BOARD MEMBERS: Aye.

1 CHAIRWOMAN BEAVER: All those opposed? Motion
2 carries.

3 We will now move on to Item 8, Arizona --

4 MR. ROEHRICH: I would like to see you do that on
5 the phone.

6 UNIDENTIFIED SPEAKER: Madam Chair --

7 MR. THOMPSON: Madam, Madam Chair, with your
8 permission, can I have an update on the discussion on the 4th
9 Street from the director of MPO? I think it's already on the
10 agenda. So just an update on --

11 CHAIRWOMAN BEAVER: Yes.

12 MR. ROEHRICH: Madam Chair, the discussion would
13 be there's no update called on the agenda by anybody other than
14 staff. So if you're wanting comments from them, I think we
15 either -- two options. You open up the call to the audience
16 again and they comment on this topic, Item 7, specifically,
17 which has already been done --

18 MR. THOMPSON: Uh-huh.

19 MR. ROEHRICH: -- open that up if you want to
20 talk about 4th Street, but that's already been done, or we
21 agenda it to the future meeting.

22 MR. SELLERS: Madam Chair.

23 CHAIRWOMAN BEAVER: Yes. Board Member Sellers.

24 MR. SELLERS: I had a question on that as well,
25 because really all I heard as making a decision on -- in this

1 item was State Route 69.

2 MR. ROEHRICH: Madam Chair --

3 MR. SELLERS: We did not make a decision on 4th
4 Street.

5 CHAIRWOMAN BEAVER: That's right.

6 MR. ROEHRICH: That is correct. You did a motion
7 on State Route 69. I guess what I took it out, and Dallas,
8 (inaudible) me different, we will continue to do with the
9 coordination effort with the City of Flagstaff on the IGA, and
10 if the IGA is coming together and coalescing in January with the
11 tentative program, I figure we'd just bring that back as a part
12 of staff -- staff's analysis.

13 If you want a motion that says that, then I say
14 we do the same thing as we did with State Route 69.

15 CHAIRWOMAN BEAVER: Well, and I think we did ask
16 state engineer -- Dallas, that we did ask him that what -- where
17 are they at, what needs to be done, and he said based on the
18 information you had, you did not identify a year.

19 MR. HAMMIT: Madam Chair, I did -- these things
20 are great, because I can pull them up as I go. I did go back
21 and went deeper in the document. They -- and correct me if I'm
22 wrong, but it does appear that some design funds are available
23 in FY '18 of \$500,000 from the City, and five -- 4.5 million in
24 FY 2020 is what they said was available. Is that correct?

25 CHAIRWOMAN BEAVER: But we do not have a JPA

1 signed?

2 MR. HAMMIT: Madam Chair, that is correct.

3 MR. SELLERS: Okay. Well, I -- Madam Chair, I
4 guess my only concern is that when -- when they're bringing
5 forth more than half of the funding for this project that we not
6 do anything that jeopardizes what they're doing.

7 MR. ROEHRICH: Madam Chair, Mr. Sellers, I think
8 we totally agree, and I would hope that our partner out there
9 that we work with on these -- and we've got a long history of
10 doing agreements both with CYMPO and FMPO in the Flagstaff
11 area -- we are going to enter into those continued negotiations
12 and agreements to get an IGA and the -- and a project and a
13 program in place, and when it's ready, bring it back to board,
14 because we agree, we don't want to lose those, but we feel that
15 going through the normal programing cycle was the time to bring
16 it in, because right now those are future years, and there's no
17 delay as we continue to coordinate those efforts.

18 MR. HAMMIT: Okay. Madam Chair, I guess,
19 Director here, I feel very comfortable that staff would bring
20 that -- as we did in the other, the 69 project, we will bring
21 that to the Board in the tentative program with all the details.
22 Do the same agreement with did with 69. We would do the same
23 thing for 4th Street.

24 MR. ROEHRICH: Madam --

25 MR. THOMPSON: Madam Chair, so that's an

1 assurance that we will continue to communicate and work on the
2 GP and the (inaudible) metropolitan planning organization.

3 MR. HAMMIT: Madam Chair, Member Thompson, not
4 only that. The staff will bring that as a part of -- so the
5 Board could evaluate -- it will be part of the tentative program
6 when you evaluate that in the coming year. So both of those.

7 MR. HALIKOWSKI: So we will bring both 69 and
8 this project back in January as soon as we begin discussion.

9 So Madam Chair, if I could, I just want to thank
10 you and Mr. Stratton for your patience and understanding as
11 we've gone through this, and I also just want to apologize that
12 we did not vet you more fully on all of these issues and brought
13 this here today. So I just want to say that. Thank you.

14 CHAIRWOMAN BEAVER: Okay. Do we need the seventh
15 inning stretch?

16 UNIDENTIFIED SPEAKER: No. You're the chairman.

17 CHAIRWOMAN BEAVER: Okay. Item 8, Arizona State
18 Transportation Board policies. Mr. Roehrich.

19 MR. ROEHRICH: Thank you, Madam Chair.

20 At a study session about a month ago, we had
21 reviewed the policies and at that time made the determination
22 from staff that no updates or edits were needed. At the
23 meeting, Mrs. Beaver, you had asked for an inclusion of past
24 policy updates that were included in the previous updating
25 cycles. Those were added into the policies, and so I'm going to

1 have -- offer for you today is the adoption of the Arizona State
2 Transportation Board policies for 2000 -- November 17th, 2017,
3 and at this time staff is recommending that the Board adopts
4 those policies.

5 MR. HAMMOND: So moved.

6 CHAIRWOMAN BEAVER: Motion by Board Member
7 Hammond. Is there a second?

8 MR. CUTHBERTSON: Second.

9 CHAIRWOMAN BEAVER: Second by Board Member
10 Cuthbertson.

11 And just in addition to what Mr. Roehrich was
12 saying, that I'd noticed in the 2013, there actually were
13 identified the updates and when they happened dating clear back
14 to, I think, 2003. And so they've been (inaudible) in 2015. So
15 I just ask that they be incorporated back in.

16 So if there's no additional discussion, all those
17 in favor?

18 BOARD MEMBERS: Aye.

19 CHAIRWOMAN BEAVER: All those opposed? The
20 motion carries.

21 We'll move on now to Item 9, the draft 2018 Board
22 meetings and public hearing dates and locations.

23 MR. ROEHRICH: Thank you, Madam Chair.

24 What you have in front of you, what was posted to
25 the public on the agenda was next year's calendar year 2018

1 Transportation Board meeting locations and dates. Just one
2 thing to point out. Traditionally, we've continued to follow
3 the third Friday of the Monday for board meetings, with the
4 exception of October, which was the fourth Friday, October 26th,
5 which coincides with the Rural Transportation Summit, and its
6 location being in Lake Havasu City.

7 We also see that we've identified three study
8 sessions. The first study session in January is when we roll
9 out the funding and the tentative program for the next
10 programming cycle. Then you've got the board hearings, followed
11 by the adoption of the five-year program in June. And again,
12 this year we've continued on the August break where there's no
13 specific board meeting, but there will be telephonic meeting to
14 award construction projects, which are usually much shorter
15 meetings.

16 So with that, Madam Chair, you have the dates and
17 the locations in front of you. I would ask for the Board to
18 adopt these dates and locations for fiscal year -- excuse me --
19 calendar year 2018 Transportation Board meetings.

20 CHAIRWOMAN BEAVER: Mr. Cuthbertson, since it
21 will in all probability be under your leadership, are you making
22 the motion to approve?

23 MR. CUTHBERTSON: I am.

24 CHAIRWOMAN BEAVER: Okay. So the motion's to
25 accept and approve the 2018 State Transportation Board meeting

1 locations as presented. Is there a second?

2 MR. STRATTON: Second.

3 UNIDENTIFIED SPEAKER: Second.

4 MR. THOMPSON: What I would like (inaudible).

5 CHAIRWOMAN BEAVER: There was a second.

6 MR. ROEHRICH: Excuse me, Madam Chair. The
7 second is by?

8 CHAIRWOMAN BEAVER: Board Member Stratton.

9 MR. ROEHRICH: Mr. Stratton. Thank you.

10 CHAIRWOMAN BEAVER: Okay. Board Member Stratton
11 will be the second.

12 MR. THOMPSON: Yeah. Just an additional comment.

13 CHAIRWOMAN BEAVER: Board Member Thompson.

14 MR. THOMPSON: We did meet over in Moenkopi, and
15 there are certain places that we wanted you to look at.
16 Unfortunately, time did not allow (inaudible). There is a
17 growing community up out the (inaudible) of Navajo County on the
18 reservation called (inaudible). I'd like to -- the nearest
19 hotel, motel you can stay is about an hour away, hour away to
20 Hopi, Hopi (inaudible) center or over in Chinle. So take you
21 (inaudible) to get there. I'd request that maybe sometime in
22 the future, you know, we can schedule an ADOT meeting there,
23 have a different feeling about the environment and, you know,
24 what you can experience being up there. So that's just my --
25 you know, I have no problem supporting the schedule right now.

1 CHAIRWOMAN BEAVER: Okay. Board Member Thompson,
2 if you would not mind, would it be possible if the locations
3 both for our meeting place and lodging, if you could provide
4 them to Mr. Roehrich --

5 MR. THOMPSON: Okay.

6 CHAIRWOMAN BEAVER: -- in the next year, and
7 possibly in the future when future board chairs are in place,
8 because they're the ones that kind of help set the calendar,
9 they could take --

10 MR. THOMPSON: Okay.

11 CHAIRWOMAN BEAVER: Would that be --

12 MR. ROEHRICH: Madam Chair, Mr. Thompson,
13 absolutely. Absolutely. These dates and times were already
14 coordinated with the expected incoming chair, and that's the
15 tradition of what's been done, is the incoming chair will work
16 -- work these items. Future dates, if we want to get -- go back
17 to the Hopi tribe or Navajo tribe, you can either request it
18 with a future chair, or Mr. Thompson, when you're the chair, we
19 can take those at those time.

20 MR. THOMPSON: Thank you.

21 CHAIRWOMAN BEAVER: Board Member Hammond.

22 MR. HAMMOND: Chair, or Board Member Thompson,
23 I'm -- I think it's my turn in the barrel the following year.
24 I'll make the commitment to -- sorry. That's a bad joke if you
25 know it. I'll make the commitment to have one up there.

1 MR. THOMPSON: Okay. Thank you.

2 CHAIRWOMAN BEAVER: Okay. If there's no further
3 discussion, all those in favor of the motion?

4 BOARD MEMBERS: Aye.

5 CHAIRWOMAN BEAVER: All those opposed? The
6 motion carries.

7 Okay. We'll move on to Item 10. Multimodal
8 Planning Division planning report. Greg Byres. Welcome.

9 MR. BYRES: Thank you, Madam Chair, Board
10 members. I just have a real quick report to do. I've got just
11 a couple slides if I can get this going. Here we are.
12 (Inaudible.)

13 We've just going a couple things going. Of
14 course, the five-year state transportation plan, as currently
15 been discussed, is ongoing. We've currently completed our P2P
16 process, and so we have our preliminary prioritization of all
17 the projects, of all of the projects that are going into the
18 plan. We are beginning the planning level scoping, which will
19 start next week on those. So all those projects that have been
20 or at least the upper tier of the prioritized projects will get
21 this planning level scoping, which was the first time we've done
22 this, but it will extend the scopes out, along with the project
23 estimates to being much closer to what the final has been in the
24 past.

25 Once that is completed, the projects will be

1 reprioritized and put back through the P2P process, and then
2 we're also doing another lens to this, which is the Decision
3 Lens will be implemented to see how we're doing with our
4 measurements that we're reporting back to the Federal Highway.
5 So we can see exactly where we're moving the dials with any of
6 the projects that are being prioritized into the plan. And the
7 motion that you had just passed will also be accommodated into
8 the plan as well.

9 The other thing they have going is the long-range
10 transportation plan. That is currently out for comment.
11 There's a link that you can find the plan that's currently out
12 for a 30-day period. There's also a phone number and a -- an
13 address that comments can be addressed to. That's -- like I
14 said, that's out for the next 30 days.

15 The only other item that I have is that our
16 freight plan was approved by Federal Highway this past week. I
17 would like to thank Federal Highway for their expeditious review
18 in getting that done. So it's currently completed and ready to
19 go.

20 That was the end of my report. Thank you.

21 CHAIRWOMAN BEAVER: Thank you.

22 Board Member Stratton.

23 MR. STRATTON: On the long-range plan that's up
24 for public comment now, once all the comments are collected,
25 does that come back to the Board for approval and modification?

1 MR. BYRES: It comes back for adoption.

2 MR. STRATTON: But at that point we have the
3 ability to take the public comments --

4 MR. BYRES: Correct.

5 MR. STRATTON: -- in consideration and alter that
6 as we would the five-year plan; is that correct?

7 MR. BYRES: I believe so.

8 MR. STRATTON: Thank you.

9 CHAIRWOMAN BEAVER: Thank you.

10 I do have one additional thing I would like to
11 inquire about since I won't be here next year. I had the
12 opportunity when Decision Lens, when we were starting our
13 relationship with them, they actually did, like, a workshop, and
14 so I went to the workshop, and so that's why I'm a little bit
15 familiar with it. But the other Board members, I don't think
16 they had the same opportunity, and so I'm wondering if there's a
17 way that there could be a PowerPoint presentation, some kind of
18 a presentation that could be done at a -- either at a study
19 session where the other Board members understand what this
20 Decision Lens is that we're talking about.

21 MR. BYRES: If I may, Madam Chair, when we have
22 our workshop, we're actually going to go through a whole process
23 on exactly how it's being utilized, and we will have all of our
24 data actually uploaded into it. So you can actually see what's
25 going on. So we'll have all of our dials already put together.

1 We'll have all of our dashboards done so that you can actually
2 see real data, and it will be real time that we can actually go
3 through and change. So the staff --

4 CHAIRWOMAN BEAVER: So is that going to be a
5 workshop then, or would it be something that could be compressed
6 for a Board study session?

7 MR. BYRES: It -- well, our plan was to compress
8 it into the study session so that you can see -- see what's
9 happening with real data, with real time, and with the measures
10 that we're actually reporting out Federal Highway.

11 CHAIRWOMAN BEAVER: Okay. So it will come to a
12 study session then.

13 MR. BYRES: Correct.

14 CHAIRWOMAN BEAVER: Okay.

15 MR. ROEHRICH: Madam Chair and Board Member
16 Stratton, I need to back up a little bit, because I don't want
17 there to be any confusion, not because of what seemed to happen
18 last June. I don't want that to start again.

19 I believe you commented on when the comment
20 period for the five-year program closes -- or excuse me -- for
21 the long-range program closes. Staff will then will bring it to
22 the Board to adopt, as Mr. Byers said, and then you had made the
23 comment that the Board can look at those comments and adjust it
24 based upon those comments. Is that what you were --

25 MR. STRATTON: That's exactly what I was asking.

1 MR. ROEHRICH: Okay.

2 MR. STRATTON: Is there have been, as I sit on --

3 MR. ROEHRICH: Right.

4 MR. STRATTON: -- an MPO board. There were many
5 comments at the meeting this past week --

6 MR. ROEHRICH: Okay.

7 MR. STRATTON: -- about that, and I told them
8 that the public hearing -- or the public comment --

9 MR. ROEHRICH: Right.

10 MR. STRATTON: -- was going to open, and that's
11 where they could voice those.

12 MR. ROEHRICH: So here's how I think I think that
13 process is supposed to work, and you need to tell me if this is
14 wrong. Staff prepares the long-range plan from ADOT. We have
15 gone through that process. We will take any comments. We'll
16 bring it into the long-range program. It's based upon the
17 guiding principles, planning principles that are in the policies
18 and that's given by the Transportation Board. We will bring it
19 back to the Board. If you want to adjust that, I believe the
20 process is the Board to recommend staff to go back and analyze
21 it to relook at the long-range plan with those comments from the
22 Board, and then we will go do that.

23 We're not bringing it to the Board so they can
24 edit it or they can change what's in that report. We're
25 bringing to the Board so they can again review it, comment, have

1 the debate on what's in it. And then if the Board wants to make
2 recommendations to change, it comes back to the agency to decide
3 to do that, because this -- I don't want there to be confusion
4 (inaudible) last time thinking that there was a different
5 process in here. And then if we have to go through multiple
6 iterations of that in order to make sure that happens, when the
7 Board's comfortable, then they adopt the long-range plan from
8 the agency, and then we distribute it and send it from there.

9 MR. STRATTON: I appreciate that explanation and
10 understanding --

11 MR. ROEHRICH: Right.

12 MR. STRATTON: -- completely now. My request
13 then to you would be to be in contact with the Sun Corridor MPO
14 and consider their comments in the plan.

15 MR. ROEHRICH: Absolutely.

16 MR. BYRES: We most certainly will.

17 CHAIRWOMAN BEAVER: Thank you.

18 We'll move on to Item 11, Priority Planning
19 Advisory Committee, the PPAC. Mr. Byers.

20 MR. BYRES: Madam Chairman, Board members, we're
21 bringing forth recommendations from the Priority Planning
22 Advisory Committee for adoption by -- or acceptance and approval
23 by the -- this board. So going through these, we have two sets
24 of projects, eight for modifications, then six new projects. So
25 I would like to start off with Items 11A through 11H. The only

1 items that I'd like to add to these is on 11B and 11C, both of
2 those were approved by PPAC with contingent approval by MAG
3 Regional Council, which is to meet January 31st.

4 CHAIRWOMAN BEAVER: Is there a motion to accept
5 and approve the project modifications Item 11A through 11H,
6 understanding that 11B and 11C are contingent on MAG's final
7 approval as presented?

8 MR. SELLERS: So moved.

9 MR. THOMPSON: Second, approval.

10 CHAIRWOMAN BEAVER: Motion by Board Member
11 Sellers, seconded by Board Member Thompson.

12 MR. THOMPSON: With a comment. We're having a
13 lot of discussion with the organization in Oak Creek.

14 MR. BYRES: Yes.

15 MR. THOMPSON: They're concerned in doing this
16 project, was that taken in any consideration to improving this
17 road (inaudible) quite a bit about the overcrowding and having
18 to deal with the parking. I'm wondering if maybe...

19 MR. HALIKOWSKI: Madam Chair, if I might.

20 CHAIRWOMAN BEAVER: Yes. Director Halikowski.

21 MR. HALIKOWSKI: Madam Chair, Board Member
22 Thompson, Mr. Roehrich and I, plus the district engineer, Audra
23 Merrick, were in Sedona last week meeting with Traffic Matters
24 and the folks that have their concerns about Oak Creek Canyon.
25 Let's just say that we're deeply involved in listening at this

1 point, but it is a complex issue --

2 MR. THOMPSON: Yeah.

3 MR. HALIKOWSKI: -- not involving just the
4 highway and parking.

5 MR. THOMPSON: Uh-huh.

6 MR. HALIKOWSKI: There's also state park issues.

7 MR. THOMPSON: Right.

8 MR. HALIKOWSKI: There's also federal lands and
9 federal parks issues going on there. So we are working this
10 issue. There are many possible solutions, but I want to be sure
11 that as we're moving forward, we're getting the right problems
12 and getting the right solutions, because everyone has a
13 suggestion --

14 MR. THOMPSON: Yeah.

15 MR. HALIKOWSKI: -- about what they think might
16 be the best thing, and we're certainly looking at the parking
17 situation, but also the emergency services situation, too.

18 MR. THOMPSON: Right.

19 MR. HALIKOWSKI: Because you have fire and police
20 that may take sometimes two hours to get in and out, and so we
21 had a very robust discussion about perhaps they need to locate a
22 substation there for emergency services. So I would just say
23 that as we're moving forward, this is going to be a multifaceted
24 solution, and we're working closely with State Parks right now
25 on trying to find that.

1 MR. THOMPSON: Thank you, Madam Chair. Thank
 2 you, John.

3 CHAIRWOMAN BEAVER: Thank you.

4 Okay. The motion's to accept and approve the
 5 project modifications Item 11A through 11H with the other items,
 6 11B and C, contingent on the MAG board approval as presented.

7 If there's no further questions, all those in
 8 favor?

9 BOARD MEMBERS: Aye.

10 CHAIRWOMAN BEAVER: All right. All those
 11 opposed? The motion carries.

12 We'll move on now to new projects. Item 11I
 13 through 11M.

14 MR. BYRES: Madam Chair, I would like to also
 15 include 11N. There should have been another one in there.

16 CHAIRWOMAN BEAVER: Okay. So it will be 11I
 17 through 11N?

18 MR. BYRES: Correct.

19 And again, PPAC has approved these, bringing them
 20 as a recommendation to the Board for your approval.

21 CHAIRWOMAN BEAVER: Is there a motion to accept
 22 and approve the new projects, Item 11I through 11N as presented?

23 MR. CUTHBERTSON: So moved.

24 CHAIRWOMAN BEAVER: Motion by Board Member
 25 Cuthbertson. Is there a second?

1 MR. HAMMOND: Second.

2 CHAIRWOMAN BEAVER: Second by Board Member
 3 Hammond to accept and approve new projects Item 11I through 11N
 4 as presented.

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

7 BOARD MEMBERS: Aye.

8 CHAIRMAN LA RUE: All those opposed? The motion
 9 carries.

10 Item 12, state engineer report.

11 Thank you.

12 MR. HAMMIT: Thank you, Madam Chair. Kristine
 13 told me I'd used all my time previously, but as usual, I ignored
 14 her.

15 Currently, ADOT has 116 projects under
 16 construction totaling \$1.556 billion. We did finalize only one
 17 project in October, for 4 million, almost \$5 million. On year
 18 to date, we have finalized 44 projects.

19 A couple other things in the state engineer's
 20 report. I have briefed the Board on ADOT's efforts to --
 21 through our NEPA assignment to assume some of the
 22 responsibilities from Federal Highways.

23 Currently, for the categorical exclusion, the CE
 24 projects, it is out for federal review. So it is on the federal
 25 register. Not for federal review. For federal comments, so

1 people can make comments. That comment period ends a week from
2 today. So we look to move that forward and have that agreement
3 by sometime at the end of this year.

4 And the other update, I have briefed the Board on
5 the wrong-way driver project that we've been working on. All
6 the hardware is in place, and we are receiving data from all of
7 the cameras that we've installed on I-17. We still have some
8 work to do on the programming that would automatically move
9 cameras and do that sort of thing, but all the hardware has been
10 installed, and the contractor met our time frames, and we're
11 very happy with that.

12 That's all I have for the state engineer's
13 report.

14 CHAIRWOMAN BEAVER: Thank you.

15 Is there any additional questions of the state
16 engineer?

17 MR. STRATTON: Madam Chair.

18 CHAIRWOMAN BEAVER: Board Member Stratton.

19 MR. STRATTON: Just a question. After all of the
20 wrong-way driver things have been installed, could I ask that in
21 maybe six months, you come back and tell us how effective
22 they've been and how many --

23 MR. HALIKOWSKI: Right.

24 MR. STRATTON: -- how many drivers they've caught
25 and that type of thing?

1 MR. HALIKOWSKI: Well, so, Madam Chair, Board
2 Member Stratton, I want to be careful here in that the
3 cameras -- and I don't mean to be sarcastic, but as we want to
4 keep pointing out to the public, the cameras don't catch anyone.
5 They alert us to the wrong-way driver. It's up to the law
6 enforcement officers then. And what the cameras will do is very
7 quickly shrink the amount of time that it takes to notify our
8 Traffic Operations Center, light up the boards. And then your
9 app on your phone, if you've signed up for ADOT Alerts, will
10 also ping all the drivers in that 20-mile area that a wrong-way
11 driver has been spotted. The cameras, I believe, will allow us
12 to track the progress of that vehicle to give law enforcement a
13 better idea of where it is, because very often, given the speeds
14 and the number of freeways involved, right now it's very
15 difficult to track that.

16 So there's some other issues under consideration,
17 but rest assured we're not only going to file a report, but
18 we're also looking at this system for efficiencies and defects,
19 because we want to be able to expand it out to other areas.

20 MR. STRATTON: Bad choice of words on my part,
21 and I apologize for that.

22 MR. HALIKOWSKI: No, no, no. It's --

23 MR. STRATTON: My point being is I just would
24 like to know how effective they are --

25 MR. HALIKOWSKI: Yeah.

1 MR. STRATTON: -- for the money.

2 MR. HALIKOWSKI: Absolutely.

3 MR. STRATTON: And then hopefully it will point
4 out that we need to continue this program and expand it.

5 MR. HALIKOWSKI: Thank you.

6 MR. HAMMIT: Madam Chair, Mr. Stratton, if I may,
7 one thing it will also do, right now DPS has had over -- close
8 to 1,000 calls of wrong way incursions, and those are 911 calls,
9 and we don't have near that many sightings once we can find them
10 on the roadways. What these cameras will do, and in one
11 weekend, we saw it at one intersection three wrong-way driver,
12 but they self-corrected. And what we can do is see, okay, at
13 this intersection, they are going in, but they're
14 self-correcting. That means it's a confusion, not just an
15 impairment, and then maybe we can do some engineering and fix
16 it. The ones that keep going, that's what the director's
17 talking about, and we're finding other ways to track them. But
18 if we can -- the ones that are confused and fix that problem,
19 that gives us the opportunity here as well.

20 MR. HALIKOWSKI: Well, and to that point, too,
21 those confusion issues are of concern to us. We're working with
22 law enforcement to identify if there is a medical or some other
23 psychophysiological issue that doesn't involve impairment. We
24 send that driver through medical review to ensure that they're
25 okay to continue operating a vehicle.

1 So there's a lot of moving -- again, no pun
2 intended -- moving parts in this thing, but rest assured our
3 goal is to reduce the number of these crashes.

4 From an interesting statistical point, out of all
5 the fatalities in Arizona, I think your wrong-way drivers only
6 represent a small percentage.

7 MR. HAMMIT: It's less than 1 percent.

8 MR. HALIKOWSKI: Right. It's a small percentage,
9 but they're very horrific crashes, and we're working to reduce
10 that.

11 CHAIRWOMAN BEAVER: Thank you.

12 Are we ready for the construction?

13 MR. HAMMIT: Yes, ma'am.

14 CHAIRWOMAN BEAVER: Okay.

15 MR. HAMMIT: Thank you for approving the items on
16 the consent agenda.

17 There are five projects that need to be
18 justified. As you can see, year to date, the State estimate has
19 been -- on all the projects to date, \$189.6 million. They've
20 come in under our estimate, 172.3 -- or \$17.3 million, and one
21 big one is today, and I will explain that one as we go forward.

22 Madam Chair, if I may, Item 13A, that is a
23 project that came to the Board in September, and we asked to be
24 -- to be postponed. It did come over the estimate, and we were
25 working with the locals for the funding. On that project, the

1 low bid was \$1,297,667.97. The State's estimate was \$1,010,000.
 2 It was over the State's estimate by \$287,667.97, or 28.5
 3 percent.

4 We saw differences -- we underestimated the
 5 roadway excavation and some work around the retaining wall. We
 6 have reviewed the bids. We have worked with the locals. They
 7 do have the money. The Department believes it is a reasonable
 8 and responsive bid and recommends award to Intermountain West
 9 Civil Construction, Inc.

10 MR. STRATTON: So moved.

11 MR. THOMPSON: Second.

12 CHAIRWOMAN BEAVER: The motion is to accept and
 13 approve staff's recommendation to award the contract for Item
 14 13A to Intermountain West Civil Constructors, Inc. The motion
 15 was by Board Member Stratton, and the second was by Board Member
 16 Thompson.

17 If there's no further questions, all those in
 18 favor?

19 BOARD MEMBERS: Aye.

20 CHAIRWOMAN BEAVER: All those opposed? The
 21 motion carries.

22 Item 13B.

23 MR. HAMMIT: Thank you, Madam Chair.

24 Item 13B is a local project in the city of
 25 Avondale. It is a sign project. The low bid was \$199,725.60.

1 The State's estimate was \$284,615.70. It was under the State's
 2 estimate by \$84,890.10, or 29.8 percent.

3 We did see better-than-expected pricing for the
 4 sign panels. The contractor informed us they went out and
 5 bought a truck attenuator, which they saved. They didn't have
 6 to subcontract that out. We have reviewed the bids and believe
 7 it is a responsive and reasonable bid and recommends award to
 8 Stormwater, LLC, doing business as SWP Contracting & Paving.

9 MR. LA RUE: So moved.

10 MR. HAMMOND: Second.

11 CHAIRWOMAN BEAVER: Motion by Board Member --
 12 Board Member La Rue, seconded by Board Member Hammond. Did I
 13 get them right?

14 MR. LA RUE: Yeah.

15 CHAIRWOMAN BEAVER: Okay. Good. To accept and
 16 approve staff's recommendation to award the contract for Item
 17 13B to Stormwater Plans, LLC, d/b/a SWP Contracting & Paving.

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

20 BOARD MEMBERS: Aye.

21 CHAIRWOMAN BEAVER: All those opposed? Motion
 22 carries.

23 Item 13C.

24 MR. HAMMIT: Thank you, Madam Chair.

25 This is a widening project on Interstate 10,

1 widening and realignment. This is in the Picacho area, and I'd
 2 also point out this was a project that got a FASTLANE grant and
 3 also additional funds from the Legislature in past years. The
 4 low bid on this project was \$58,465,000. The State's estimate
 5 was \$74,237,017.59. It did come under the estimate by
 6 \$15,772,017.59, or 21.2 percent.

7 The biggest reason, during the advertisement, a
 8 material source was located right next to the project. It was
 9 located and all bidders had access to it. So it wasn't just one
 10 bidder had options, and if you looked at the bids, they were
 11 very close. We didn't have time to go back and redo our
 12 estimate. But that was the biggest. And what's nice about this
 13 source, they can get material to build the project, but there's
 14 a lot of demo, and we have to get rid of some of the material.
 15 They can use the pit to bury the old material. So it worked
 16 very well for them. We have reviewed the bid and believe it is
 17 responsive and reasonable, and recommend award to Coffman
 18 Specialties, Inc.

19 CHAIRWOMAN BEAVER: Do I have a motion?

20 MR. STRATTON: So moved.

21 CHAIRWOMAN BEAVER: Motion by Board Member
 22 Stratton.

23 MR. SELLERS: Second.

24 CHAIRWOMAN BEAVER: Seconded by Board Member
 25 Sellers to accept and approve staff's recommendation to award

1 the contract for Item 13C to Coffman Specialties, Inc.

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

4 BOARD MEMBERS: Aye.

5 CHAIRWOMAN BEAVER: All those opposed? The
 6 motion carries.

7 Item 13D, please.

8 MR. HAMMIT: Madam Chair, this is a project on
 9 Interstate 40. Well, the interchange at Interstate 40 and I-17
 10 in the Flagstaff area. It is working on a bridge deck rehab and
 11 -- on two different bridges. The low bid was \$10,128,666.08.
 12 The State's estimate was \$7,555,158.83. It was over the State's
 13 estimate by \$2,573,507.25, or 34.1 percent.

14 We saw higher-than-expected pricing in the
 15 removals was a big one, the asphalt concrete, some of the
 16 connections that are going to be used in the concrete, the
 17 Portland cement concrete. We have reviewed the bid, and the
 18 department believes it is a reasonable and responsive bid, and
 19 recommends award to FNF Construction, Inc.

20 CHAIRWOMAN BEAVER: Do I have a motion to accept
 21 and approve the staff's recommendation to award the contract for
 22 Item 13D to FNF Construction, Inc.?

23 MR. THOMPSON: I'll move.

24 CHAIRWOMAN BEAVER: Motion by Board Member
 25 Thompson. Is there a second?

1 MR. CUTHBERTSON: Second.

2 CHAIRWOMAN BEAVER: Seconded by Board Member
3 Cuthbertson to accept and approve the staff's recommendation.

4 If there's no further discussions, all those in
5 favor?

6 BOARD MEMBERS: Aye.

7 CHAIRWOMAN BEAVER: All those opposed? The
8 motion carries.

9 Item 13E.

10 MR. HAMMIT: Thank you, Madam Chair.

11 And this project also was postponed at the
12 September board meeting due to funding. This project is on
13 US-70 east of Globe. The project's a roadway widening. It is
14 adding a two-way left turn lane in the project limits. The low
15 bid was \$856,168.15. The State's estimate was \$598,364.15. It
16 was over the State's estimate by \$257,804, or 43.1 percent.

17 The biggest difference, we saw
18 higher-than-expected pricing in the roadway excavation and in
19 the mobilization -- what the contractor's told us, they have a
20 very tight working area, and then their haul, not only the
21 distance -- it wasn't just the distance. They have to go very
22 slow through that area, and it increased their time. So their
23 production rates were lower. And again, the moneys are
24 available. The Department has reviewed the bids and believes it
25 is responsive and responsible, and recommends award to FNF

1 Construction, Inc.

2 MR. STRATTON: So moved.

3 MR. HAMMOND: Second.

4 CHAIRWOMAN BEAVER: Okay. Board -- motion to
5 accept and approve staff's recommendation to award the contract
6 from -- for item 13E to FNF Construction, Inc. I believe the
7 motion was made by Board Member Stratton, and the second was by
8 Board Member Hammond.

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

11 BOARD MEMBERS: Aye.

12 CHAIRWOMAN BEAVER: All those opposed? The
13 motion carries.

14 Okay.

15 MR. HAMMIT: Thank you.

16 CHAIRWOMAN BEAVER: Seventh inning stretch again.
17 We move on -- thank you.

18 We'll move on to Item 14. Rural Transportation
19 Summit 20-year anniversary in 2018. I've asked --

20 MR. ROEHRICH: Madam Chair, if I could.

21 CHAIRWOMAN BEAVER: Yes.

22 MR. ROEHRICH: This item is only agendaed for you
23 or myself to speak, and obviously Board members can only weigh
24 in and other staff. If you're bringing up members of the public
25 to speak, I would recommend that you do it by, again, opening a

1 call to the audience. Vincent will need another one -- a slip
2 filled, and then we will limit it to three minutes in order to
3 do that, and unless there's a different approach to that, I
4 think that allows that to happen and still meet the opposite
5 meeting requirements of this agenda. Okay.

6 CHAIRWOMAN BEAVER: I believe we can. So we're
7 opening the call to the public.

8 MR. ROEHRICH: Opening call to the public for
9 Vincent to speak for -- again, for that approximate three minute
10 time frame as part of this Item No. 14.

11 CHAIRWOMAN BEAVER: Okay. Without repeating --

12 MR. ROEHRICH: And we can get a form to Vincent
13 afterwards --

14 CHAIRWOMAN BEAVER: Okay.

15 MR. ROEHRICH: -- if you don't mind, just so we
16 can make sure that we have that covered.

17 CHAIRWOMAN BEAVER: The reason I've asked Vincent
18 to speak is sometimes what I say gets lost in translation, and
19 he seems to -- can be very clear. So if you would, go ahead.

20 MR. GALLEGOS: Thank you, Chairperson Beaver and
21 members of the Board.

22 As I alluded to earlier, we'll be hosting the
23 Rural Transportation Summit, and I adjusted my notes slightly in
24 that. A very topic, as always, is funding, and I would like to
25 open the dialogue starting today and moving forward that,

1 really, at the heart of the Rural Transportation Summit is
2 funding. Most of you have attended, have been an active part of
3 the Rural Transportation Summit.

4 We are coming up on the 20th year. The heart and
5 the root of this started 20 years ago, and it started when we
6 looked at the funding, and we looked at the slice of the pie,
7 and I believe under Secretary Peters, then director of ADOT,
8 called together for the Casa Grande resolves. Many were
9 involved then. I believe Jack Hustead, a former State Board
10 member was a part of that, and some other individuals. But it
11 was really was to look at funding, was to look at the slice of
12 the pie and was to look at who was getting what, and out of that
13 came really what we work with today and how Greater Arizona is a
14 part of that.

15 Since then, we've had the summit held every year.
16 We've had RTAC, which was born out of that, and hopefully -- I
17 think where we've evolved and shifted is to how do we make the
18 pie bigger? Not necessarily how do we fight for our slice of
19 the pie, but in -- in the efforts of the summit, and you look at
20 this last summit, we were privileged to have able to have about
21 eight state representatives and I would say over 30 or more
22 elected officials there, and that dialogue took place. That
23 dialogue did take place.

24 So my point to this is, I think, two things.
25 History is going to be a huge part of that. You know,

1 Chairperson Beaver and I have spoke, and we do need to look at
2 what happened 20 years ago. What was the dialogue, and what has
3 happened since then? And I come to you as the -- as the leader,
4 the representative receiving this summit. You know, we keep
5 adding and we keep evolving it. And again, I said the
6 partnerships are essential with MPO, every COG, Federal
7 Highways, FTA, ADOT and RTAC.

8 With being the steward of this upcoming summit,
9 we really want to ensure that we are hitting that mark. So I
10 hope to open the dialogue, like I said, today. We could be
11 invited back to give additional presentations. What I have done
12 in the meantime, and it's very short or recent, is I have
13 contacted the director of NACOG, Chris Fetzer, and I asked if he
14 could take on a particular leadership role with this particular
15 topic of history. And I think having him be one of our point of
16 contacts will be really essential to be able to over the next
17 year kind of track -- be able to formalize the history, what
18 happened 20 years ago, be able to do some presentations, whether
19 it be here or elsewhere, as to how this summit has evolved and
20 be able to look at present day into the future, because I do
21 want to be sure we're serving its mission and its purpose. And
22 again, I think it directly ties to that funding issue: How do
23 we make the pie bigger as opposed to Greater Arizona fighting
24 for their slice of the pie?

25 So in this up coming summit, and I'm out of time,

1 but I really do want to showcase Greater Arizona and how we're
2 doing our part. So hopefully the program will reflect that, and
3 we'll take questions or comments if I can or however that may
4 work.

5 MR. ROEHRICH: Madam Chair, this is public
6 comment, so there are no questions or comments, but it was on
7 the agenda for you to present any topics for myself. So I guess
8 the question is where do you want to take this discussion at
9 this time?

10 CHAIRWOMAN BEAVER: Okay.

11 MR. ROEHRICH: And to be clear, Vincent, we can't
12 ask you questions. I think you're done. Your comments are
13 done.

14 MR. GALLEGOS: Thank you.

15 CHAIRWOMAN BEAVER: Thank you.

16 UNIDENTIFIED SPEAKER: Sit down.

17 MR. ROEHRICH: I didn't want to be that blunt, I
18 thought, you know, I think it might be better for you to -- to
19 watch the debate now, the discussion, you don't need to be
20 standing right there. But you can, you're welcome to stand
21 there (inaudible).

22 MR. HALIKOWSKI: Thank you, Floyd. Take the
23 shovel out of your hand.

24 CHAIRWOMAN BEAVER: The -- the gist of the way
25 the agenda reads is what does the State Transportation Board --

1 let's see exactly how it reads. The staff's coordination of
2 activities they would like to see take place as part of the next
3 20-year anniversary of the Rural Transportation Summit.

4 I have been doing some research, and aside from
5 that point, I think the two points that I would ask that could
6 be supported through the Board is, number one, that the process
7 of getting minutes or documentations would not have to go
8 through the open -- the process where you have to get public
9 record, you know, permission before you can get copies of
10 minutes and that. I would like for it to be speeded up where if
11 we needed access to minutes within a timely, you know, day or
12 two, we could have copies of minutes.

13 MR. THOMPSON: Uh-huh.

14 CHAIRWOMAN BEAVER: That's one. And the other
15 thing is, is I think Vinnie and I in our conversation, was that
16 at the point in time the program for the 20th anniversary is
17 developed, it would be nice, which I think he, as the -- taking
18 the lead on it, would put an invitation out to maybe the
19 director of ADOT, possibly even the governor could supply a
20 greeting in the program, you know, as likewise the mayor of Lake
21 Havasu City and the -- whoever's the chair of the Mohave Board
22 of Supervisors and the chair of the ADOT board. So that would
23 be the things that would seem to be -- that would fill the
24 request that I'm asking from you all.

25 Some of the history aspect, over the course of

1 time I have been on this board, Casa Grande resolves has been --
2 it comes up continually, and it's sort of like a unicorn. It's
3 out there, but it's like what exactly is it, you know? And I
4 think sometimes it gets lost over a period of time, and when I
5 really got to digging into it, I found that this all came about
6 through the federal government, the TEA, or the Transportation
7 Equity Act, for the 21st Century, was what kind of was the
8 impetus that started it.

9 And then -- and I'm not sure of the sequence of
10 events, but then it was -- it was also put into State statute,
11 Article 7, where it has the -- under transportation planning,
12 28.501, to 28.507, it articulates in State statute the seven
13 guiding principles which we have adopted. In fact, as of today,
14 we just -- our policy -- policies. And then the Arizona Rural
15 Transportation Advocacy Council, in conjunction with Arizona
16 Department of Transportation, and I believe the individual
17 serving in RTAC at the time is the mayor of Thatcher now, Bob
18 Rivera. So he might -- would also be a good source to go back
19 to as far as kind of, you know, what was going on at that point
20 in time. They did have a joint resolution that was signed by
21 RTAC on January 16th of 2004. It was Resolution 0401. So that
22 factors into it.

23 I also found where it was in the Federal Registry
24 as far as the -- the -- from the federal's expectation of the
25 relationship with the MPOs and COGs, which was done 2/14 of

1 2007.

2 Then, you know, like I said, I kept having this
3 curiosity about this document, the Casa Grande resolves and what
4 exactly what it was. Well, I did locate and there were those
5 seven guiding principles, which we adhere to today, you know,
6 and it discussed the distribution or the allocation of the
7 discretionary funds and the establishment of the Resource
8 Allocation Advisory Committee.

9 And I do remember back -- I went back and
10 reviewed the minutes of 3/14 of 2014, specifically page 50
11 through 52. Board Member Sellers had made an inquiry of
12 Ms. Ward at that time, and it was deferred over to Mr. Roehrich,
13 who responded. And in a nutshell, he kind of without giving the
14 dates and citations and that, he pretty much said the exact same
15 thing.

16 But I think sometimes we don't know where
17 something comes from. It's like it's just (indicating), just
18 drops down out of the sky, and that was where I was like, what
19 is the Casa Grande resolve? I wanted to, you know, kind of see
20 this document, this Constitution or whatever you want to call
21 it. And so I think all of this ties in to the Rural
22 Transportation Summit, because the very first one was held for
23 that very purpose.

24 So I guess that is why I see the linking
25 together, so to speak, of the ADOT with regard to the Rural

1 Transportation Summit. So in a nutshell, that's where we're
2 going, and I think in help with Chris Fetzter, who was there at
3 that time, you know, he can come up with some kind of a nice
4 history, you know, maybe even something annually that happened.
5 I know I was going through something. I was looking at some old
6 minutes from I think it was Greenlee County, and there was
7 comments made back at one of their award meetings.

8 And so I think it's just -- you know, these
9 happen, but there should be some purpose in it. And so it's
10 like if we're going to have them, we kind of need to know what
11 the history is as we move forward, so...

12 MR. ROEHRICH: Madam Chair, that's great. So I'm
13 going to turn it over to Kristine. That's a finance issue.
14 That's your problem.

15 No. Actually, I do have some comments on that.
16 I think what you're asking for is obviously to be relevant,
17 being that the 20-year anniversary next year. I think it's
18 important to remember that I don't know of anybody in this room
19 who was at the Casa Grande discussion when they had a resolved
20 or accord or whatever. There's been a few people I've
21 (inaudible).

22 (Speaking simultaneously.)

23 UNIDENTIFIED SPEAKER: One guy.

24 MR. ROEHRICH: Oh (inaudible) haven't seen you.

25 UNIDENTIFIED SPEAKER: (Inaudible).

1 CHAIRWOMAN BEAVER: (Inaudible) in the back of
2 the room, so he was (inaudible).

3 MR. ROEHRICH: But anyways (inaudible).
4 (Unintelligible conversation.)

5 MR. ROEHRICH: But he's saying he was there for a
6 whole lot more than the Casa Grande accord.

7 So anyway, what the issue is, the Rural
8 Transportation Summit is not an ADOT organization or a board
9 function. They put -- they put that on. It's done through the
10 MPOs, COGs and the other planning organizations. That's how it
11 was set up, and we always coordinate through them every year.
12 They put together agendas. We will look for speakers. We
13 identify topics. We'll continue to do that. By no means have
14 we ever said we don't want to be a party to that.

15 Whatever they choose as a theme for next year as
16 far as topics or whatever, we'll support. We'll provide the
17 information that we can in order to do that, but we don't host
18 or put on that summit. You know, so our role has always been
19 through cooperation, coordination and is, if you will, maybe
20 some sponsorship or maybe some other role in that, and we'll
21 always continue to do that.

22 How the Board would want to get involved, you've
23 always been invited, and you have a -- usually a panel there,
24 and it will coincide with the Board meeting. If there's some
25 issue that you as Board members want to take on, then I guess

1 define what that is and if the Board agrees we can do that.

2 As far as developing the history and recreating
3 what had been done, I realize that it was a long time ago. A
4 lot of that has led to, as you said, statutes that were adopted,
5 Board policies that were adopted, and practices that we've put
6 in place. I don't know exactly how to go back and recreate that
7 history, what specifically you're trying to recreate.

8 And this is where, Kristine, I'd ask is there
9 something that you see as an avenue to approach that. And I'm
10 not exactly sure at this time what you're asking or really how
11 to -- how to develop that.

12 CHAIRWOMAN BEAVER: Well, and I don't know that
13 I'm necessarily asking the Board. I think more than anything,
14 it was to get it out here. It gives us -- we've got, now, what,
15 a year to -- in the planning process.

16 MR. ROEHRICH: Uh-huh. Uh-huh.

17 CHAIRWOMAN BEAVER: I think we're looking at
18 being able to put this in the program that is developed at that
19 time. I think Vinnie and Jeanette, they'll be providing draft
20 form to the State, but I think, because I -- I haven't figured
21 out yet if I'm supposed to sit silent on my research and helping
22 the MPO, because I did volunteer to hand out name badges next
23 year. So you might see me again. So I know I have to sit
24 silent as it relates to this board, and in my interaction with
25 them, I need to try and not try and lobby them or anything like

1 that. So --

2 MR. ROEHRICH: As far as I'm -- you can talk all
3 you want. I don't know why you have to be silent --

4 CHAIRWOMAN BEAVER: So --

5 MR. ROEHRICH: -- but that might be a legal issue
6 you may have to resolve.

7 CHAIRWOMAN BEAVER: So I just more than anything,
8 it was if -- if they come back with an invitation asking if the
9 Board chair would like to sign a greetings for the program or
10 the director or even to the governor, I would hope that this
11 body would be supportive of that. If we needed to have access to
12 maybe some old minutes to kind of get a taste, a flavor of what
13 was going on at that point in time, you know, if we can have
14 access to those kind of in a timely fashion. So that's --

15 MR. ROEHRICH: Madam Chair, regarding the
16 minutes, those are public documents. They're available for
17 anybody who requests them. We keep those in the director's
18 office, and we've accessed -- there's a lot of them that are
19 posted. It goes only back a certain number of years. I realize
20 it doesn't go back all the way to the --

21 CHAIRWOMAN BEAVER: Yeah.

22 MR. ROEHRICH: -- beginning of the Transportation
23 Board, but we have electronic versions of those that are
24 available, and if somebody is not -- feels that they can't get
25 access to those, please let me know. We make those available to

1 anybody who asks.

2 CHAIRWOMAN BEAVER: Well, we're just in the
3 process, like right now, just trying to recreate who hosted, you
4 know, number one, and we understand that was Casa Grande. You
5 know, well, then there's a gap there of about five years where
6 it's like, okay, who hosted those. And then, you know, it
7 picked up. And then each year, there's -- there's probably
8 something that seemed to be significant in that year.

9 So I don't think it's as much as we're wanting
10 this -- this Board to say, you know, put money towards it or
11 anything like that. It's just if we could have access to the
12 resource as far as the minutes and -- that we could go back and
13 look at, and then, you know, at that point in time, if somebody
14 feels like submitting a greeting to the program, that would be
15 nice, too.

16 MR. HALIKOWSKI: Madam Chair, so I'd be happy to
17 do a greeting or a welcome message. The other thing I would ask
18 Floyd if are these State Board minutes posted to the State
19 Board's website? Are they available there?

20 CHAIRWOMAN BEAVER: They are, but only back to
21 2011.

22 MR. ROEHRICH: Right. We have them posted back
23 all the way (inaudible) the beginning. We only go back a
24 certain of years.

25 CHAIRWOMAN BEAVER: And this goes back to --

1 MS. PRIANO: We do have them available, and if
2 anybody calls them and requests them, I send them to them
3 electronically.

4 MR. HALIKOWSKI: Okay. So one of the things I'll
5 ask our ITD group is what it would take to digitize those and
6 perhaps provide some link on the Board's website to the minutes
7 going back farther, because we might be able to digitally
8 capture all of those. I just don't know what the effort is
9 involved, but we'll take a look at it.

10 The other thing I would say is as far as the Casa
11 Grande resolves, I know that Jack's here. I also know that Eric
12 Anderson and MAG was there when these were worked out, and they
13 are a bit ephemeral to someone new coming in trying to figure
14 out exactly what do these things do and what do they mean. And
15 so there is some history, I think, that Mr. McGee put together,
16 I think, a little white paper or something for me at one point,
17 but I think what's important for people to understand is that
18 really the resolves turned into the Resource Allocation
19 Committee. They were adopted in part in state statute as far as
20 distribution, but then also into Board policy.

21 And what might be good is for us to put on the
22 web site the resolves, but then links to what they actually
23 turned into so that you can follow them from the day that they
24 were made, but then how they are now presented in the statute
25 and in policy. So that might be helpful if we had that on our

1 website, too, to people -- when someone says, oh, it's in the
2 Casa Grande resolves, well, here's what that means. So we'll
3 look into that, too.

4 And then we can provide some links, as I said, to
5 the Board policies and statutes for that. So we'll see what we
6 can do from that end of trying to at least get folks
7 (inaudible). And I don't know about how this would work, but if
8 RTAC does have information and history that they're gathering,
9 we could provide a link to their website, also. So if you're
10 looking for transportation, you might start with us, and then be
11 led down (inaudible) --

12 CHAIRWOMAN BEAVER: Well, and I don't even know
13 if it would necessarily be -- I would -- I've seen it both as,
14 say, May of 1999 and April of 1999.

15 MR. HALIKOWSKI: Uh-huh.

16 CHAIRWOMAN BEAVER: So I'm not exactly sure. But
17 it might just be minutes leading up to it, because to me, that's
18 when the Board would have probably had some discussion. It's
19 not going to be every minutes from every board meeting the
20 entire year. You know, it's probably a little window of time
21 when those --

22 MR. HALIKOWSKI: Okay.

23 CHAIRWOMAN BEAVER: -- where the discussion
24 happened, so...

25 MR. HALIKOWSKI: Well, we'll take a look at it,

1 and like Floyd, I'll assign Greg Byres from Planning to do it,
2 so...

3 MR. ROEHRICH: I said Kristine.

4 CHAIRWOMAN BEAVER: Well, I was looking at
5 something. I think Harry Campbell from PAG was involved at that
6 time, and then, of course, Chris Fetzer from up in Flagstaff.
7 He was involved. And Jack Husted was involved at that time.
8 So there might be some others around that time that could kind
9 of give us, like I said, kind of a flavor of what all was going
10 on at that time.

11 From what I found in the early 2000s, there was
12 huge development going on in Pinal County. Well, we can see
13 that now in retrospect, looking back, and you know, at that
14 time, I think there wasn't the same level of funding maybe out
15 in the rural areas, and it -- to help get that part of the city
16 developed.

17 So anyway, it's just more than anything sharing
18 this information with you, and that that's kind of the direction
19 that the 20th summit's looking towards. So...

20 MR. LA RUE: Madam Chair.

21 CHAIRWOMAN BEAVER: Yeah.

22 MR. LA RUE: Not that I want to delegate more
23 work, but is -- I'm assuming that this 20th anniversary, which
24 is a big, big event, there would be a program committee or a
25 planning committee of some sort or a planning chair, program

1 chair, a planning committee of some sort, and then the question,
2 is there an ADOT rep on that committee so that as these things
3 come up, they're disseminated out. I mean --

4 MR. ROEHRICH: Madam Chair --

5 MR. LA RUE: -- normally these events kind of --

6 MR. ROEHRICH: Mr. La Rue, Greg Byres is our rep
7 as of now.

8 MR. LA RUE: Thank you. Very efficient.

9 MR. HALIKOWSKI: In all seriousness, do we have
10 somebody on the -- on this?

11 MR. ROEHRICH: Madam Chair?

12 MS. WARD: Ask Floyd.

13 UNIDENTIFIED SPEAKER: Floyd.

14 MR. ROEHRICH: Mr. La Rue --

15 (Unintelligible conversation.)

16 MR. ROEHRICH: In the past it started as I was
17 the state engineer, and I believe the state engineers before me,
18 whoever was hosting -- well, no. I'm going to get to. I'm
19 going to get to it. Whoever was hosting the Rural
20 Transportation Summit at some time would come to us and say,
21 hey, let's sit down and plan it out. A lot of times it was the
22 MPO executive director or the COG executive director or
23 somebody. And then as a state engineer, we'd go to staff and
24 we'd coordinate, is it a technical track, is it this history
25 track, is it funding we've put together, the issues.

1 I kept that when I left the state engineer, went
2 in the director's office, I kept doing that. So for the past X
3 number of years, every time the Rural Summit had gone to a new
4 site, I would meet with whoever was hosting it and we'd talk
5 about getting ADOT involved. So I have actually been
6 coordinating that now for, you know, probably seven years or
7 more and have been the primary contact. And I'm fine with
8 continuing to do that, move forward, which is exactly how we
9 would always have done it.

10 I mean, I guess that's how I saw it, is I wasn't
11 sure where you were going with this topic or what you wanted to
12 do. But Vincent, as you're laying out -- when you put together
13 the program, I will coordinate those activities. You can
14 coordinate back through me for ADOT's role, just like we've done
15 for, and I don't see -- that's not doing anything -- we've never
16 -- we've always done it.

17 CHAIRWOMAN BEAVER: Well, that's good to know.

18 MR. ROEHRICH: Yeah.

19 CHAIRWOMAN BEAVER: I think sometimes when you
20 have a change of leadership, a change of positions and things
21 like that, sometimes stuff gets lost. And so if we can get it
22 programmed at least in the 20th year, it may not be done again
23 until the 30th year, so we can go back to the 20th to review it.

24 If there's any additional discussion or no?
25 Okay. Then I think that's good for the discussion on that.

1 And I think that the next item on the agenda is
2 suggestions. Mr. Roehrich.

3 MR. ROEHRICH: Madam Chair, just a reminder that
4 the next Transportation Board meeting is December 15th, Friday,
5 December 15th. It will be in Phoenix. And again, that's
6 anticipated to be your last board, unless you do a coop and give
7 yourself another year. So at that time, that's what we have
8 planned for this year.

9 The topics, there was one topic that has been
10 brought forward to the Board Chair for December's meeting, and
11 that was by the Town of Kingman, who wanted to come in -- or
12 excuse me -- the City of Kingman who wanted to come in and
13 present a proposal they have to fund the acceleration of two
14 traffic interchanges on Interstate 40. They want to have that
15 discussion with the Board.

16 And for other future topics, Mr. Stratton, we
17 will track this wrong-way driver pilot program, kind of see as
18 that progresses when there's enough sufficient information.
19 Since we're gathering data, we're kind of looking at that
20 analysis, bring that forward sometime probably mid next year or
21 so. So give it a few months to really move forward, bring in
22 kind of the status of how that's been progressing and what we're
23 seeing out of that, and if there are decisions, operational
24 decisions or other decisions the Department's thinking of based
25 upon what we've seen so far.

1 So for December, Madam Chair, that's what we have
2 scheduled, and this is a future topic. And at this point, are
3 there any other topics?

4 MR. STRATTON: Madam Chair.

5 CHAIRWOMAN BEAVER: Yes. Board Member Stratton.

6 MR. STRATTON: At the January work session, big,
7 huge surprise to everyone, I would like to talk about
8 alternative fundings that are possible for I-15 that would not
9 have an impact on Greater Arizona.

10 MR. ROEHRICH: And Madam Chair, Mr. Stratton,
11 you're talking about alternative funding just for that project,
12 just for that -- the projects we're programming in that corridor
13 or alternative transportation funding that we can look at as
14 opportunities?

15 CHAIRWOMAN BEAVER: In general or specific?

16 MR. STRATTON: I think in general, but even more
17 specifically to I-15, because it does not have much impact on
18 Arizona, as the other freeways do.

19 MR. ROEHRICH: Yes, sir.

20 (End of recording.)
21
22
23
24
25

Adjournment

A motion to adjourn the November 17, 2017 State Transportation Board meeting was made by Board Member Thompson and seconded by Board Member Hammond. In a voice vote, the motion carries.

Meeting adjourned at 12:05 p.m. MST.

Deanna Beaver, Chairwoman
State Transportation Board

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

December 15, 2017

RES. NO. 2017-12-A-069
 PROJECT: 060 MA 145 H8374 / 060-B(208)T
 HIGHWAY: WICKENBURG - PHOENIX
 SECTION: Thunderbird Road T. I.
 ROUTE NO.: U. S. Route 60
 ENG. DIST.: Central
 COUNTY: Maricopa
 DISPOSAL: D - C - 056

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the abandonment of right of way acquired for U. S. Route 60 within the above referenced project.

This alignment was previously established as a state route and state highway, designated U. S. Route 89, by Resolution of the Arizona State Highway Commission, dated September 09, 1927, entered on Page 26 of its Official Minutes, and depicted on its Official Map of State Routes and State Highways. It was incorporated into the alignment of U. S. Route 60 through the Resolution of October 29, 1930, on Page 36 of the Official Minutes, and its administrative redesignation by the American Association of State Highway Officials. Additional right of way for the relocation and alteration of the route was established as a state highway by the Resolutions of May 23, 1941, on Page 202; and April 10, 1946, on Page 301 of the Minutes; and later by State Transportation Board Resolutions 87-12-A-111 of December 18, 1987; 88-01-A-02 of January 18, 1988; 89-04-A-31 of April 21, 1989; and Amended Resolution 90-04-A-26 of April 20, 1990. The U. S. Route 89 designation was eliminated by Resolution 92-08-A-56 of August 21, 1992. Additional right of way for widening improvements was established by Resolution 2009-07-A-051 of July 17, 2009. Under the above referenced project, new right of way was established as a state route by Resolution 2014-12-A-048 of December 12, 2014; and Resolution 2015-05-A-025 of May 15, 2015; and then as a controlled access state route and state highway by Resolution 2016-05-A-025, dated May 20, 2016.

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The right of way is no longer needed for state transportation purposes. The City of El Mirage has agreed to accept jurisdiction, ownership and maintenance of the right of way in accordance with that certain Intergovernmental Agreement No. 15-0005361, dated February 17, 2016. Accordingly, it is recommended that the State's interest in the right of way be abandoned, subject to appurtenant, existing access control, which shall remain intact and under ADOT control, as depicted in Appendix "A" attached hereto, and on the maps and plans of the above referenced project.

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the WICKENBURG - PHOENIX HIGHWAY, Thunderbird Road T. I., Project 060 MA 145 H8374 / 060-B(208)T", and is shown in Appendix "A" attached hereto. The abandoned right of way is subject to appurtenant, existing access control, which shall remain intact and under ADOT control, as depicted in Appendix "A" attached hereto, and on the maps and plans of the above referenced project.

I further recommend that the right of way depicted in Appendix "A" be removed from the State Highway System and abandoned to the City of El Mirage, as provided in Arizona Revised Statutes Sections 28-7207 and 28-7209, and subject to appurtenant, existing access control, which shall remain intact and under ADOT control, as depicted in Appendix "A" attached hereto, and on the maps and plans of the above referenced project.

December 15, 2017

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

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

Pursuant to Arizona Revised Statutes Section 28-7046, I recommend that the Arizona State Transportation Board adopt a resolution making this recommendation effective.

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

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

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RESOLUTION OF ABANDONMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on December 15, 2017, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the abandonment of right of way along U.S. Route 60 to the City of El Mirage, within the above referenced project.

The right of way is no longer needed for state transportation purposes. The City of El Mirage has agreed to accept jurisdiction, ownership and maintenance of the right of way in accordance with that certain Intergovernmental Agreement No. 15-0005361, dated February 17, 2016. Accordingly, it is recommended that the State's interest in the right of way be abandoned, subject to appurtenant, existing access control, which shall remain intact and under ADOT control, as depicted in Appendix "A" attached hereto, and on the maps and plans of the above referenced project.

The right of way to be abandoned is delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the WICKENBURG - PHOENIX HIGHWAY, Thunderbird Road T. I., Project 060 MA 145 H8374 / 060-B(208)T", and is shown in Appendix "A" attached hereto. The abandoned right of way is subject to appurtenant, existing access control, which shall remain intact and under ADOT control, as depicted in Appendix "A" attached hereto, and on said maps and plans.

December 15, 2017

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

WHEREAS the City of El Mirage has agreed to accept jurisdiction, ownership and maintenance of the right of way in accordance with that certain Intergovernmental Agreement No. 15-0005361, dated February 17, 2016, subject to appurtenant, existing access control, which shall remain intact and under ADOT control, as depicted in Appendix "A" attached hereto, and on the maps and plans of the above referenced project; and

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

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

RESOLVED that the right of way depicted in Appendix "A" is hereby removed from the State Highway System and abandoned to the City of El Mirage, as provided in Arizona Revised Statutes Sections 28-7207, 28-7209 and 28-7210; be it further

RESOLVED that the abandoned right of way is subject to appurtenant, existing access control, which shall remain intact and under ADOT control, as depicted in Appendix "A" attached hereto, and on the maps and plans of the above referenced project; be it further

RESOLVED that the abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes Section 28-7213; be it further

December 15, 2017

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

December 15, 2017

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CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on December 15, 2017.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on December 15, 2017.

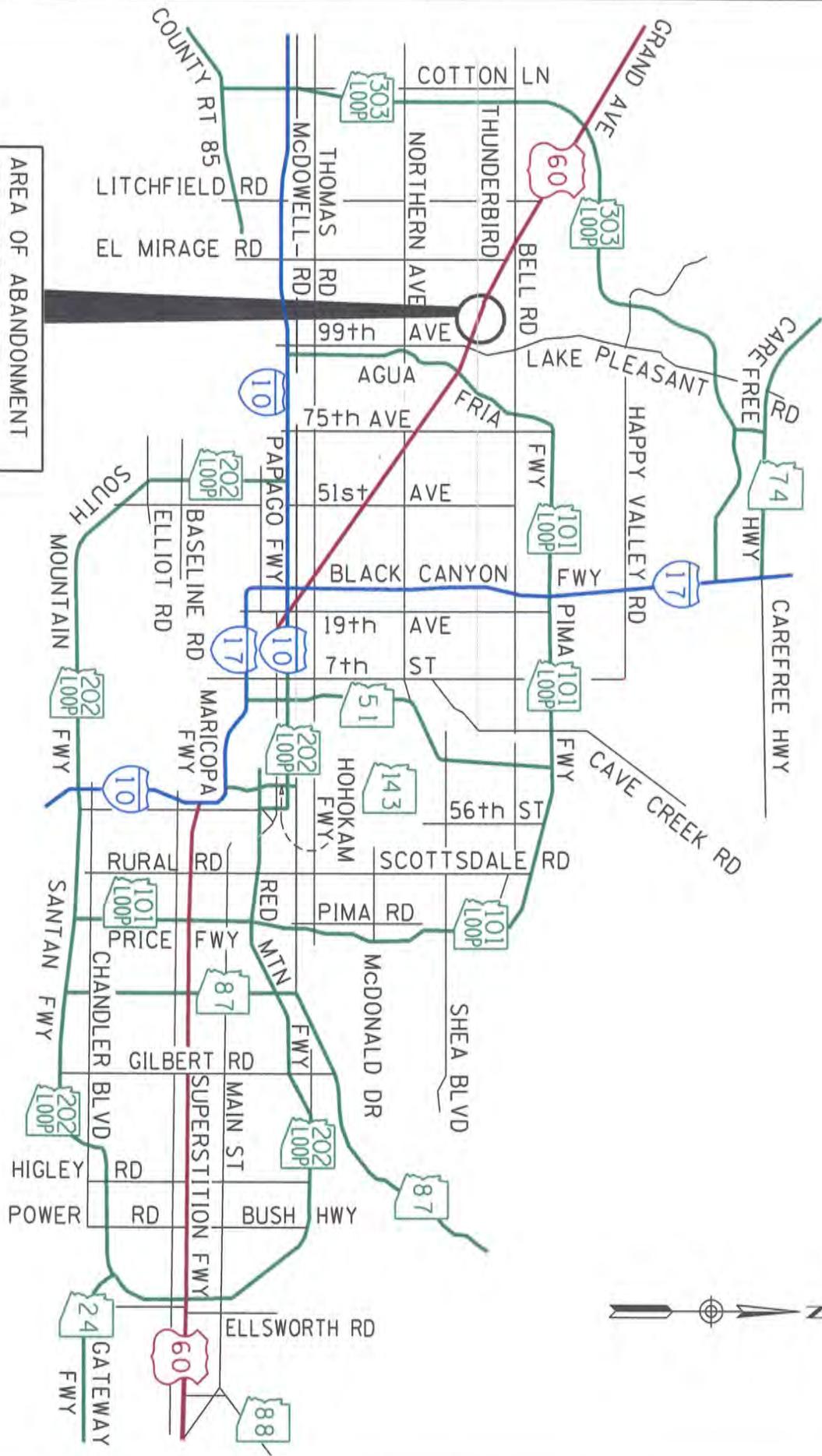
JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED



Assistant Attorney General
Attorney for Department
of Transportation

Date 11/29/17



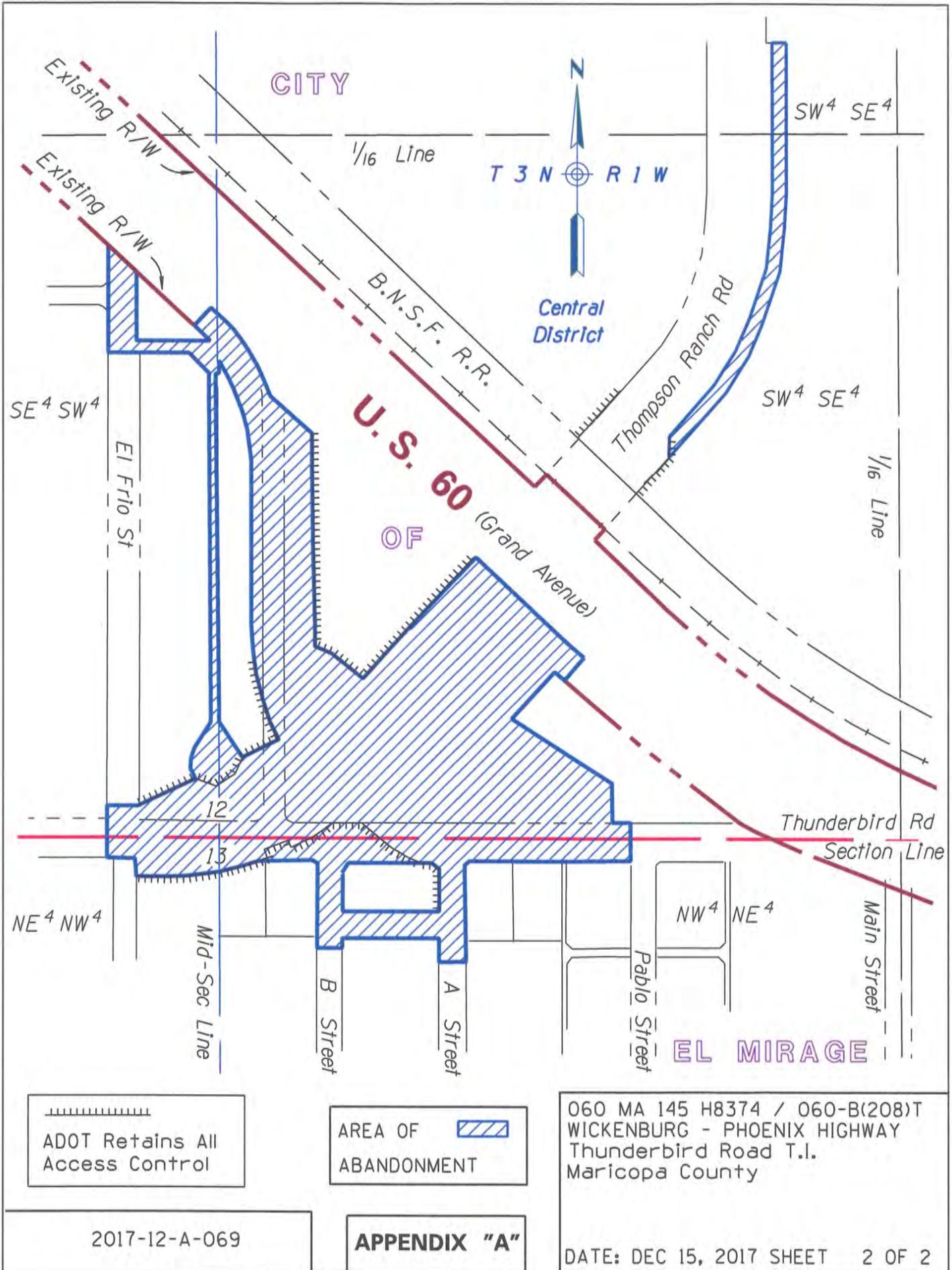
AREA OF ABANDONMENT
SEE SHEET 2 OF 2
FOR DETAILS

060 MA 145 H8374 / 060-B(208)T
WICKENBURG - PHOENIX HIGHWAY
Thunderbird Road T.I.
Maricopa County

2017-12-A-069

APPENDIX "A"

DATE: DEC 15, 2017 SHEET 1 OF 2



December 15, 2017

RES. NO. 2017-12-A-070
PROJECT: 017 MA 216 H7383 / 017-A(248)A
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: Pinnacle Peak and Happy Valley Traffic Interchanges
ROUTE NO.: Interstate Route 17
ENG. DIST.: Central
COUNTY: Maricopa

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment and improvement of Interstate Route 17 within the above referenced project.

This portion of Interstate Route 17, originally known as the Black Canyon Road, was previously established as a state route and state highway in three separate Resolutions of the Arizona State Highway Commission, all dated May 19, 1936, entered on Pages 585 and 587 of its Official Minutes; and on the following day was designated as State Route 69, as set forth on Page 624 thereof. This alignment was recommended for inclusion in the National System of Interstate Highways by the Resolution of June 08, 1945, as shown on Page 70 of the Official Minutes, and was subsequently redesignated as Interstate Route 17 by administrative action of the American Association of State Highway and Transportation Officials. Thereafter, additional rights of way along these segments of the Phoenix-Cordes Junction Highway were established by the Arizona State Transportation Board as a state route and state highway through the following actions: Resolution 99-12-A-061, dated December 17, 1999; Resolution 2005-05-A-035, dated May 20, 2005; Resolution 2006-05-A-021, dated May 19, 2006; Amended Resolution 2006-10-A-050, dated October 20, 2006; and by Resolution 2007-06-A-043, dated June 15, 2007.

December 15, 2017

RES. NO. 2017-12-A-070
PROJECT: 017 MA 216 H7383 / 017-A(248)A
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: Pinnacle Peak and Happy Valley Traffic Interchanges
ROUTE NO.: Interstate Route 17
ENG. DIST.: Central
COUNTY: Maricopa

New right of way is now needed to be utilized for improvements along Interstate 17 at the traffic interchanges of Pinnacle Peak Road and Happy Valley Road to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state route and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and acquired for this improvement, including access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "60% Design Plans, dated November 2017, PHOENIX - CORDES JCT. HIGHWAY, Pinnacle Peak Rd. T.I. and Happy Valley Rd. T.I., Project 017 MA 218 H7383 / 017-A(248)A"; and on those entitled: "Right of Way Plan of the PHONENIX - CORDES JUNCTION HIGHWAY, Happy Valley Road T.I., Project 017 MA 218 H4628 01R / I-17-1-823"; and on those entitled: "Right of Way Plans of the PHOENIX - CORDES JCT. HIGHWAY, S.R. 101 - Carefree Highway, Project 017 MA 215 H5162 01R / I-017-A-702".

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

December 15, 2017

RES. NO. 2017-12-A-070
PROJECT: 017 MA 216 H7383 / 017-A(248)A
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: Pinnacle Peak and Happy Valley Traffic Interchanges
ROUTE NO.: Interstate Route 17
ENG. DIST.: Central
COUNTY: Maricopa

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

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

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

December 15, 2017

RES. NO. 2017-12-A-070
PROJECT: 017 MA 216 H7383 / 017-A(248)A
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: Pinnacle Peak and Happy Valley Traffic Interchanges
ROUTE NO.: Interstate Route 17
ENG. DIST.: Central
COUNTY: Maricopa

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on December 15, 2017, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment and acquisition of new right of way for the improvement of Interstate Route 17, as set forth in the above referenced project.

New right of way is now needed to be utilized for improvements along Interstate 17 at the traffic interchanges at Pinnacle Peak Road and Happy Valley Road to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state route and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "60% Design Plans, dated November 2017, PHOENIX - CORDES JCT. HIGHWAY, Pinnacle Peak Rd. T.I. and Happy Valley Rd. T.I., Project 017 MA 218 H7383 / 017-A(248)A"; and on those entitled: "Right of Way Plan of the PHONENIX - CORDES JUNCTION HIGHWAY, Happy Valley Road T.I., Project 017 MA 218 H4628 01R / I-17-1-823"; and on those entitled: "Right of Way Plans of the PHOENIX - CORDES JCT. HIGHWAY, S.R. 101 - Carefree Highway, Project 017 MA 215 H5162 01R / I-017-A-702".

December 15, 2017

RES. NO. 2017-12-A-070
PROJECT: 017 MA 216 H7383 / 017-A(248)A
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: Pinnacle Peak and Happy Valley Traffic Interchanges
ROUTE NO.: Interstate Route 17
ENG. DIST.: Central
COUNTY: Maricopa

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

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

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

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

December 15, 2017

RES. NO. 2017-12-A-070
PROJECT: 017 MA 216 H7383 / 017-A(248)A
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: Pinnacle Peak and Happy Valley Traffic Interchanges
ROUTE NO.: Interstate Route 17
ENG. DIST.: Central
COUNTY: Maricopa

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

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

December 15, 2017

RES. NO. 2017-12-A-070
PROJECT: 017 MA 216 H7383 / 017-A(248)A
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: Pinnacle Peak and Happy Valley Traffic Interchanges
ROUTE NO.: Interstate Route 17
ENG. DIST.: Central
COUNTY: Maricopa

CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on December 15, 2017.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on December 15, 2017.

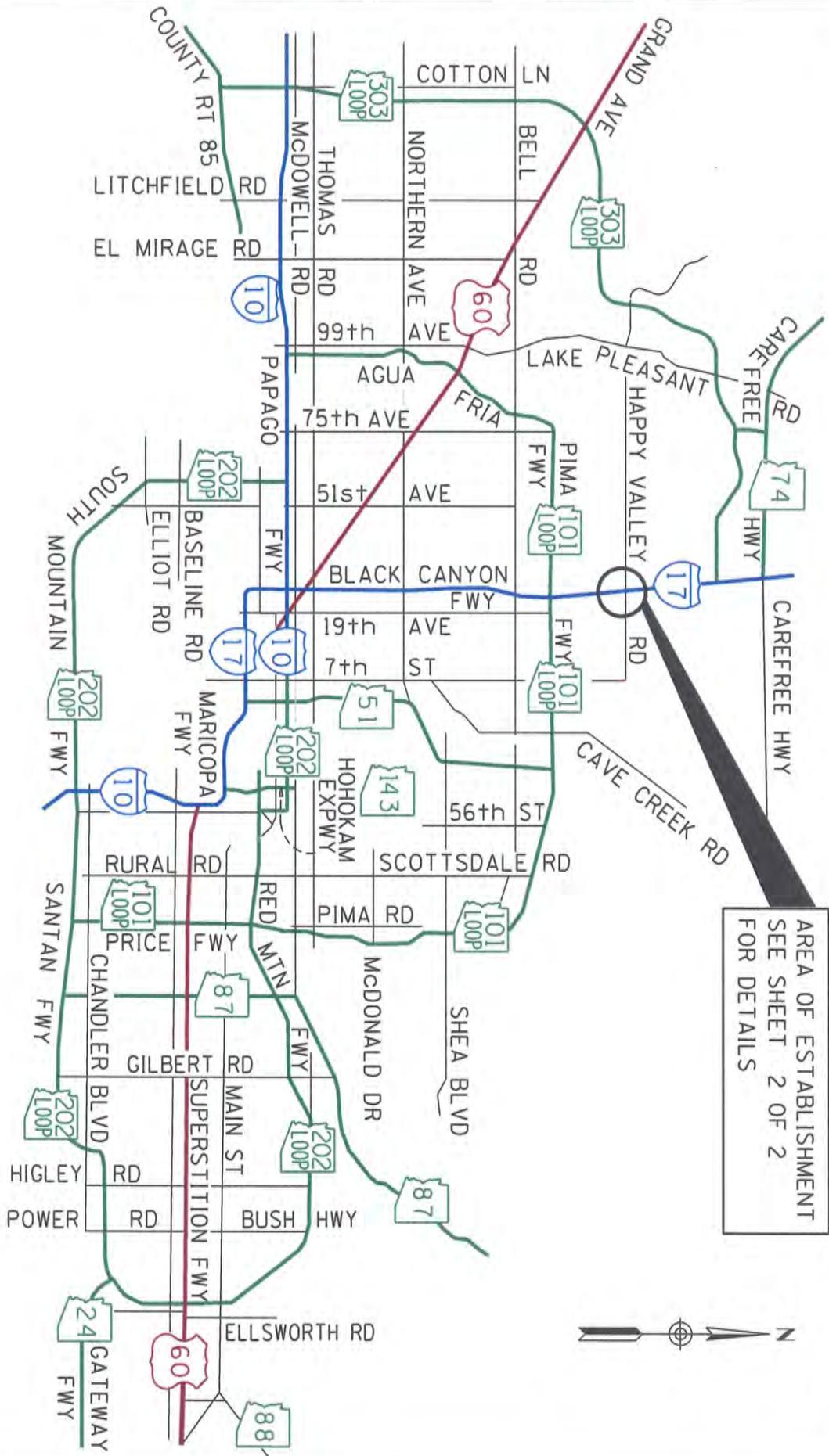
JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED

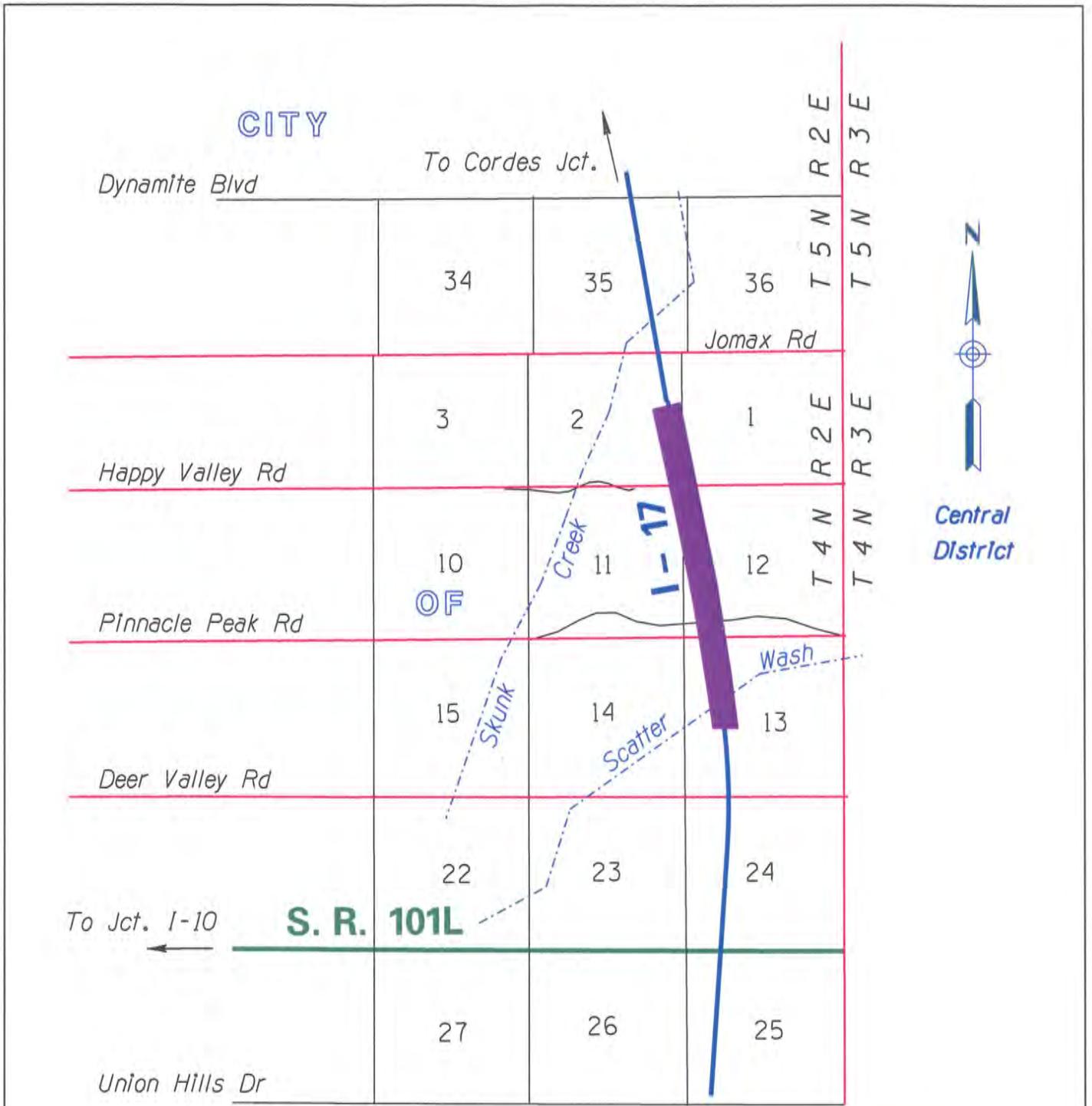
Assistant Attorney General
Attorney for Department
of Transportation
Date 11/29/17

O17 MA 216 H7383 / O17-A(248)A
 PHOENIX - CORDES JCT. HIGHWAY
 Pinnacle Peak Road T.I. and
 Happy Valley Road T.I. and
 Maricopa County

DATE: DEC 15, 2017 SHEET 1 OF 2



AREA OF ESTABLISHMENT
 SEE SHEET 2 OF 2
 FOR DETAILS



PHOENIX

AREA OF ESTABLISHMENT 

017 MA 216 H7383 / 017-A(248)A
 PHOENIX - CORDES JCT. HIGHWAY
 Pinnacle Peak Road T.I. and
 Happy Valley Road T.I.
 Maricopa County

2017-12-A-070

APPENDIX "A"

DATE: DEC 15, 2017 SHEET 2 OF 2

December 15, 2017

RES. NO. 2017-12-A-071
PROJECT: 303L MA 002 H7139 01R / 303-A(206)N
HIGHWAY: BOB STUMP MEMORIAL PARKWAY
SECTION: I-10 Traffic Interchange
ROUTE NO.: State Route 303 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 035

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the abandonment of portions of right of way temporarily acquired for construction of State Route 303 Loop to the City of Goodyear within the above referenced project.

Lying within the Preliminary Transportation Corridor recommended by the Maricopa Association of Governments Regional Council, the right of way to be abandoned was previously adopted and approved as the State Route Plan for the Cotton Lane Highway and the Northwest Loop by Arizona State Transportation Board Resolutions 85-08-A-58 and 85-08-A-59, respectively, dated August 16, 1985, and was therein designated as State Route 517. Resolution 87-11-A-105, dated December 18, 1987, renumbered and redesignated State Route 517 as State Route 303 Loop. Resolution 88-04-A-39, dated April 14, 1988; and Resolution 89-07-A-58, dated July 21, 1989, incorporated right of way as newly refined portions of the State Route Plan, designated it as the Estrella Corridor portion of the State Route 303 Loop, and authorized advance acquisition. In 2008, an administrative action by the Arizona Department of Transportation finalized the redesignation of the Cotton Lane Highway, the Northwest Loop Highway, and the Estrella Freeway as the Bob Stump Memorial Parkway. Thereafter, additional right of way for the I-10 Traffic Interchange Project was established as an access controlled state route by Resolution 2009-07-A-046, dated July 17, 2009; and as an access controlled state highway by Resolution 2011-10-A-069, dated October 21, 2011.

December 15, 2017

RES. NO. 2017-12-A-071
PROJECT: 303L MA 002 H7139 01R / 303-A(206)N
HIGHWAY: BOB STUMP MEMORIAL PARKWAY
SECTION: I-10 Traffic Interchange
ROUTE NO.: State Route 303 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 035

The right of way is no longer needed for state transportation purposes. The City of Goodyear will accept jurisdiction, ownership and responsibility for maintenance of the right of way in accordance with that certain 120-Day Advance Notice of Abandonment, dated, July 20, 2017. Accordingly, it is recommended that the State's interest in the right of way be abandoned, subject to appurtenant, existing access control, which shall remain intact and under ADOT control, as depicted in Appendix "A" attached hereto, and on the maps and plans of the above referenced project.

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the BOB STUMP MEMORIAL PARKWAY, I-10 Traffic Interchange, Project 303L MA 002 H7139 01R / 303-A(206)N", and is shown in Appendix "A" attached hereto. The abandoned right of way is subject to appurtenant, existing access control, which shall remain intact and under ADOT control, as depicted in Appendix "A" attached hereto, and on said maps and plans.

I further recommend that the right of way depicted in Appendix "A" be removed from the State Highway System and abandoned to the City of Goodyear, as provided in Arizona Revised Statutes Sections 28-7207 and 28-7209, and subject to appurtenant, existing access control, which shall remain intact and under ADOT control, as depicted in Appendix "A" attached hereto, and on the maps and plans of the above referenced project.

December 15, 2017

RES. NO. 2017-12-A-071
PROJECT: 303L MA 002 H7139 01R / 303-A(206)N
HIGHWAY: BOB STUMP MEMORIAL PARKWAY
SECTION: I-10 Traffic Interchange
ROUTE NO.: State Route 303 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 035

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

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

Pursuant to Arizona Revised Statutes Section 28-7046, I recommend that the Arizona State Transportation Board adopt a resolution making this recommendation effective.

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

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

December 15, 2017

RES. NO. 2017-12-A-071
PROJECT: 303L MA 002 H7139 01R / 303-A(206)N
HIGHWAY: BOB STUMP MEMORIAL PARKWAY
SECTION: I-10 Traffic Interchange
ROUTE NO.: State Route 303 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 035

RESOLUTION OF ABANDONMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on December 15, 2017, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the abandonment of portions of right of way temporarily acquired for construction of State Route 303 Loop to the City of Goodyear within the above referenced project.

The right of way is no longer needed for state transportation purposes. The City of Goodyear will accept jurisdiction, ownership and responsibility for maintenance of the right of way, in accordance with that certain 120-Day Advance Notice of Abandonment, dated July 20, 2017. Accordingly, it is recommended that the State's interest in the right of way be abandoned, subject to appurtenant, existing access control, which shall remain intact and under ADOT control, as depicted in Appendix "A" attached hereto, and on the maps and plans of the above referenced project.

The right of way to be abandoned is delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the BOB STUMP MEMORIAL PARKWAY, I-10 Traffic Interchange, Project 303L MA 002 H7139 01R / 303-A(206)N", and is shown in Appendix "A" attached hereto. The abandoned right of way is subject to appurtenant, existing access control, which shall remain intact and under ADOT control, as depicted in Appendix "A" attached hereto, and on said maps and plans.

December 15, 2017

RES. NO. 2017-12-A-071
PROJECT: 303L MA 002 H7139 01R / 303-A(206)N
HIGHWAY: BOB STUMP MEMORIAL PARKWAY
SECTION: I-10 Traffic Interchange
ROUTE NO.: State Route 303 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 035

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

WHEREAS the City of Goodyear will accept jurisdiction, ownership and responsibility for maintenance of the right of way in accordance with that certain 120-Day Advance Notice of Abandonment, dated July 20, 2017, subject to appurtenant, existing access control, which shall remain intact and under ADOT control, as depicted in Appendix "A" attached hereto, and on the maps and plans of the above referenced project; and

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

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

RESOLVED that the right of way depicted in Appendix "A" is hereby removed from the State Highway System and abandoned to the City of Goodyear, as provided in Arizona Revised Statutes Sections 28-7207, 28-7209 and 28-7210; be it further

RESOLVED that the abandoned right of way is subject to appurtenant, existing access control, which shall remain intact and under ADOT control, as depicted in Appendix "A" attached hereto, and on the maps and plans of the above referenced project; be it further

RESOLVED that the abandonment becomes effective upon recordation in the Office of the County Recorder, in accordance with Arizona Revised Statutes Section 28-7213; be it further

December 15, 2017

RES. NO. 2017-12-A-071
PROJECT: 303L MA 002 H7139 01R / 303-A(206)N
HIGHWAY: BOB STUMP MEMORIAL PARKWAY
SECTION: I-10 Traffic Interchange
ROUTE NO.: State Route 303 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 035

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

December 15, 2017

RES. NO. 2017-12-A-071
PROJECT: 303L MA 002 H7139 01R / 303-A(206)N
HIGHWAY: BOB STUMP MEMORIAL PARKWAY
SECTION: I-10 Traffic Interchange
ROUTE NO.: State Route 303 Loop
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 035

CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on December 15, 2017.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on December 15, 2017.

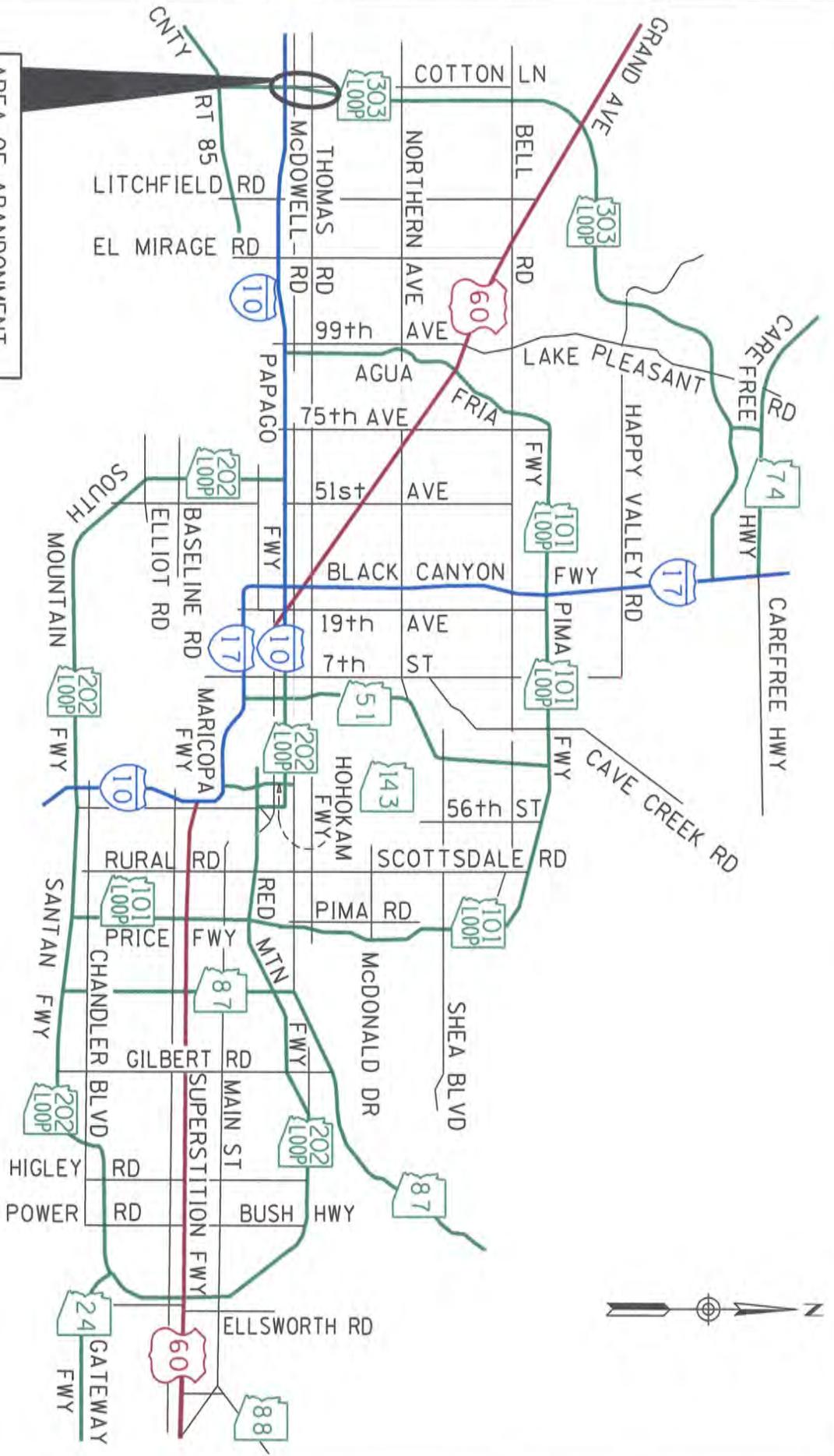
JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED



Assistant Attorney General
Attorney for Department
of Transportation

Date 11/29/17



AREA OF ABANDONMENT
SEE SHEETS 2 - 3
FOR DETAILS

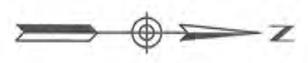
2017-12-A-071

APPENDIX "A"

303L MA 002 H7139 OIR
BOB STUMP MEMORIAL PARKWAY
I-10 Traffic Interchange
Maricopa County

DATE: DEC 15, 2017

SHEET 1 OF 3



CITY

SE⁴ SE⁴

SW⁴ SW⁴

Thomas Rd

Section Line

26

25

35

36



T 2 N R 2 W

NE⁴ NE⁴

OF

S. R. 303L

SW⁴ NW⁴

Central District

SE⁴ NE⁴

Mid-Section Line

Match Line to sheet 3

35

36

GOODYEAR

ADOT Retains All Existing Access Control

AREA OF ABANDONMENT

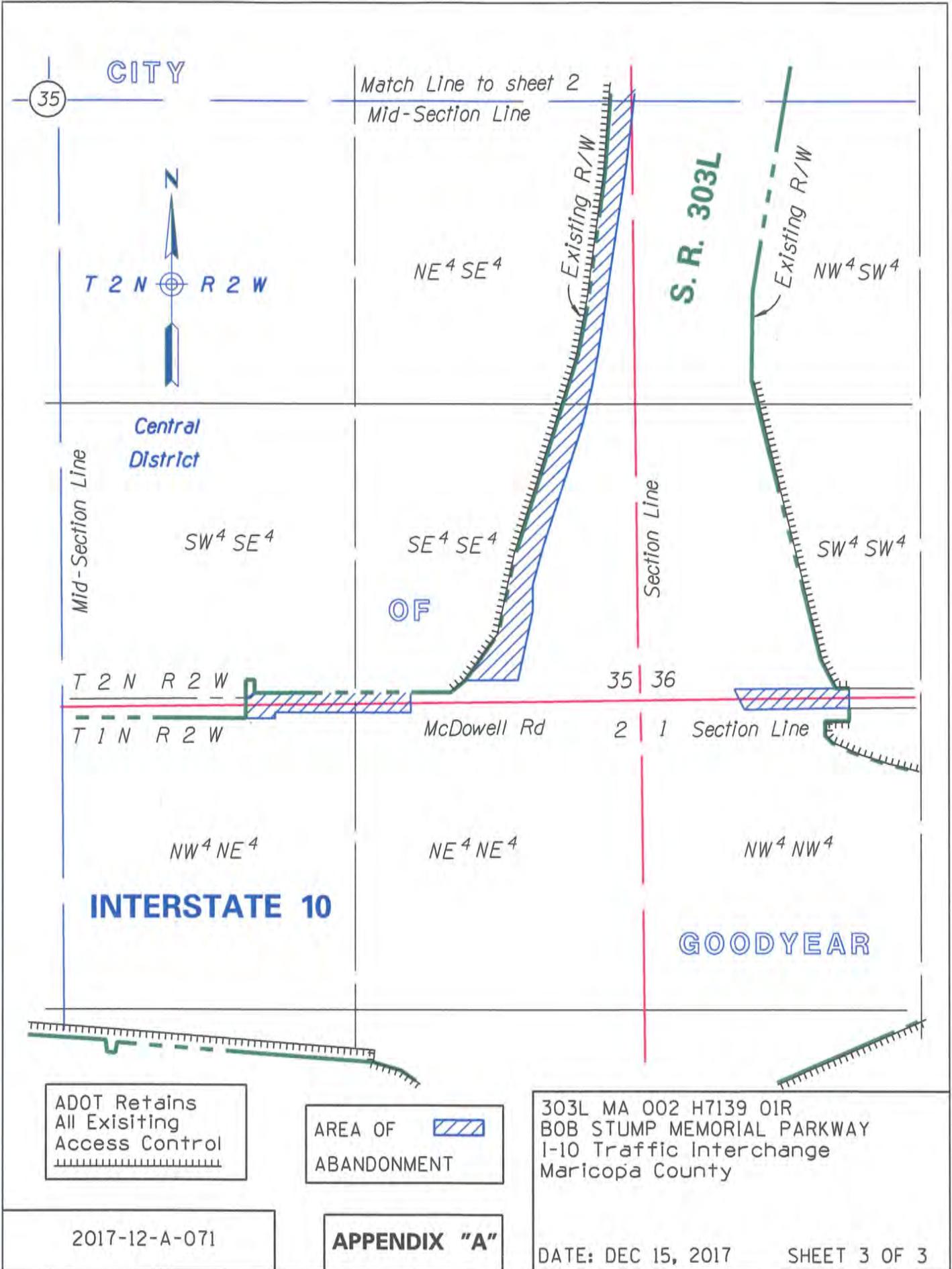
303L MA 002 H7139 01R BOB STUMP MEMORIAL PARKWAY I-10 Traffic Interchange Maricopa County

2017-12-A-071

APPENDIX "A"

DATE: DEC 15, 2017

SHEET 2 OF 3



December 15, 2017

RES. NO. 2017-12-A-072
 PROJECT: 077 PN 134 H8416 / 077-A(210)T
 HIGHWAY: TUCSON - ORACLE JCT. - GLOBE
 SECTION: Gila River Bridge
 ROUTE NO.: State Route 77
 ENG. DIST.: Southeast
 COUNTIES: Gila and Pinal

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment and improvement of a portion of State Route 77 within the above referenced project.

The existing alignment was previously established as a state route by Resolution of the Arizona State Highway Commission, dated May 19, 1938, entered on Page 560 of its Official Minutes; and was established as a state highway, designated State Route 77, by the Resolution of June 20, 1938, shown on Page 620 thereof. Resolution 62-123, dated August 17, 1962, established additional right of way as a state highway under State Project S-253(19) for the relocation of this roadway to its present alignment. The Arizona State Transportation Board officially designated this highway as an Arizona Historic Scenic Road through Resolution 2008-10-C-048, dated October 17, 2008, thereafter to be known as the Copper Corridor Scenic Road. Thereafter, Resolution 2016-05-A-027, dated May 20, 2016, established new right of way as a state route and state highway for intersection improvements.

This project involves improvement of the existing right of way. Temporary construction easements outside the existing right of way are needed for the replacement of Gila River Bridge No. 885 to enhance convenience and safety for the traveling public. Accordingly, it is now necessary to establish and acquire the temporary construction easements needed.

December 15, 2017

RES. NO. 2017-12-A-072
PROJECT: 077 PN 134 H8416 / 077-A(210)T
HIGHWAY: TUCSON - ORACLE JCT. - GLOBE
SECTION: Gila River Bridge
ROUTE NO.: State Route 77
ENG. DIST.: Southeast
COUNTIES: Gila and Pinal

The areas of temporary construction easement required for this improvement are depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "95% Design Plans, TUCSON - ORACLE JCT. - GLOBE HIGHWAY, Gila River Bridge Str. #20151, Project 077 PN 134 H8416 / 077-A(210)T".

In the interest of public safety, necessity and convenience, I recommend that the temporary construction easements depicted in Appendix "A" be acquired in order to improve this portion of State Route 77.

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

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

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

December 15, 2017

RES. NO. 2017-12-A-072
PROJECT: 077 PN 134 H8416 / 077-A(210)T
HIGHWAY: TUCSON - ORACLE JCT. - GLOBE
SECTION: Gila River Bridge
ROUTE NO.: State Route 77
ENG. DIST.: Southeast
COUNTIES: Gila and Pinal

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on December 15, 2017, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment of temporary construction easements necessary for the improvement of State Route 77.

This project involves improvement of the existing right of way. Temporary construction easements outside the existing right of way are needed for the replacement of Gila River Bridge No. 885 to enhance convenience and safety for the traveling public. Accordingly, it is now necessary to establish and acquire the temporary construction easements needed.

The areas of temporary construction easement required for this improvement are depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "95% Design Plans, TUCSON - ORACLE JCT. - GLOBE HIGHWAY, Gila River Bridge Str. #20151, Project 077 PN 134 H8416 / 077-A(210)T".

WHEREAS temporary construction easements are needed beyond the existing right of way for the replacement of Gila River Bridge No. 885; and

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

December 15, 2017

RES. NO. 2017-12-A-072
PROJECT: 077 PN 134 H8416 / 077-A(210)T
HIGHWAY: TUCSON - ORACLE JCT. - GLOBE
SECTION: Gila River Bridge
ROUTE NO.: State Route 77
ENG. DIST.: Southeast
COUNTIES: Gila and Pinal

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

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

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

December 15, 2017

RES. NO. 2017-12-A-072
PROJECT: 077 PN 134 H8416 / 077-A(210)T
HIGHWAY: TUCSON - ORACLE JCT. - GLOBE
SECTION: Gila River Bridge
ROUTE NO.: State Route 77
ENG. DIST.: Southeast
COUNTIES: Gila and Pinal

CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on December 15, 2017.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on December 15, 2017.

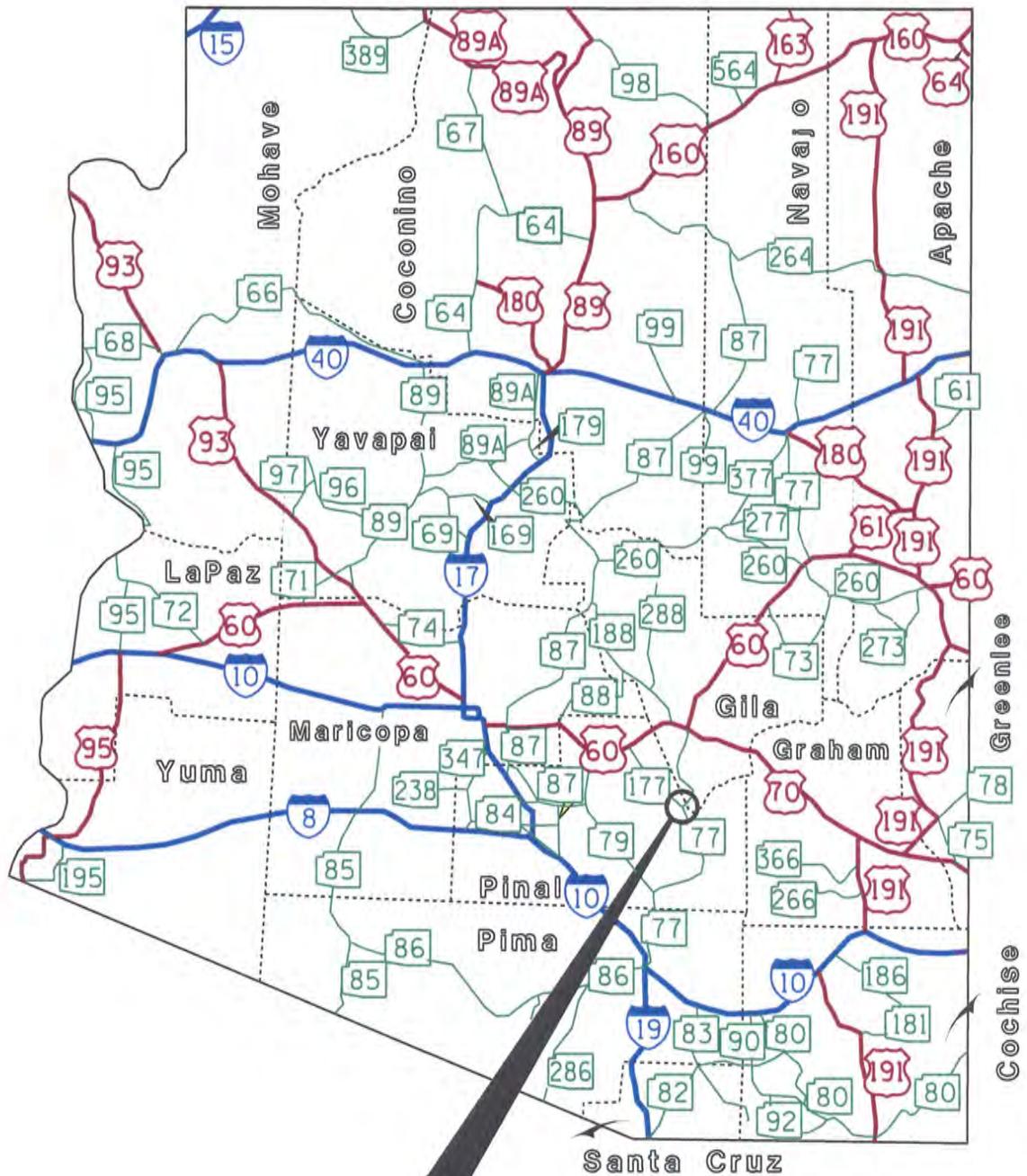
JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED



Assistant Attorney General
Attorney for Department
of Transportation

Date 11/29/17



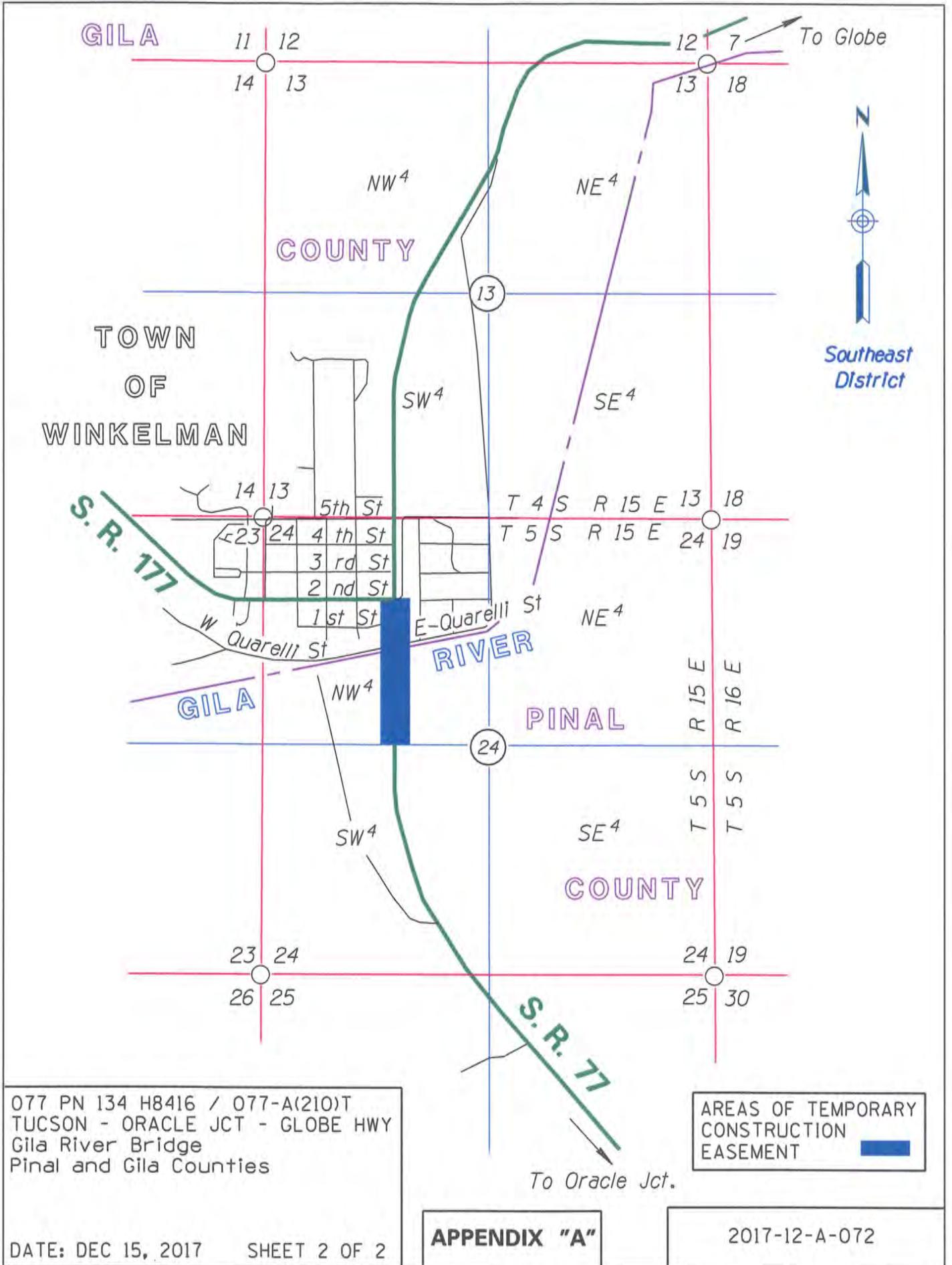
AREA OF ESTABLISHMENT
SEE SHEET 2 OF 2
FOR DETAILS

077 PN 134 H8416 / 077-A(210)T
TUCSON - ORACLE JCT - GLOBE HWY
Gila River Bridge
Pinal and Gila Counties

DATE: DEC 15, 2017 SHEET 1 OF 2

APPENDIX "A"

2017-12-A-072



077 PN 134 H8416 / 077-A(210)T
 TUCSON - ORACLE JCT - GLOBE HWY
 Gila River Bridge
 Pinal and Gila Counties

DATE: DEC 15, 2017 SHEET 2 OF 2

APPENDIX "A"

AREAS OF TEMPORARY
 CONSTRUCTION
 EASEMENT

2017-12-A-072

December 15, 2017

RES. NO. 2017-12-A-073
PROJECT: 072 LA 029 F0083 / 072-A(204)T
HIGHWAY: JCT. S. R. 95 - HOPE
SECTION: Joshua Drive Intersection
ROUTE NO.: State Route 72
ENG. DIST.: Southwest
COUNTY: La Paz

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment of new right of way as a state route and state highway for the improvement of State Route 72 within the above referenced project.

Previously a Yuma County road between Vicksburg, Bouse and Parker, the existing alignment was established as a state route by Resolution of the Arizona State Highway Commission, dated December 02, 1930, entered on Page 48 of its Official Minutes. It was established as a state highway by the Resolution of July 20, 1932, shown on Page 12 of the Official Minutes, and was therein designated as State Route 72. Additional right of way for the location, relocation and alteration of the Hope - Parker Highway was established by the Resolution dated October 25, 1939, shown on Page 392 of the Official Minutes.

New right of way is now needed for improvements at the Joshua Drive Intersection to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state route and state highway for this improvement project, in accordance with Intergovernmental Agreement No. 17-0006389, dated October 12, 2017.

December 15, 2017

RES. NO. 2017-12-A-073
PROJECT: 072 LA 029 F0083 / 072-A(204)T
HIGHWAY: JCT. S. R. 95 - HOPE
SECTION: Joshua Drive Intersection
ROUTE NO.: State Route 72
ENG. DIST.: Southwest
COUNTY: La Paz

The new right of way to be established as a state route and state highway and acquired for necessary improvements is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "95% Design Plans, dated September 2017, JCT. S. R. 95 - HOPE HIGHWAY, Joshua Drive Intersection, Project 072 LA 029 F0083 / 072-A(204)T".

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

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

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

December 15, 2017

RES. NO. 2017-12-A-073
PROJECT: 072 LA 029 F0083 / 072-A(204)T
HIGHWAY: JCT. S. R. 95 - HOPE
SECTION: Joshua Drive Intersection
ROUTE NO.: State Route 72
ENG. DIST.: Southwest
COUNTY: La Paz

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

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

December 15, 2017

RES. NO. 2017-12-A-073
PROJECT: 072 LA 029 F0083 / 072-A(204)T
HIGHWAY: JCT. S. R. 95 - HOPE
SECTION: Joshua Drive Intersection
ROUTE NO.: State Route 72
ENG. DIST.: Southwest
COUNTY: La Paz

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on December 15, 2017, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment and acquisition of new right of way as a state route and state highway for the improvement of State Route 72, as set forth in the above referenced project.

New right of way is now needed for improvements at the Joshua Drive Intersection to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state route and state highway for this improvement project, in accordance with Intergovernmental Agreement No. 17-0006389, dated October 12, 2017.

The new right of way to be established as a state route and state highway and acquired for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "95% Design Plans, dated September 2017, JCT. S. R. 95 - HOPE HIGHWAY, Joshua Drive Intersection, Project 072 LA 029 F0083 / 072-A(204)T".

December 15, 2017

RES. NO. 2017-12-A-073
PROJECT: 072 LA 029 F0083 / 072-A(204)T
HIGHWAY: JCT. S. R. 95 - HOPE
SECTION: Joshua Drive Intersection
ROUTE NO.: State Route 72
ENG. DIST.: Southwest
COUNTY: La Paz

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

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

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

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

RESOLVED that the right of way depicted in Appendix "A" is hereby designated a state route and state highway, to include any existing county, town or city roadways necessary for or incidental to the improvements as delineated on said maps and plans; be it further

December 15, 2017

RES. NO. 2017-12-A-073
PROJECT: 072 LA 029 F0083 / 072-A(204)T
HIGHWAY: JCT. S. R. 95 - HOPE
SECTION: Joshua Drive Intersection
ROUTE NO.: State Route 72
ENG. DIST.: Southwest
COUNTY: La Paz

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

RESOLVED that written notice be provided to the County Board of Supervisors in accordance with Arizona Revised Statute 28-7043, and to the affected governmental jurisdictions for whose local existing roadways are being immediately established as a state route and state highway herein; be it further

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

December 15, 2017

RES. NO. 2017-12-A-073
PROJECT: 072 LA 029 F0083 / 072-A(204)T
HIGHWAY: JCT. S.R. 95 - HOPE
SECTION: Joshua Drive Intersection
ROUTE NO.: State Route 72
ENG. DIST.: Southwest
COUNTY: La Paz

CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on December 15, 2017.

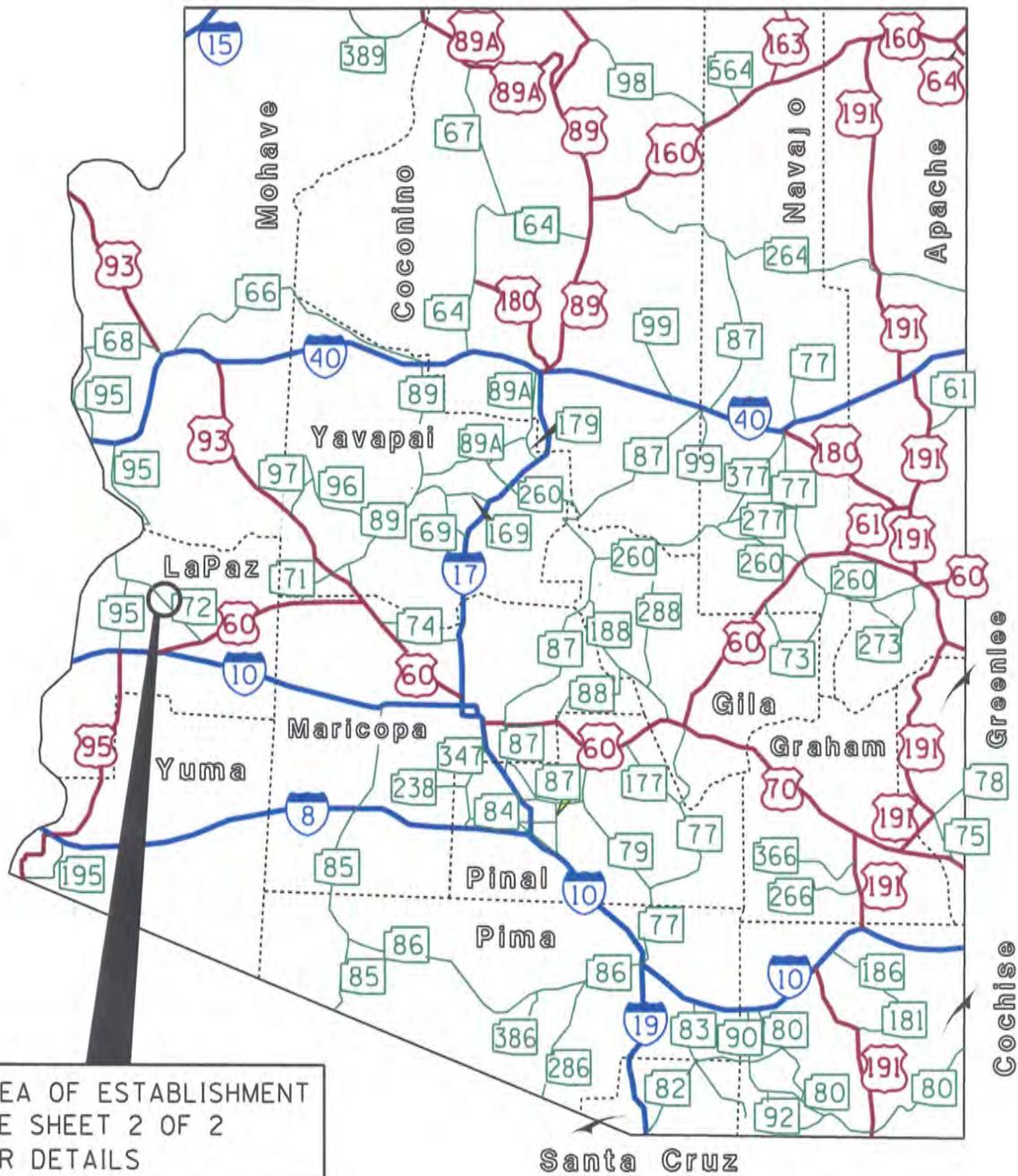
IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on December 15, 2017.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED


Assistant Attorney General
Attorney for Department
of Transportation

Date 11/29/17

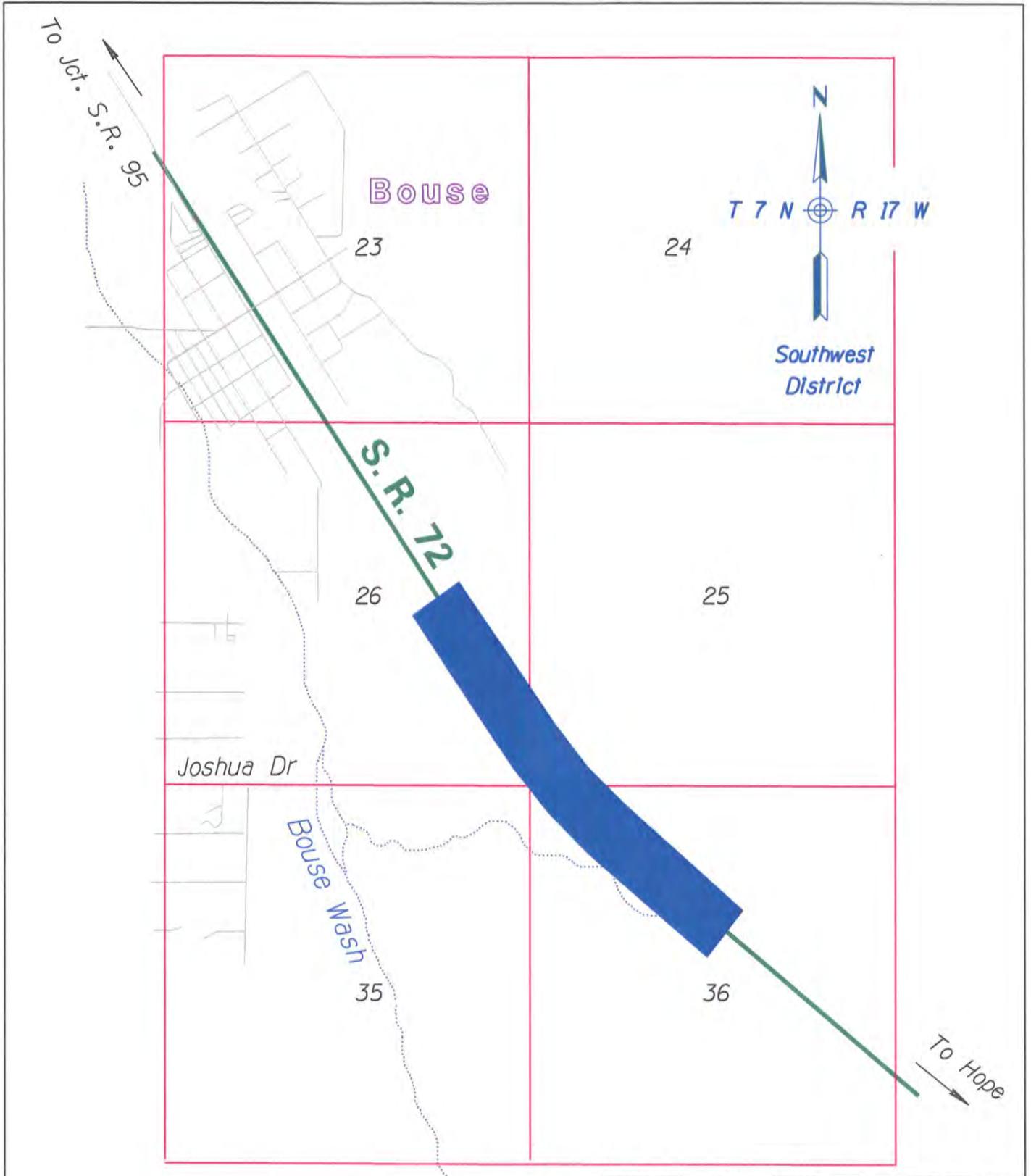


072 LA 029 F0083 / 072-A(204)T
JCT. S.R. 95 - HOPE HIGHWAY
Joshua Drive Intersection
La Paz County

2017-12-A-073

APPENDIX "A"

DATE: DEC 15, 2017 SHEET 1 OF 2



AREA OF ESTABLISHMENT 

072 LA 029 F0083 / 072-A(204)T
 JCT. S.R. 95 - HOPE HIGHWAY
 Joshua Drive Intersection
 La Paz County

2017-12-A-073

APPENDIX "A"

DATE: DEC 15, 2017 SHEET 2 OF 2

December 15, 2017

RES. NO. 2017-12-A-074
PROJECT: 347 PN 172 H7007 / 347-A(204)A
HIGHWAY: MARICOPA ROAD
SECTION: Maricopa Union Pacific Railroad Crossing
ROUTE: State Route 347
ENG. DIST.: Central
COUNTY: Pinal

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment of new right of way as a state route and state highway for the improvement of State Route 347 within the above referenced project.

The existing alignment was previously adopted and approved as the State Route Preliminary Transportation Corridor for Maricopa Road by Arizona State Transportation Board Resolution 89-04-A-32, dated April 21, 1989, which designated the alignment as State Route 347 in Maricopa and Pinal Counties. The route was thereafter established as a state highway by Resolution 97-05-A-031, dated May 16, 1997. Additional right of way for commercial ingress and egress was established as a state route and state highway by Resolution 2015-11-A-055, dated November 20, 2015. Under the above referenced project, Transportation Board Resolution 2016-03-A-018 of March 18, 2016 established new right of way as a state route; and subsequently, due to design change, Resolution 2017-05-A-027, dated May 19, 2017, established that and additional right of way as a state route and state highway.

New right of way is now needed to accommodate further design enhancements and facilitate the imminent construction phase of this grade separated railroad crossing project to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state route and state highway for this improvement project.

December 15, 2017

RES. NO. 2017-12-A-074
PROJECT: 347 PN 172 H7007 / 347-A(204)A
HIGHWAY: MARICOPA ROAD
SECTION: Maricopa Union Pacific Railroad Crossing
ROUTE: State Route 347
ENG. DIST.: Central
COUNTY: Pinal

The new right of way to be established as a state route and state highway and acquired for necessary improvements is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the MARICOPA ROAD, Maricopa Union Pacific Railroad Crossing, Project 347 PN 172 H7007 / 347-A(204)A".

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

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

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

December 15, 2017

RES. NO. 2017-12-A-074
PROJECT: 347 PN 172 H7007 / 347-A(204)A
HIGHWAY: MARICOPA ROAD
SECTION: Maricopa Union Pacific Railroad Crossing
ROUTE: State Route 347
ENG. DIST.: Central
COUNTY: Pinal

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

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

December 15, 2017

RES. NO. 2017-12-A-074
PROJECT: 347 PN 172 H7007 / 347-A(204)A
HIGHWAY: MARICOPA ROAD
SECTION: Maricopa Union Pacific Railroad Crossing
ROUTE: State Route 347
ENG. DIST.: Central
COUNTY: Pinal

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on December 15, 2017, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment and acquisition of new right of way as a state route and state highway for the improvement of State Route 347, as set forth in the above referenced project.

New right of way is now needed to accommodate design change and facilitate the imminent construction phase of this grade separated railroad crossing project to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state route and state highway for this improvement project.

The new right of way to be established as a state route and state highway and acquired for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the MARICOPA ROAD, Maricopa Union Pacific Railroad Crossing, Project 347 PN 172 H7007 / 347-A(204)A".

December 15, 2017

RES. NO. 2017-12-A-074
PROJECT: 347 PN 172 H7007 / 347-A(204)A
HIGHWAY: MARICOPA ROAD
SECTION: Maricopa Union Pacific Railroad Crossing
ROUTE: State Route 347
ENG. DIST.: Central
COUNTY: Pinal

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

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

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

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

RESOLVED that the right of way depicted in Appendix "A" is hereby designated a state route and state highway, to include any existing county, town or city roadways necessary for or incidental to the improvements as delineated on said maps and plans; be it further

December 15, 2017

RES. NO. 2017-12-A-074
PROJECT: 347 PN 172 H7007 / 347-A(204)A
HIGHWAY: MARICOPA ROAD
SECTION: Maricopa Union Pacific Railroad Crossing
ROUTE: State Route 347
ENG. DIST.: Central
COUNTY: Pinal

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

RESOLVED that written notice be provided to the County Board of Supervisors in accordance with Arizona Revised Statute 28-7043, and to the affected governmental jurisdictions for whose local existing roadways are being immediately established as a state route and state highway herein; be it further

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

December 15, 2017

RES. NO. 2017-12-A-074
PROJECT: 347 PN 172 H7007 / 347-A(204)A
HIGHWAY: MARICOPA ROAD
SECTION: Maricopa Union Pacific Railroad Crossing
ROUTE: State Route 347
ENG. DIST.: Central
COUNTY: Pinal

CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on December 15, 2017.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on December 15, 2017.

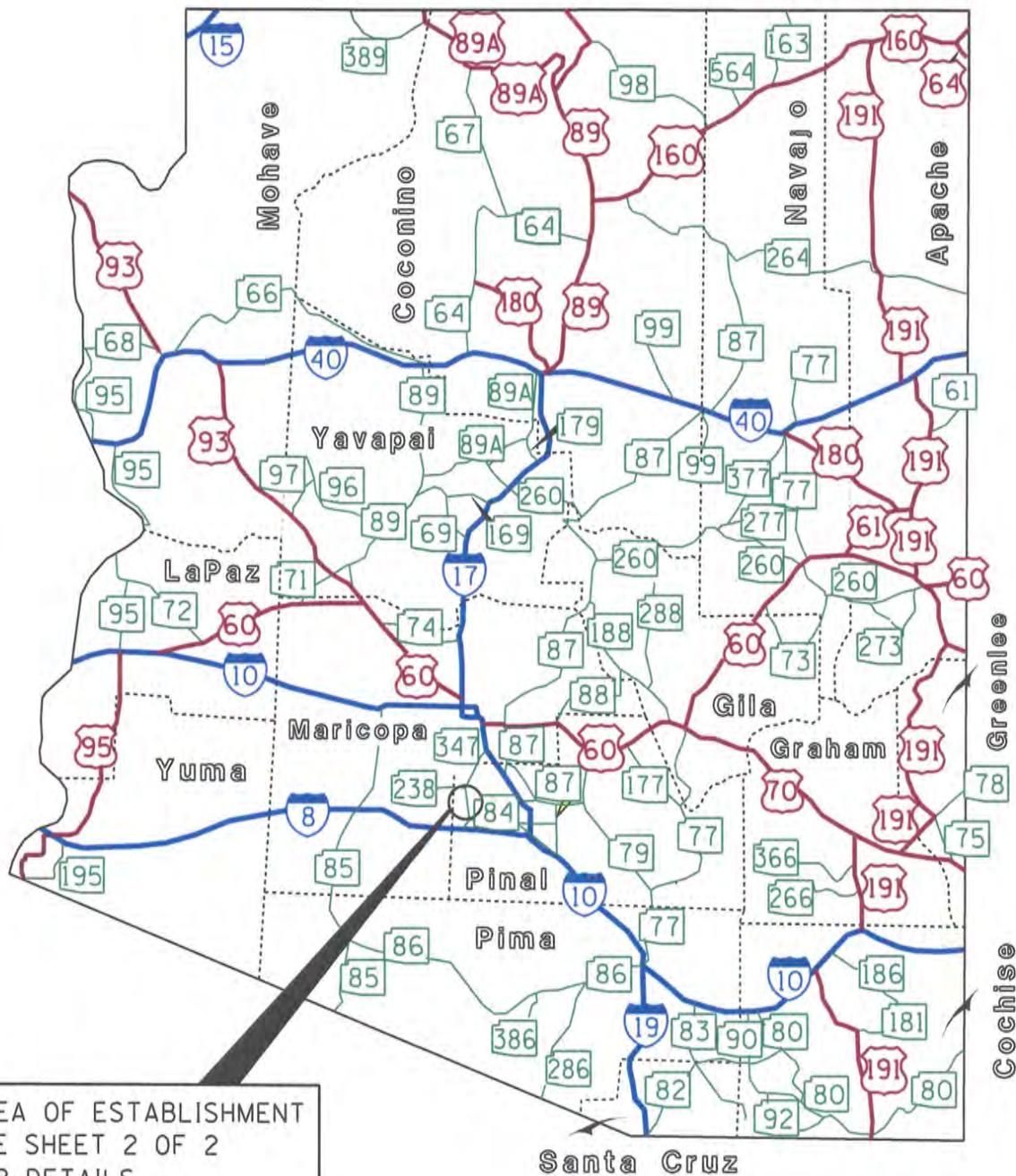
JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED



Assistant Attorney General
Attorney for Department
of Transportation

Ex 10 11/29/17



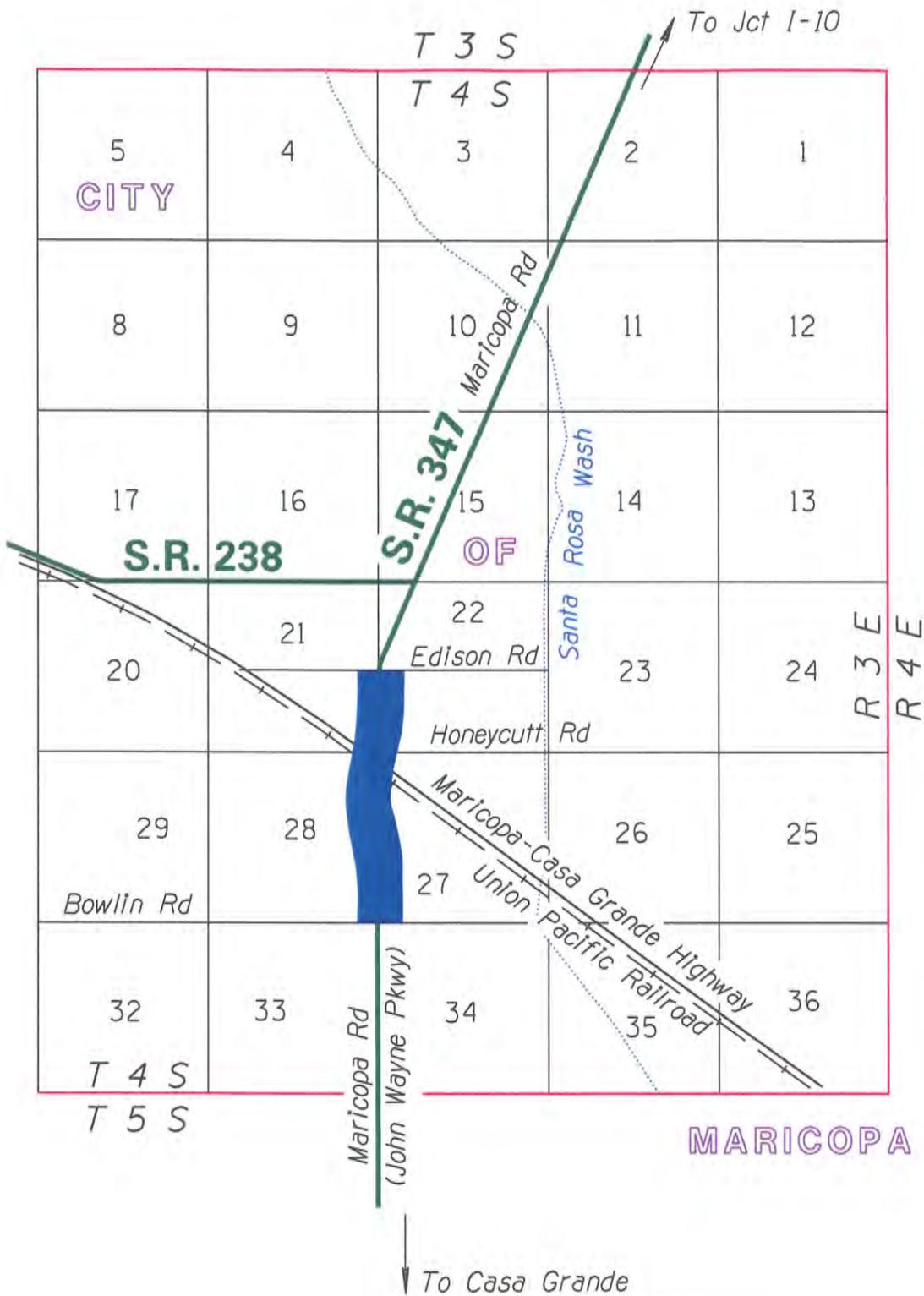
AREA OF ESTABLISHMENT
SEE SHEET 2 OF 2
FOR DETAILS

347 PN 172 H7007 / 347-A(204A)
MARICOPA ROAD
Maricopa Union Pacific
Railroad Crossing
Pinal County

2017-12-A-074

APPENDIX "A"

DATE: DEC 15, 2017 SHEET 1 OF 2



AREA OF ESTABLISHMENT

347 PN 172 H7007 / 347-A(204)A
 MARICOPA ROAD
 Maricopa Union Pacific
 Railroad Crossing
 Pinal County

2017-12-A-074

APPENDIX "A"

DATE: DEC 15, 2017 SHEET 2 OF 2

December 15, 2017

RES. NO. 2017-12-A-075
PROJECT: 010 PM 258 H3189 01R / NH-10-4(142)
HIGHWAY: CASA GRANDE - PHOENIX
SECTION: Congress Street - 29th Street
ROUTE NO.: Interstate Route 10
ENG. DIST.: Southcentral
COUNTY: Pima
DISPOSAL: D - SC - 009
PARCEL: 10 - 1949

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the abandonment of certain fee right of way acquired for Interstate Route 10 within the above referenced project to the City of Tucson.

The right of way to be abandoned was previously established as a state route by Arizona State Transportation Board Resolution 90-08-A-065, dated August 17, 1990, wherein the State Route Plan of the Casa Grande - Tucson Highway Preliminary Transportation Corridor was adopted and approved. Resolution 90-12-A-089, dated December 21, 1990, established a refined alignment for the State Route Plan Transportation Corridor. Thereafter, Resolution 97-05-A-026, dated May 16, 1997, established the Congress Street - 29th Street Section of Interstate Route 10 as an access-controlled state highway.

December 15, 2017

RES. NO. 2017-12-A-075
PROJECT: 010 PM 258 H3189 01R / NH-10-4(142)
HIGHWAY: CASA GRANDE - PHOENIX
SECTION: Congress Street - 29th Street
ROUTE NO.: Interstate Route 10
ENG. DIST.: Southcentral
COUNTY: Pima
DISPOSAL: D - SC - 009
PARCEL: 10 - 1949

The fee interest in the right of way to be abandoned is no longer needed for state transportation purposes. The City of Tucson has agreed to accept jurisdiction, ownership and maintenance of the right of way, in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated November 13, 2017, subject to the reservation of easements by the State of Arizona for drainage and utilities purposes, which shall remain intact and under ADOT control for a continued public transportation use, as depicted and described in Appendix "A" attached hereto, and as shown on the maps and plans of the above referenced project. Accordingly, I recommend that the State's fee interest in the right of way be abandoned.

The fee right of way to be abandoned is delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plan of the CASA GRANDE - PHOENIX HWY. (I-10), Congress Street - 29th Street, Project 010 PM 258 H3189 01R / NH-10-4(142)", and is shown in Appendix "A" attached hereto. The abandoned fee right of way is subject to the reservation of easements by the State of Arizona for drainage and utilities purposes, as depicted and described in said Appendix "A", and as shown on said maps and plans.

Should the City of Tucson, its successors and/or assigns, at any time contemplate abandonment or sale of any portion of the right of way being disposed herein, written approval from the Arizona Department of Transportation shall be obtained, and any provisions and requirements related to the request shall be complied with prior to any change of usage from that of a continued public transportation purpose.

December 15, 2017

RES. NO. 2017-12-A-075
PROJECT: 010 PM 258 H3189 01R / NH-10-4(142)
HIGHWAY: CASA GRANDE - PHOENIX
SECTION: Congress Street - 29th Street
ROUTE NO.: Interstate Route 10
ENG. DIST.: Southcentral
COUNTY: Pima
DISPOSAL: D - SC - 009
PARCEL: 10 - 1949

I further recommend that the fee right of way depicted in Appendix "A" be removed from the State Highway System and abandoned to the City of Tucson, subject to the reservation of easements by the State of Arizona for drainage and utilities purposes, which shall remain intact and under ADOT control for a continued public transportation use, as depicted and described in Appendix "A" attached hereto, and as shown on the maps and plans of the above referenced project, as provided in Arizona Revised Statutes Sections 28-7207 and 28-7209, and Code of Federal Regulations 23CFR 620 Subpart B and 23CFR 710 Subpart D.

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

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

December 15, 2017

RES. NO. 2017-12-A-075
PROJECT: 010 PM 258 H3189 01R / NH-10-4(142)
HIGHWAY: CASA GRANDE - PHOENIX
SECTION: Congress Street - 29th Street
ROUTE NO.: Interstate Route 10
ENG. DIST.: Southcentral
COUNTY: Pima
DISPOSAL: D - SC - 009
PARCEL: 10 - 1949

Pursuant to Arizona Revised Statutes Section 28-7046, I recommend that the Arizona State Transportation Board adopt a resolution making this recommendation effective.

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

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

(1 of 3)

December 15, 2017

RES. NO. 2017-12-A-075
PROJECT: 010 PM 258 H3189 01R / NH-10-4(142)
HIGHWAY: CASA GRANDE - PHOENIX
SECTION: Congress Street - 29th Street
ROUTE NO.: Interstate Route 10
ENG. DIST.: Southcentral
COUNTY: Pima
DISPOSAL: D - SC - 009
PARCEL: 10 - 1949

RESOLUTION OF ABANDONMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on December 15, 2017, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the abandonment of certain fee right of way within the above referenced project.

The fee interest in the right of way to be abandoned is no longer needed for state transportation purposes. The City of Tucson has agreed to accept jurisdiction, ownership and maintenance of the right of way, in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated November 13, 2017, subject to the reservation of easements by the State of Arizona for drainage and utilities purposes, which shall remain intact and under ADOT control for a continued public transportation use, as depicted and described in Appendix "A" attached hereto, and as shown on the maps and plans of the above referenced project. Accordingly, it is recommended that the State's fee interest in the right of way be abandoned.

December 15, 2017

RES. NO. 2017-12-A-075
PROJECT: 010 PM 258 H3189 01R / NH-10-4(142)
HIGHWAY: CASA GRANDE - PHOENIX
SECTION: Congress Street - 29th Street
ROUTE NO.: Interstate Route 10
ENG. DIST.: Southcentral
COUNTY: Pima
DISPOSAL: D - SC - 009
PARCEL: 10 - 1949

The fee right of way to be abandoned is delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plan of the CASA GRANDE - PHOENIX HWY. (I-10), Congress Street - 29th Street, Project 010 PM 258 H3189 01R / NH-10-4(142)", and is depicted and described in Appendix "A" attached hereto. The abandoned fee right of way is subject to the reservation of easements by the State of Arizona for drainage and utilities purposes, as depicted and described in said Appendix "A", and as shown on said maps and plans.

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

WHEREAS the City of Tucson has agreed to accept jurisdiction, ownership and maintenance of the fee right of way, in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated November 13, 2017, subject to the reservation of easements by the State of Arizona for drainage and utilities purposes, which shall remain intact and under ADOT control for a continued public transportation use, as depicted and described in Appendix "A" attached hereto, and as shown on the maps and plans of the above referenced project; and

WHEREAS if the City of Tucson, its successors and/or assigns, at any time contemplate abandonment or sale of any portion of the right of way being disposed herein, written approval from the Arizona Department of Transportation shall be obtained, and any provisions and requirements related to the request shall be complied with prior to any change of usage from that of a continued public transportation purpose; and

December 15, 2017

RES. NO. 2017-12-A-075
PROJECT: 010 PM 258 H3189 01R / NH-10-4(142)
HIGHWAY: CASA GRANDE - PHOENIX
SECTION: Congress Street - 29th Street
ROUTE NO.: Interstate Route 10
ENG. DIST.: Southcentral
COUNTY: Pima
DISPOSAL: D - SC - 009
PARCEL: 10 - 1949

WHEREAS should any part of the area of abandonment contain existing access control as depicted on the maps and plans, the access control shall be retained as shown; and

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

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

RESOLVED that the fee interest in the right of way depicted in Appendix "A" is hereby removed from the State Highway System and abandoned to the City of Tucson, RESERVING UNTO THE STATE OF ARIZONA, by and through its Department of Transportation, easements for drainage and utilities purposes, which shall remain intact and under ADOT control for a continued public transportation use, as depicted and described in Appendix "A" attached hereto, and as shown on the maps and plans of the above referenced project, as provided in Arizona Revised Statutes Sections 28-7207, 28-7209 and 28-7210, and Code of Federal Regulations 23CFR 620 Subpart B and 23CFR 710 Subpart D; be it further

RESOLVED that if the City of Tucson, its successors and/or assigns, at any time contemplate abandonment or sale of any portion of the right of way being disposed herein, written approval from the Arizona Department of Transportation shall be obtained, and any provisions and requirements related to the request shall be complied with prior to any change of usage from that of a continued public transportation purpose; be it further

December 15, 2017

RES. NO. 2017-12-A-075
PROJECT: 010 PM 258 H3189 01R / NH-10-4(142)
HIGHWAY: CASA GRANDE - PHOENIX
SECTION: Congress Street - 29th Street
ROUTE NO.: Interstate Route 10
ENG. DIST.: Southcentral
COUNTY: Pima
DISPOSAL: D - SC - 009
PARCEL: 10 - 1949

RESOLVED that if any part of the abandoned area contains existing access control as depicted on the maps and plans, the access control shall be retained by ADOT as shown; be it further

RESOLVED that the abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes Section 28-7213; be it further

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

December 15, 2017

RES. NO. 2017-12-A-075
PROJECT: 010 PM 258 H3189 01R / NH-10-4(142)
HIGHWAY: CASA GRANDE - PHOENIX
SECTION: Congress Street - 29th Street
ROUTE NO.: Interstate Route 10
ENG. DIST.: Southcentral
COUNTY: Pima
DISPOSAL: D - SC - 009
PARCEL: 10 - 1949

CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on December 15, 2017.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on December 15, 2017.

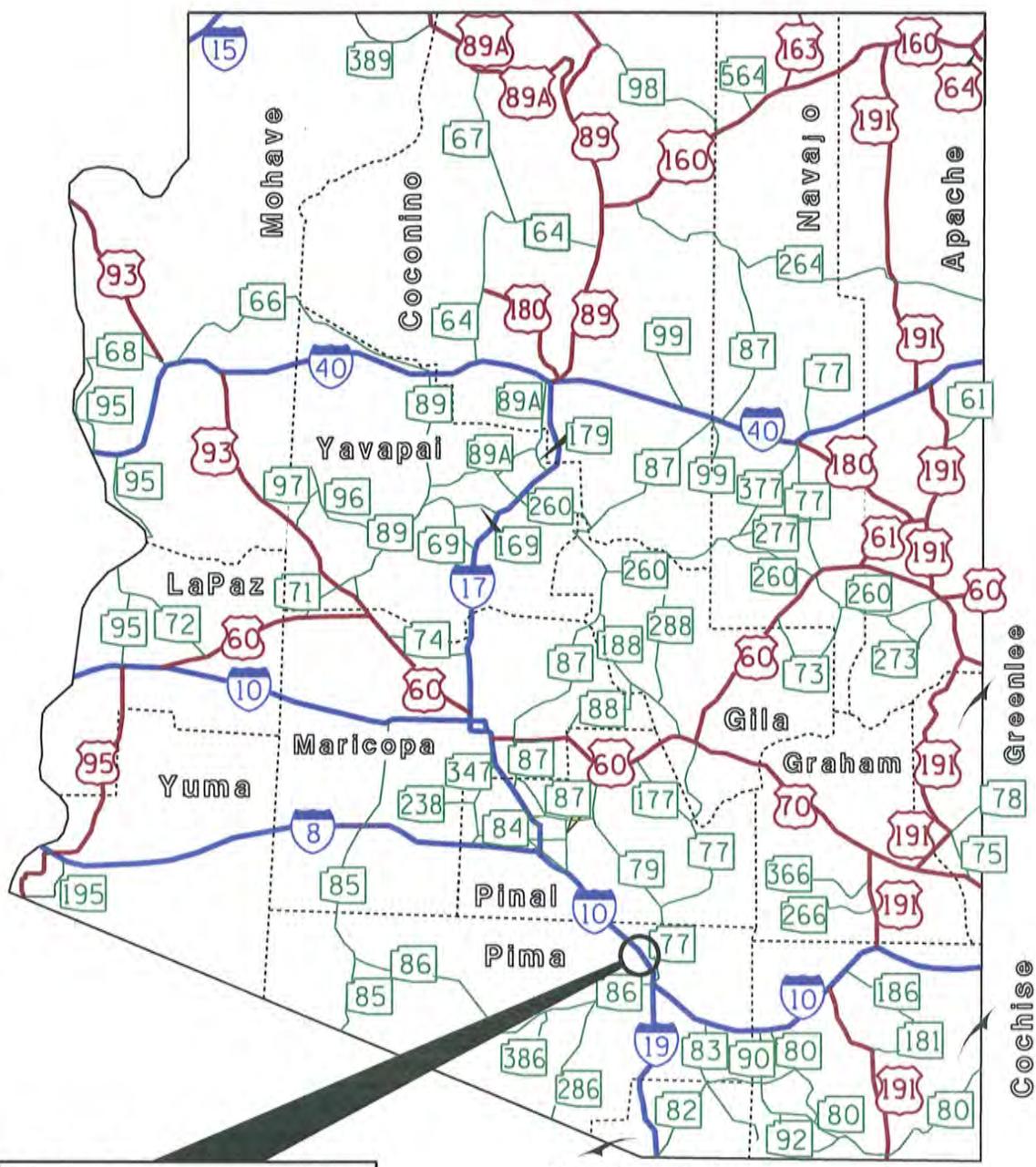
JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED

Ron J. Aachenbach

Assistant Attorney General
Attorney for Department
of Transportation

Date *11/29/17*



AREA OF ABANDONMENT
SEE SHEETS 2 - 5
FOR DETAILS

Santa Cruz
010 PM 258 H3189 OIR / NH-10-4(142)
CASA GRANDE - TUCSON HIGHWAY
Congress Street - 29th Street
Pima County

2017-12-A-075

APPENDIX "A"

DATE: DEC 15, 2017 SHEET 1 OF 5



Southcentral District

CITY

SE⁴ NE⁴

Mission Ln

Mid-Sec Line

1/16 Line

NE⁴ SE⁴



OF

15' Utility Easement

INTERSTATE 10

Simpson St

14 13

Section Line

ADOT reserves a drainage easement over the entire area of fee abandonment, and reserves a utility easement over the easterly 15ft of the area of fee abandonment.

ADOT Retains All Existing Access Control

Existing R/W

Existing R/W

TUCSON

AREA OF FEE ABANDONMENT 

010 PM 258 H3189 01R / NH-10-4(142)
CASA GRANDE - TUCSON HIGHWAY
Congress Street - 29th Street
Pima County

2017-12-A-075

APPENDIX "A"

DATE: DEC 15, 2017

SHEET 2 OF 5

APPENDIX "A"
Legal Description

That portion of the Northeast quarter of the Southeast quarter (NE $\frac{1}{4}$ SE $\frac{1}{4}$) of Section 14, Township 14 South, Range 13 East, Gila and Salt River Meridian, Pima County, Arizona, described as follows:

Commencing at a 2 inch pipe marking the East quarter corner of said Section 14, being North 89°32'11" East 5269.23 feet from a 2 inch pipe marking the West quarter corner of said Section 14;

thence along the East - West midsection line of said Section 14, South 89°32'11" West 657.99 feet to the Eastbound Construction Centerline of Interstate Highway 10 (CASA GRANDE - TUCSON HIGHWAY);

thence along said Eastbound Construction Centerline of Interstate Highway 10, South 00°53'26" East 82.20 feet;

thence South 89°06'34" West 118.00 feet to the POINT OF BEGINNING on the existing westerly right of way line of said Interstate Highway 10;

thence along said existing westerly right of way line of Interstate Highway 10, South 11°07'03" West 31.38 feet to the northerly line of Block 2 of HAYHURST ADDITION, according to Book 6 of Maps, Page 52, records of Pima County, Arizona;

thence along said northerly line of Block 2, South 83°37'43" West 125.98 feet to the easterly right of way line of the Drainage Canal as shown on said subdivision;

thence along said easterly right of way line, North 21°07'17" West 30.95 feet to the southerly line of Block 1 of said subdivision;

thence along said southerly line of Block 1 of said subdivision, North 83°37'43" East 143.29 feet to the POINT OF BEGINNING.

4030 square feet, more or less.

SHEET 3 OF 5

Resolution 2017-12-A-075 - - December 15, 2017
Disposal D-SC-009

APPENDIX "A"
Legal Description
(Continued)

RESERVING UNTO THE STATE OF ARIZONA, by and through its Department of Transportation, an easement for existing drainage facilities across the above described property. The description of said existing drainage easement is described as follows:

That portion of said Northeast quarter of the Southeast quarter (NE $\frac{1}{4}$ SE $\frac{1}{4}$) of Section 14, described as follows:

Commencing at said East quarter corner of Section 14;

thence along said East - West midsection line of Section 14, South 89°32'11" West 657.99 feet to said Eastbound Construction Centerline of Interstate Highway 10;

thence along said Eastbound Construction Centerline of Interstate Highway 10, South 00°53'26" East 82.20 feet;

thence South 89°06'34" West 118.00 feet to the POINT OF BEGINNING on said existing westerly right of way line of Interstate Highway 10;

thence along said existing westerly right of way line of Interstate Highway 10, South 11°07'03" West 31.38 feet to said northerly line of said Block 2 of HAYHURST ADDITION;

thence along said northerly line of Block 2, South 83°37'43" West 125.98 feet to the easterly right of way line of the Drainage Canal as shown of said subdivision;

thence along said easterly right of way line, North 21°07'17" West 30.95 feet to said southerly line of Block 1 of said subdivision;

thence along said southerly line of Block 1 of said subdivision, North 83°37'43" East 143.29 feet to the POINT OF BEGINNING.

4030 square feet, more or less.

SHEET 4 OF 5

Resolution 2017-12-A-075 - - December 15, 2017
Disposal D-SC-009

APPENDIX "A"
Legal Description
(Continued)

ALSO RESERVING UNTO THE STATE OF ARIZONA, by and through its Department of Transportation, an easement for existing utilities across the above described property. The description of said existing utility easement is described as follows:

That portion of said Northeast quarter of the Southeast quarter (NE $\frac{1}{4}$ SE $\frac{1}{4}$) of Section 14, described as follows:

Commencing at said East quarter corner of Section 14;

thence along said East - West midsection line of Section 14, South 89°32'11" West 657.99 feet to said Eastbound Construction Centerline of Interstate Highway 10;

thence along said Eastbound Construction Centerline of Interstate Highway 10, South 00°53'26" East 82.20 feet;

thence South 89°06'34" West 118.00 feet to the POINT OF BEGINNING on said existing westerly right of way line of Interstate Highway 10;

thence along said existing westerly right of way line of Interstate Highway 10, South 11°07'03" West 31.38 feet to said northerly line of Block 2 of HAYHURST ADDITION;

thence along said northerly line of Block 2, South 83°37'43" West 15.02 feet;

thence North 03°07'17" West 2.73 feet;

thence North 11°07'03" East 28.53 feet to said southerly line of Block 1 of said subdivision;

thence along said southerly line of Block 1 of said subdivision, North 83°37'43" East 15.73 feet to the POINT OF BEGINNING.

470 square feet, more or less.

SHEET 5 OF 5

Resolution 2017-12-A-075 - - December 15, 2017
Disposal D-SC-009

PRIORITY PLANNING ADVISORY COMMITTEE (PPAC)

Project Modifications – *Items 6a through 6i

*ITEM 6a:	COUNTY: Maricopa DISTRICT: Central SCHEDULE: New Project Request SECTION: MAG Regionwide Wrong Way Signing TYPE OF WORK: Replace Wrong Way Signs and Pavement Markings PROGRAM AMOUNT: New Project PROJECT MANAGER: David Wostenberg PROJECT: F018101D, ADOT TIP 9317 REQUESTED ACTION: Establish the new design project for \$120,000 in the Highway Construction Program. Funds are available from the FY 2018 Modernization of Projects Fund #70118. Contingent upon approval at the MAG Regional Council Meeting scheduled on January 31, 2018.	Page 211
	NEW PROGRAM AMOUNT:	\$ 120,000

*ITEM 6b:	ROUTE NO: I-17 @ MP 223.0 COUNTY: Maricopa DISTRICT: Central SCHEDULE: FY 2018 SECTION: Dove Valley Rd TYPE OF WORK: Design and Construction ADVERTISEMENT DATE: N/A PROGRAM AMOUNT: \$ 28,300,000 PROJECT MANAGER: Bret Anderson PROJECT: H719701D, ADOT TIP 4237 REQUESTED ACTION: Advance the loan repayment for \$22,178,000 in the Highway Construction Program. Funds are available from the FY 2018 MAG RARF Contingency Fund #49918. Approved at the MAG Regional Council on September 28, 2017.	Page 212
	NEW PROGRAM AMOUNT:	\$ 22,178,000



*ITEM 6c:

ROUTE NO: US 60 @ MP 246.0

Page 213

COUNTY: Gila

DISTRICT: Southeast

SCHEDULE: New Project Request

SECTION: 2nd St – El Camino St

TYPE OF WORK: Intersection Improvements

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Derek Boland

PROJECT: F006701D, ADOT TIP 8352

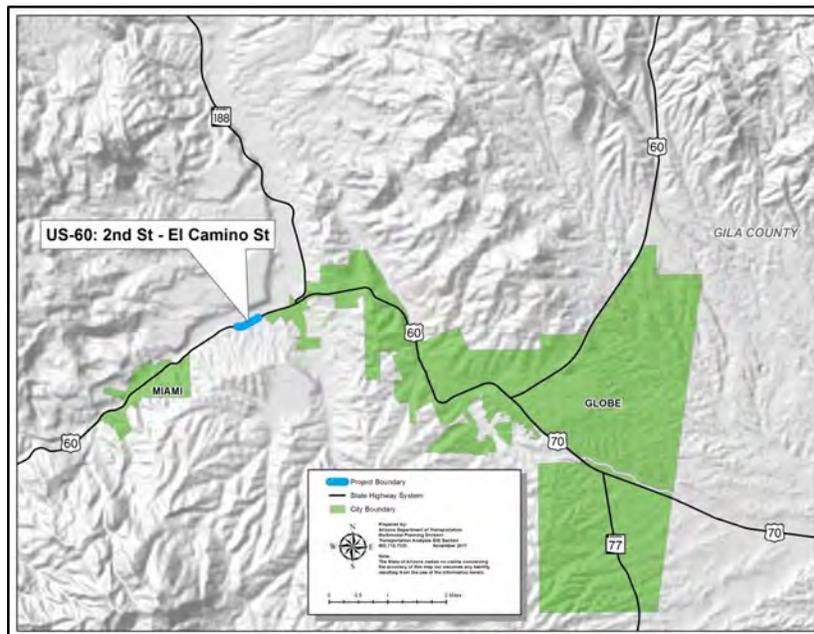
JPA: 17-06390 with Gila County

REQUESTED ACTION: Establish the new design project \$204,000 in the Highway Construction Program. **Funds are available from the following sources.**

FY 2018 Statewide Minor Projects Fund #73318 \$ 174,000

Local Match from Gila County \$ 30,000

NEW PROGRAM AMOUNT: **\$ 204,000**



*ITEM 6d:

ROUTE NO: I-15 @ MP 9.0

Page 215

COUNTY: Mohave

DISTRICT: Northcentral

SCHEDULE: FY 2018

SECTION: Virgin River Bridges #1, #5 NB, #5 SB, and #7

TYPE OF WORK: Structural Health Monitoring

PROGRAM AMOUNT: \$ 960,000

PROJECT MANAGER: David Benton

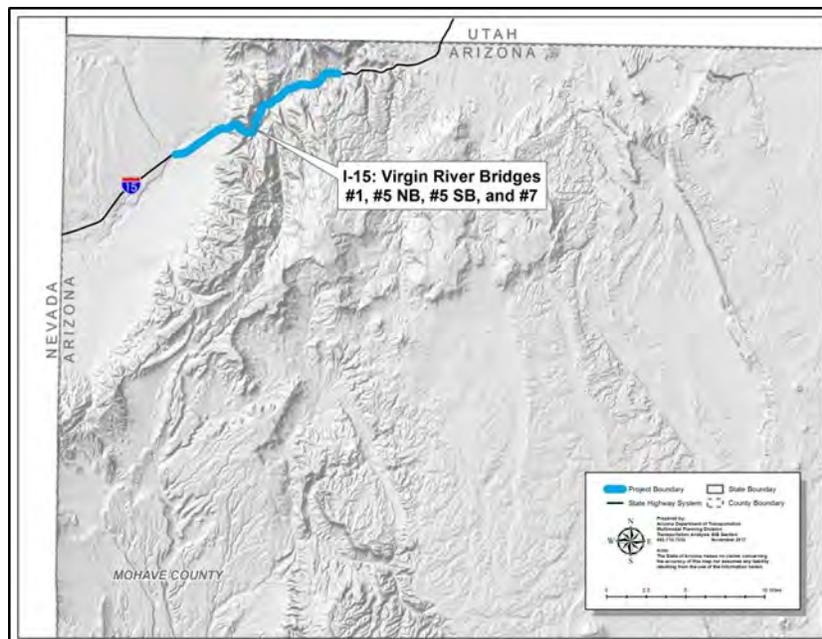
PROJECT: M519601X, ADOT TIP 8045

REQUESTED ACTION: Increase project by \$507,000 to \$1,467,000 in the Highway Construction Program. **Funds are available from the following sources.**

FY 2018 Bridge Inspection, Repair, Deck Replacement & Scour Fund #71418 \$ 500,000

FY 2018 Bridge Replacement and Rehabilitation Fund #76218 \$ 7,000

NEW PROGRAM AMOUNT: \$ 1,467,000



*ITEM 6e:

ROUTE NO: I-10 @ MP 269.0

Page 217

COUNTY: Pima

DISTRICT: Southcentral

SCHEDULE: FY 2018

SECTION: Wilmot Rd, Kolb Rd, Rita Rd, and Vail Rd TI

TYPE OF WORK: Install TI Signals

ADVERTISEMENT DATE: March 9, 2018

PROGRAM AMOUNT: \$ 2,000,000

PROJECT MANAGER: Thomas O'Reilly

PROJECT: H889601C, ADOT TIP 5688

REQUESTED ACTION: Increase the construction project by \$400,000 to \$2,400,000 in the Highway Construction Program. **Funds are available from the FY 2018 Statewide Contingency Fund #72318. Change the project name to "Wilmot Rd TI, Kolb Rd TI, and Rita Rd TI."**

NEW PROGRAM AMOUNT:

\$ 2,400,000



*ITEM 6f:

ROUTE NO: US 191 @ MP 317.0

Page 219

COUNTY: Apache

DISTRICT: Northeast

SCHEDULE: FY 2018

SECTION: Cemetery Road - Generating Station Road

TYPE OF WORK: Pavement Preservation

ADVERTISEMENT DATE: April 13, 2018

PROGRAM AMOUNT: \$ 4,500,000

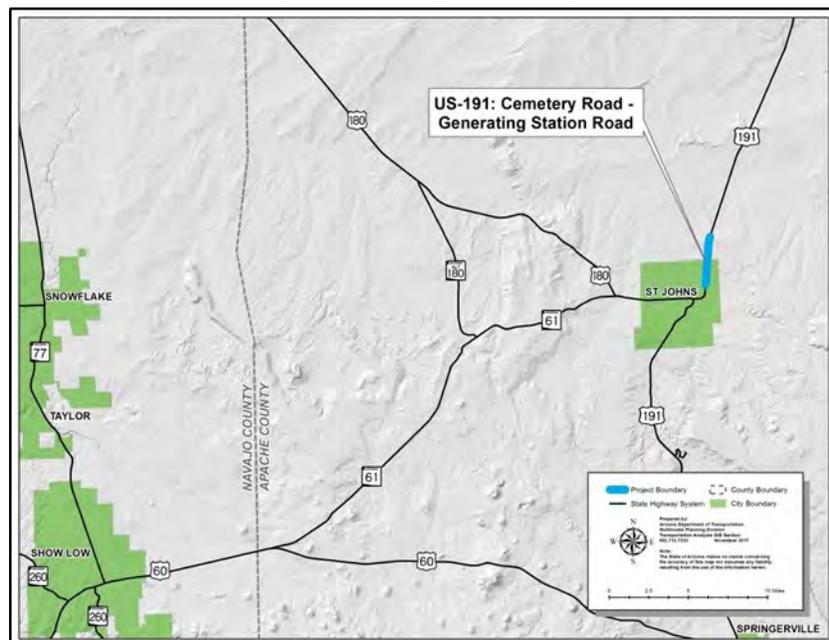
PROJECT MANAGER: Derek Boland

PROJECT: H869001C, Item #17416, ADOT TIP 3440

REQUESTED ACTION: Increase the construction project by \$1,700,000 to \$6,200,000 in the Highway Construction Program. **Funds are available from the FY 2018 Statewide Contingency Fund #72318.**

NEW PROGRAM AMOUNT:

\$ 6,200,000



*ITEM 6g:

ROUTE NO: SR 260 @ MP 394.0

Page 220

COUNTY: Apache

DISTRICT: Northeast

SCHEDULE: FY 2018

SECTION: Little Colorado River Bridge, Str #416

TYPE OF WORK: Construct Bridge Replacement

PROGRAM AMOUNT: \$ 1,218,000

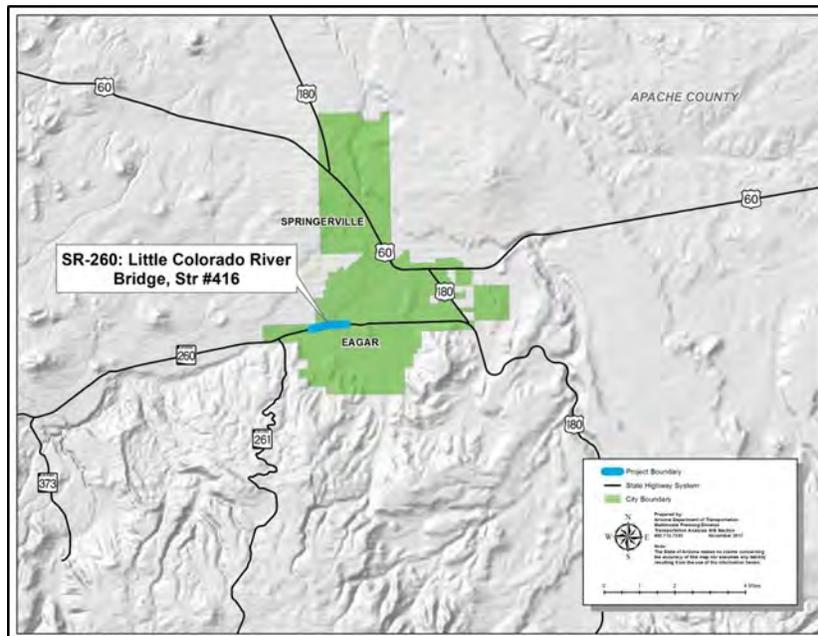
PROJECT MANAGER: Jeffrey Davidson

PROJECT: H826901D, Item #14517, ADOT TIP 6766

REQUESTED ACTION: Change in scope. **Change the Type of Work to "Scour Retrofit and Bridge Repair."**

NEW PROGRAM AMOUNT:

\$ 1,218,000



*ITEM 6h:

ROUTE NO: I-10 @ MP 130.0

Page 222

COUNTY: Maricopa

DISTRICT: Central

SCHEDULE: FY 2018

SECTION: Dysart Rd - I-17

TYPE OF WORK: Pavement Rehabilitation

ADVERTISEMENT DATE: To Be Determined

PROGRAM AMOUNT: \$ 26,500,000

PROJECT MANAGER: Bharat Kandel

PROJECT: H878601C, Item #11717, ADOT TIP 4774

REQUESTED ACTION: Defer the project from FY 2018 to FY 2019 in the Highway Construction Program. **Transfer the funds to the FY 2018 Statewide Contingency Fund #72318.** Project will be re-programmed in FY 2019. Contingent upon approval at the MAG Regional Council Meeting scheduled on January 31, 2018.

NEW PROGRAM AMOUNT:

\$ 00



*ITEM 6i:

ROUTE NO: I-17 @ MP 325.7

Page 223

COUNTY: Coconino

DISTRICT: Northcentral

SCHEDULE: FY 2018

SECTION: Willard Springs TI Overpass, SB Str #1584 and NB Str #1572

TYPE OF WORK: Construct Bridge Replacement

PROGRAM AMOUNT: \$ 4,500,000

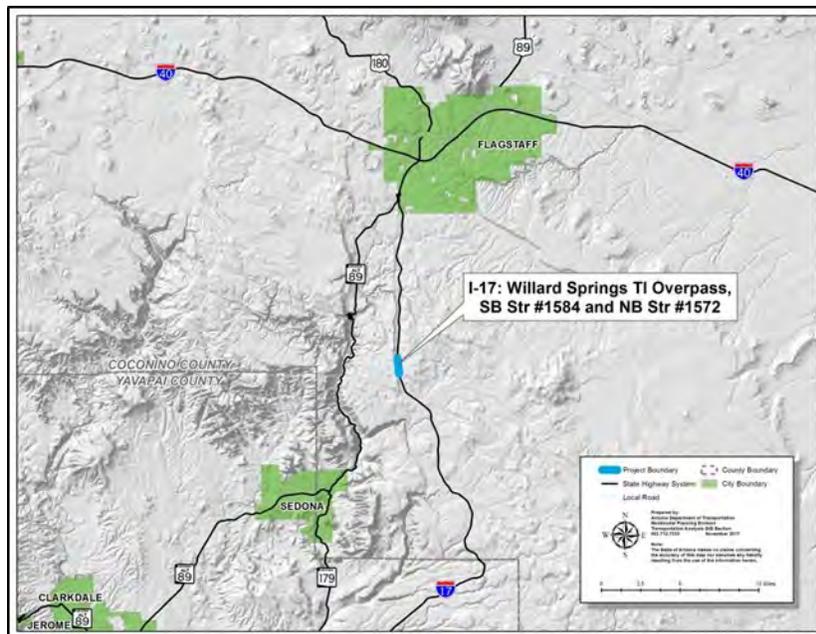
PROJECT MANAGER: Tricia Brown

PROJECT: H872101C, Item #13917, ADOT TIP 4786

REQUESTED ACTION: Delete the project for \$4,500,000 from the Highway Construction Program. **Transfer funds to the FY 2018 Statewide Contingency Fund #72318.**

NEW PROGRAM AMOUNT:

\$ 00



New Projects – *Items 6j through 6u

*ITEM 6j:

ROUTE NO: I-17 @ MP 311.0

Page 224

COUNTY: Coconino

DISTRICT: Northcentral

SCHEDULE: 2019

SECTION: Coconino County Line - I-40 NB

TYPE OF WORK: Pavement Rehabilitation

ADVERTISEMENT DATE: December 29, 2017

PROGRAM AMOUNT: New Project

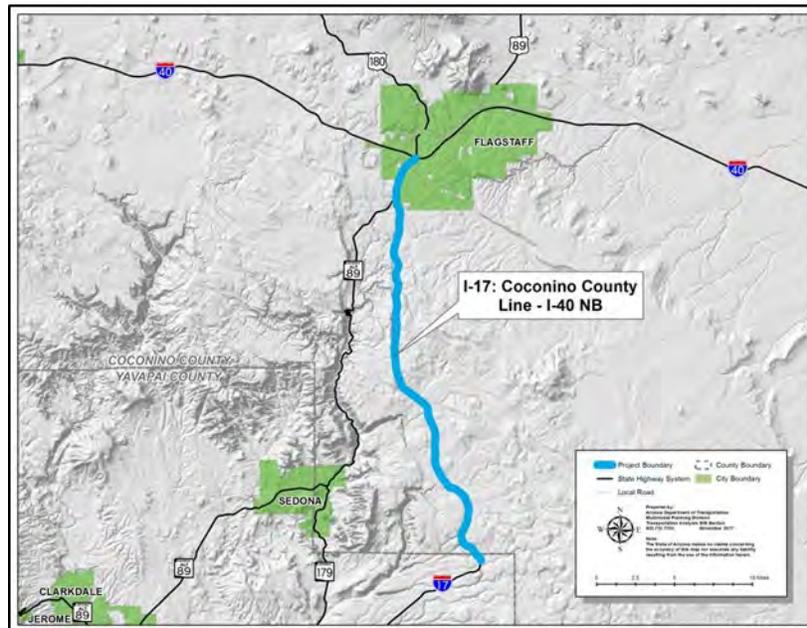
PROJECT MANAGER: Tricia Brown

PROJECT: H893401C, ADOT TIP 6705

REQUESTED ACTION: This project is advanced from FY 2019 to FY 2018 in the Highway Construction Program. Establish the construction project for \$31,500,000. **Funds are available from the FY 2018 Statewide Contingency Fund #72318.**

NEW PROGRAM AMOUNT:

\$ 31,500,000



*ITEM 6k:

COUNTY: Pinal

Page 225

DISTRICT: Southcentral

SCHEDULE: New Project

SECTION: McFarland State Historic Park

TYPE OF WORK: Pavement Preservation

PROGRAM AMOUNT: New Project Request

PROJECT MANAGER: Craig Regulski

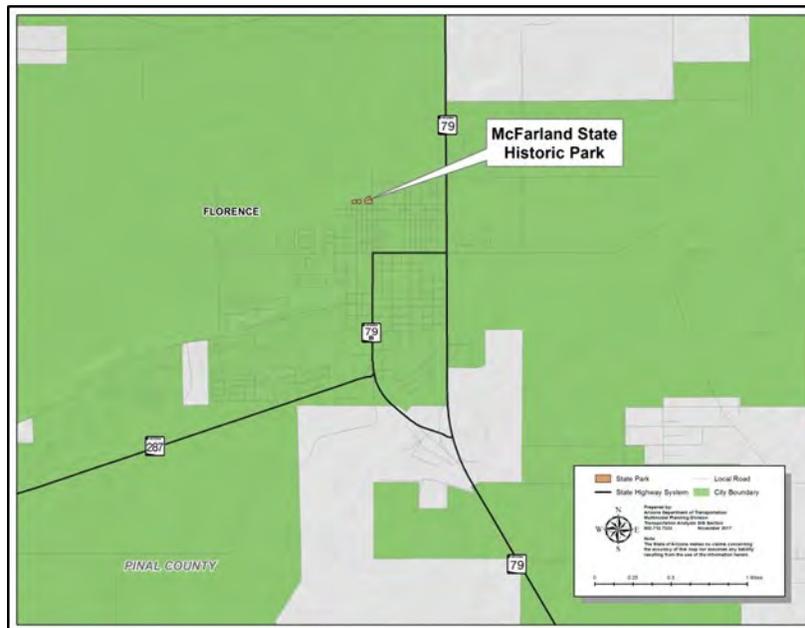
PROJECT: M696101C, ADOT TIP 9314

JPA: 16-006009 with Arizona State Parks

REQUESTED ACTION: Establish the construction program for \$7,000 in the Highway Construction Program. **Funds are available from the FY 2018 State Parks Program #78418.**

NEW PROGRAM AMOUNT:

\$ 7,000



*ITEM 6I:

COUNTY: Cochise

Page 226

DISTRICT: Southcentral

SCHEDULE: New Project Request

SECTION: Tombstone Courthouse State Historic Park

TYPE OF WORK: Pavement Reconstruction

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Craig Regulski

PROJECT: M696201C, ADOT TIP 9315

JPA: 16-006009 with the Arizona State Parks

REQUESTED ACTION: Establish the construction program for \$12,000 in the Highway Construction Program. **Funds are available from the FY 2018 State Parks Program #78418.**

NEW PROGRAM AMOUNT:

\$ 12,000



*ITEM 6m:

COUNTY: Santa Cruz

Page 227

DISTRICT: Southcentral

SCHEDULE: New Project Request

SECTION: Tubac Presidio State Historic Park

TYPE OF WORK: Pavement Preservation

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Craig Regulski

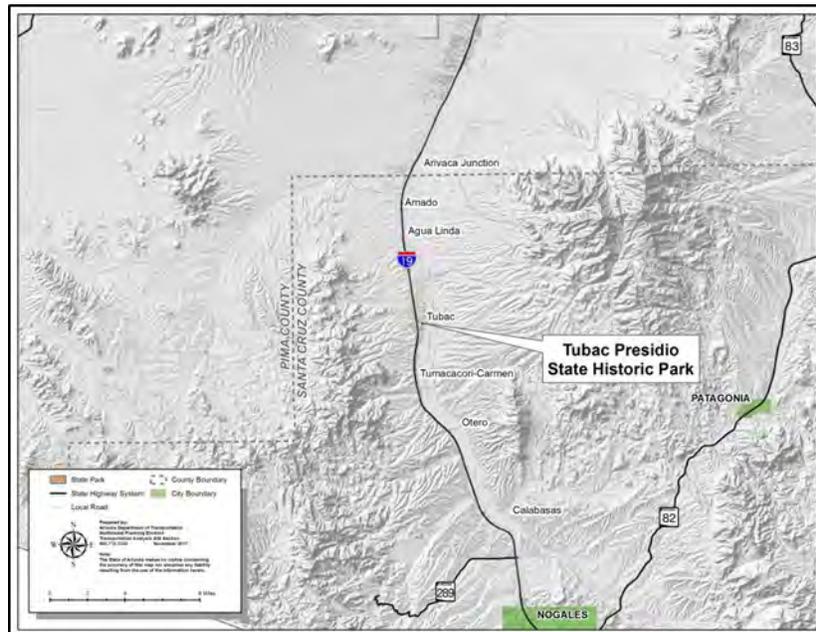
PROJECT: M696301C, ADOT TIP 9316

JPA: 16-006009 with Arizona State Parks

REQUESTED ACTION: Establish the construction program for \$20,000 in the Highway Construction Program. **Funds are available from the FY 2018 State Parks Program #78418.**

NEW PROGRAM AMOUNT:

\$ 20,000



*ITEM 6n:

COUNTY: Mohave

Page 228

DISTRICT: Northwest

SCHEDULE: New Project Request

SECTION: Lake Havasu State Park - New Cabin Access Road

TYPE OF WORK: Construct Roadway

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Craig Regulski

PROJECT: M695301C, ADOT TIP 9305

JPA: 16-006009 with the Arizona State Parks

REQUESTED ACTION: Establish the construction project for \$300,000 in the Highway Construction Program. **Funds are available from the FY 2018 State Parks Program #78418.**

NEW PROGRAM AMOUNT:

\$ 300,000



*ITEM 60:

COUNTY: Yavapai

Page 229

DISTRICT: Northwest

SCHEDULE: New Project Request

SECTION: Dead Horse Ranch State Park

TYPE OF WORK: Pavement Preservation

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Craig Regulski

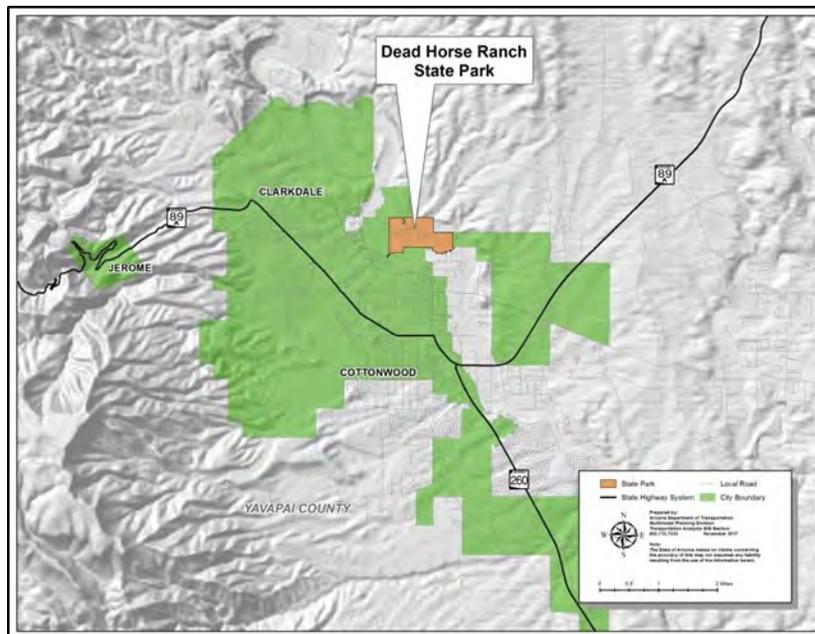
PROJECT: M695401C, ADOT TIP 9306

JPA: 16-006009 with the Arizona State Parks

REQUESTED ACTION: Establish the construction project for \$99,000 in the Highway Construction Program. **Funds are available from the FY 2018 State Parks Program #78418.**

NEW PROGRAM AMOUNT:

\$ 99,000



*ITEM 6p:

COUNTY: Yavapai

Page 230

DISTRICT: Northcentral

SCHEDULE: New Project Request

SECTION: Fort Verde State Historical Park

TYPE OF WORK: Pavement Preservation

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Craig Regulski

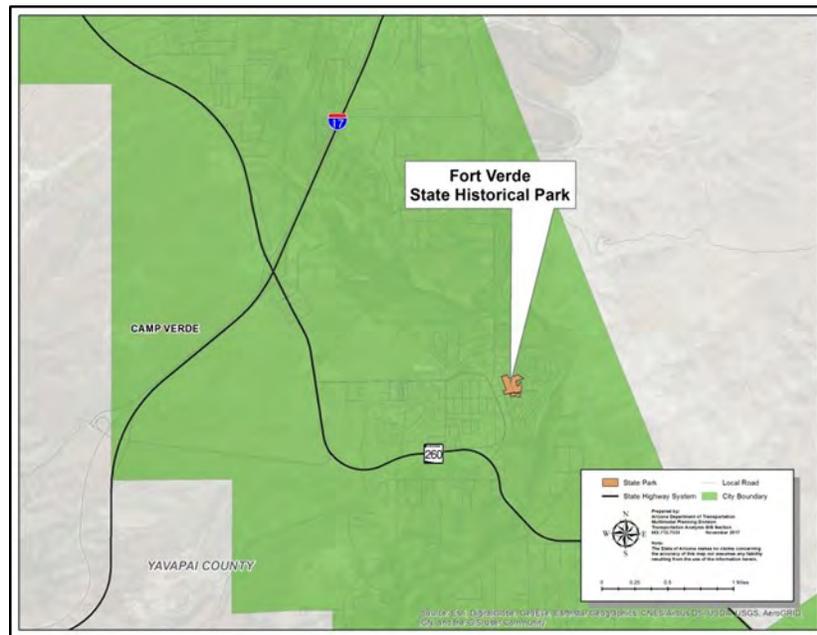
PROJECT: M695501C, ADOT TIP 9307

JPA: 16-006009 with the Arizona State Parks

REQUESTED ACTION: Establish the construction project for \$50,000 in the Highway Construction Program. **Funds are available from the FY 2018 State Parks Program #78418.**

NEW PROGRAM AMOUNT:

\$ 50,000



*ITEM 6q:

COUNTY: Yavapai

Page 231

DISTRICT: Northwest

SCHEDULE: New Project Request

SECTION: Jerome State Historic Park

TYPE OF WORK: Pavement Preservation

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Craig Regulski

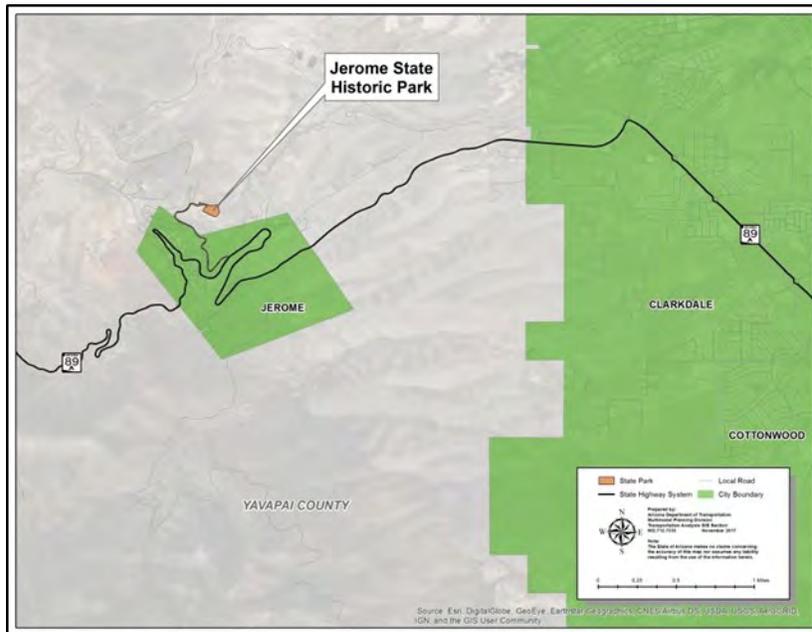
PROJECT: M695601C, ADOT TIP 9308

JPA: 16-006009 with the Arizona State Parks

REQUESTED ACTION: Establish the construction project for \$18,000 in the Highway Construction Program. **Funds are available from the FY 2018 State Parks Program #78418.**

NEW PROGRAM AMOUNT:

\$ 18,000



*ITEM 6r:

COUNTY: Coconino

Page 232

DISTRICT: Northcentral

SCHEDULE: New Project Request

SECTION: Red Rock State Park

TYPE OF WORK: Pavement Preservation

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Craig Regulski

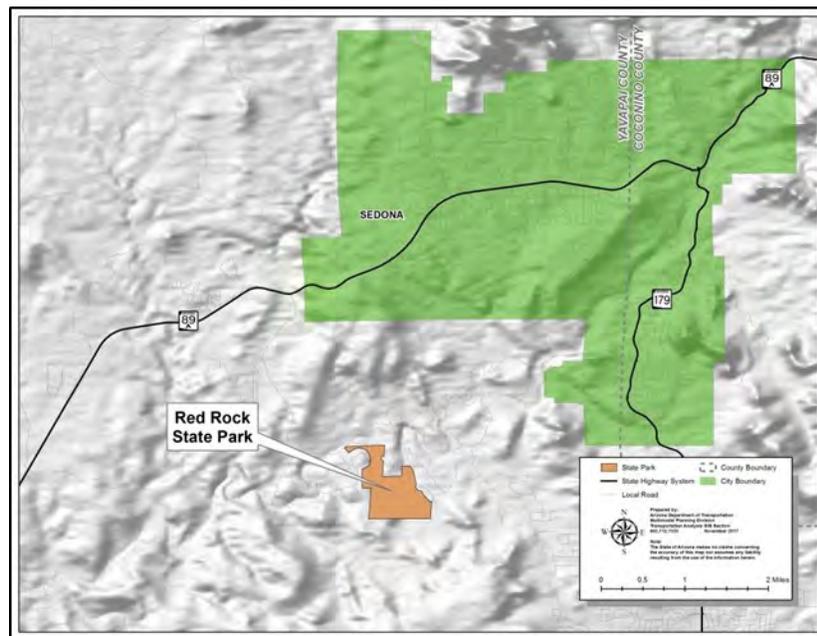
PROJECT: M695701C, ADOT TIP 9310

JPA: 16-006009 with the Arizona State Parks

REQUESTED ACTION: Establish the construction project for \$299,000 in the Highway Construction Program. **Funds are available from the FY 2018 State Parks Program #78418.**

NEW PROGRAM AMOUNT:

\$ 299,000



*ITEM 6s:

COUNTY: Yavapai

Page 233

DISTRICT: Northcentral

SCHEDULE: New Project Request

SECTION: Rockin River Ranch State Park

TYPE OF WORK: Construct Roadway

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Craig Regulski

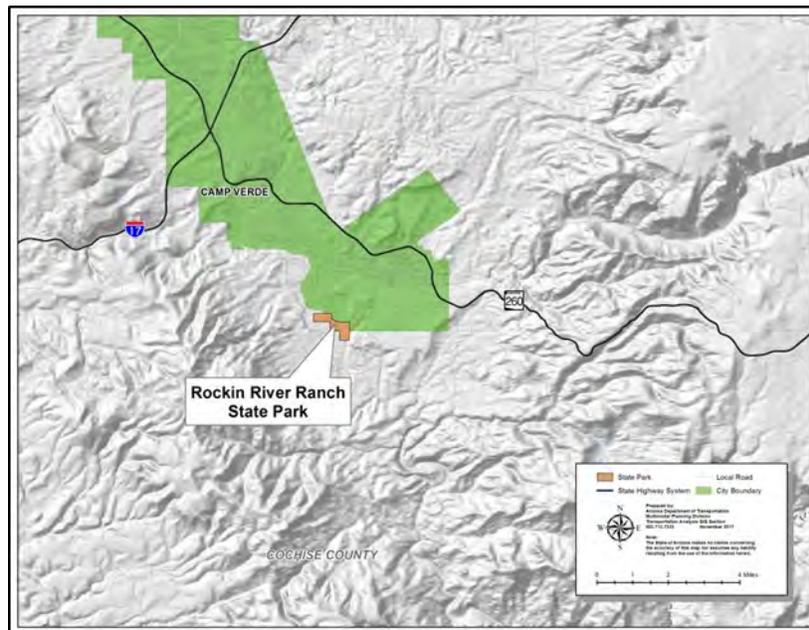
PROJECT: M695801C, ADOT TIP 9311

JPA: 16-006009 with the Arizona State Parks

REQUESTED ACTION: Establish the construction project for \$403,000 in the Highway Construction Program. **Funds are available from the FY 2018 State Parks Program #78418.**

NEW PROGRAM AMOUNT:

\$ 403,000



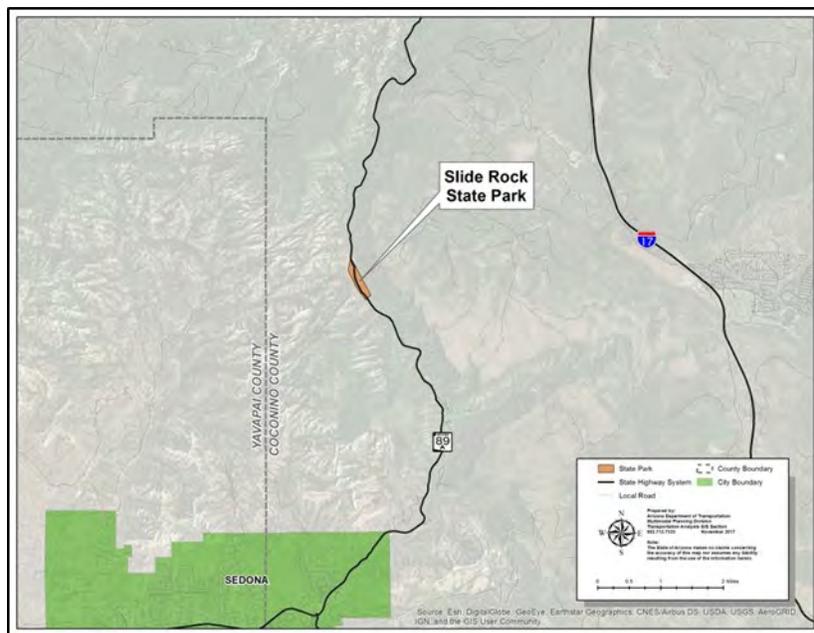
*ITEM 6t:

COUNTY: Coconino
 DISTRICT: Northcentral
 SCHEDULE: New Project Request
 SECTION: Slide Rock State Park
 TYPE OF WORK: Pavement Preservation
 PROGRAM AMOUNT: New Project
 PROJECT MANAGER: Craig Regulski
 PROJECT: M695901C, ADOT TIP 9312
 JPA: 16-006009 with the Arizona State Parks
 REQUESTED ACTION: Establish the construction project for \$125,000 in the Highway Construction Program. **Funds are available from the FY 2018 State Parks Program #78418.**

Page 234

NEW PROGRAM AMOUNT:

\$ 125,000



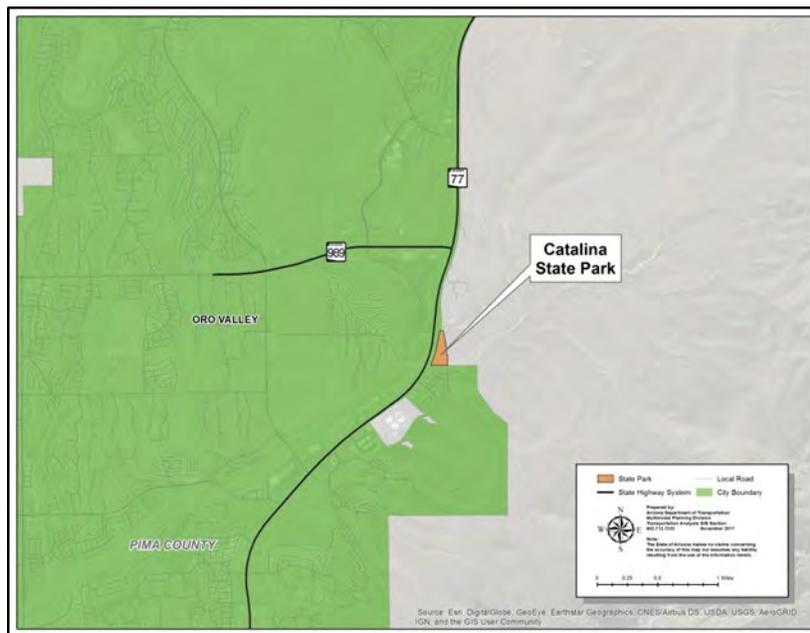
*ITEM 6u:

COUNTY: Pima
 DISTRICT: Southcentral
 SCHEDULE: FY 2018
 SECTION: Catalina State Park
 TYPE OF WORK: Pavement Preservation
 PROGRAM AMOUNT: New Project
 PROJECT MANAGER: Craig Regulski
 PROJECT: M696001C, ADOT TIP 9313
 JPA: 16-006009 with the Arizona State Parks
 REQUESTED ACTION: Establish the construction project for \$95,000 in the Highway Construction Program. **Funds are available from the FY 2018 State Parks Program #78418.**

Page 235

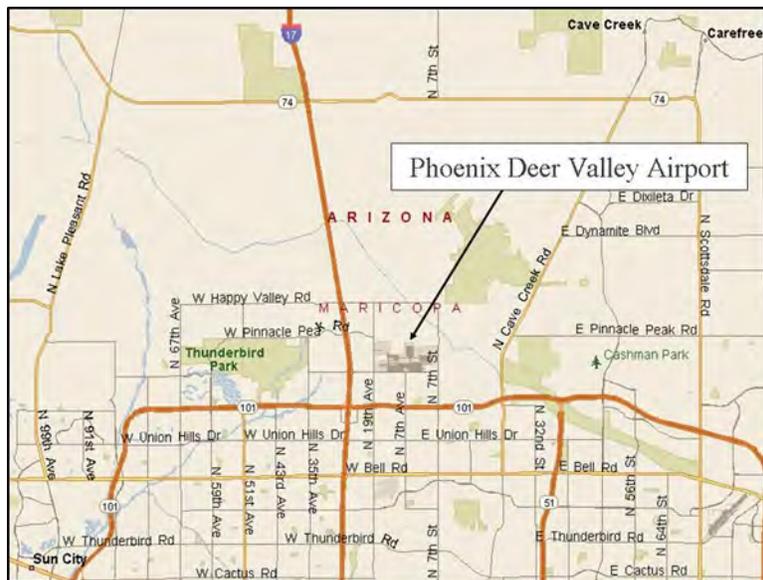
NEW PROGRAM AMOUNT:

\$ 95,000

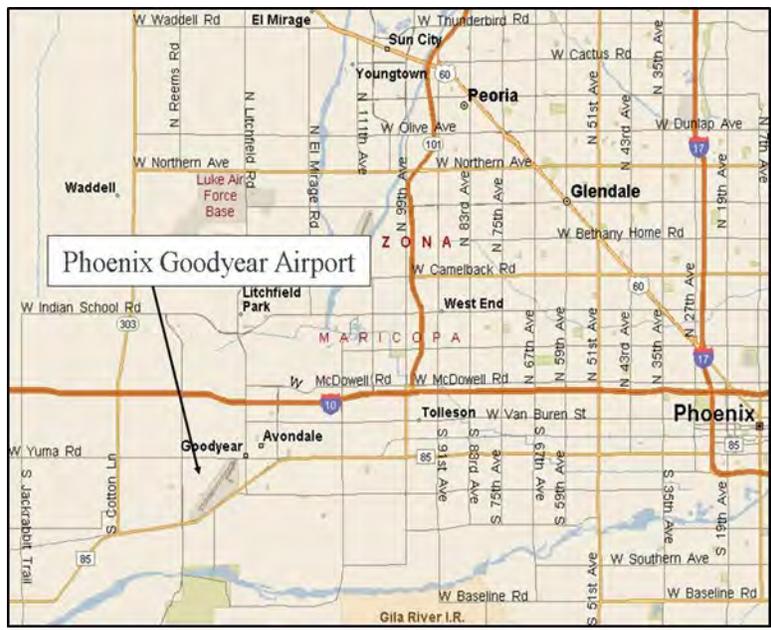


Airport Projects – *Items 6v through 6x

*ITEM 6v:	AIRPORT NAME:	Phoenix Deer Valley	Page	236
	SPONSOR:	City of Phoenix		
	AIRPORT CATEGORY:	Reliever		
	SCHEDULE:	FY 2018-2022		
	PROJECT #:	E8M24		
	PROGRAM AMOUNT:	New Project		
	PROJECT MANAGER:	Jennifer Grunest		
	PROJECT DESCRIPTION:	Run-up Area Adjacent to TWY C Construction		
	REQUESTED ACTION:	Recommend STB approval.		
	FUNDING SOURCES:	FAA		\$3,250,800
		Sponsor		\$159,577
		State		\$159,577
		Total Program		\$3,569,954



*ITEM 6w:	AIRPORT NAME:	Phoenix Goodyear	Page	237
	SPONSOR:	City of Phoenix		
	AIRPORT CATEGORY:	Reliever		
	SCHEDULE:	FY 2018-2022		
	PROJECT #:	E8M25		
	PROGRAM AMOUNT:	New Project		
	PROJECT MANAGER:	Jennifer Grunest		
	PROJECT DESCRIPTION:	South T-Hanger Apron Reconstruct		
	REQUESTED ACTION:	Recommend STB approval.		
	FUNDING SOURCES:	FAA		\$2,701,900
		Sponsor		\$132,632
		State		\$132,633
		Total Program		\$2,967,165



*ITEM 6x:	AIRPORT NAME:	Aeronautics	Page	238
	SPONSOR:	ADOT MPD		
	AIRPORT CATEGORY:	Aeronautics		
	SCHEDULE:	FY 2018-2022		
	PROJECT #:	E8P26		
	PROGRAM AMOUNT:	New Project		
	PROJECT MANAGER:	Donald Kriz		
	PROJECT DESCRIPTION:	Consultant Selection		
	REQUESTED ACTION:	Recommend STB approval.		
	FUNDING SOURCES:	FAA		\$0
		Sponsor		\$0
		State		\$18,220
		Total Program		\$18,220



**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE: 11/21/2017

2. Phone Teleconference? No
Video Teleconference? No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date:

11/29/2017

4. Project Manager / Presenter Information:

David Wostenberg

(602) 712-8873

5. Form Created By:

David Wostenberg

4984 URBAN PROJECT MANAGEMENT

205 S 17th Ave, 295, 614E

PROJECT INFORMATION

6. Project Location / Name:

MAG REGIONWIDE WRONG WAY SIGNING

7. Type of Work:

REPLACE SIGNS

8. CPS Id:

NS10

9. District:

Phoenix

10. Route:

888

11. County:

Maricopa

12. Beg MP:

13. TRACS #:

F018101D

14. Len (mi.):

15. Fed ID #:

888-A(232)T

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000):

0

17. Original Program Item # (Current 5 Yr Program):

9317

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

120

18b. Total Program Budget

After Request (in \$000):

120

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Fund Item #:

Comments:

Amount (in \$000): 120

Fund Item #: 70118

Comments:

Details:
FY:2018-MODERNIZATION FY
2018-Modernization Projects

I certify that I have verified AND received approval for ALL of the new Funding Sources listed above.

CURRENTLY APPROVED SCHEDULE

CHANGE REQUEST / NEW PROJECT SCHEDULE

21. Current Fiscal Year:

21a. Request Fiscal Year to:

22. Current Bid Pkg Ready Date:

22a. Request Bid Pkg Ready Date to:

23. Current Bid Adv Date:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed? NO

24c. Work Type Changed? NO

24b. Project Name/Location Changed? NO

24d. What is the current Stage? N/A

Have ENVIRONMENTAL Clearance? NO

Have MATERIALS Memo? NO

Have U&RR Clearance? NO

Have C&S Approval? NO

Have R/W Clearance? NO

Have CUSTOMIZED Schedule? NO

Scoping Document Completed? NO

25. DESCRIPTION OF REQUEST:

Establish new project.

26. JUSTIFICATION:

This project will design the replacement of wrong way signing on freeway exit ramps to a larger size and Type XI sheeting as a mitigation measure for wrong way driving.

\$109K Staff

\$ 11K ICAP

\$120K Total

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

REQUESTED ACTIONS:

Establish a New Project.
Request to be in PPAC Agenda for 11/29/2017.

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.
Contingent upon MAG Regional Council approval
on January 31, 2018

PRB APPROVED



**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:11/21/2017

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date:

11/29/2017

4. Project Manager / Presenter Information:

Bret Anderson

(602) 712-8144

5. Form Created By:

Bret Anderson

4210 MPD PLANNING TEAM

206 S 17th Ave, 371, 310B

PROJECT INFORMATION

6. Project Location / Name:

Dove Valley Road

7. Type of Work:

Design and Construction

8. CPS Id:

SQ1H

9. District:

Phoenix

10. Route:

17

11. County:

Maricopa

12. Beg MP:

223

13. TRACS #:

H719701X

14. Len (mi.):

.4

15. Fed ID #:

017-A-NFA

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000):

0

17. Original Program Item # (Current 5 Yr Program):

42317

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

22,178

18b. Total Program Budget

After Request (in \$000):

22,178

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Fund Item #:

Comments:

Amount (in \$000): 22,178

Fund Item #: 49918

Comments:

Details:

FY:0--.

I certify that I have verified AND received approval for ALL of the new Funding Sources listed above.

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

2018

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?NO

Have U&RR Clearance?NO

Have R/W Clearance?NO

Scoping Document Completed?NO

24c. Work Type Changed?No

24d. What is the current Stage?N/A

Have MATERIALS Memo?NO

Have C&S Approval?NO

Have CUSTOMIZED Schedule?NO

25. DESCRIPTION OF REQUEST:

Fund project.

26. JUSTIFICATION:

The loan repayment is currently scheduled from FY 2021 and 2022. This action is to advance the loan repayment to FY 2018.

STIP Amendment number 41 Approved by FHWA on October 12, 2017.

This action has been approved by the MAG regional council on September 28,2017 in their rebalancing amendment.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Establish a New Project.

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.

PRB APPROVED



**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:11/21/2017

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date:

11/29/2017

4. Project Manager / Presenter Information:

Derek Boland

(602) 712-6660

5. Form Created By:

Derek Boland

4983 STATEWIDE PROJECT MANAGEMENT

205 S 17th Ave, 295, 614E

PROJECT INFORMATION

6. Project Location / Name:

2ND ST - EL CAMINO ST

7. Type of Work:

INTERSECTION IMPROVEMENTS

8. CPS Id:

BC10

9. District:

Globe

10. Route:

60

11. County:

Gila

12. Beg MP:

246.0

13. TRACS #:

F006701D

14. Len (mi.):

0.4

15. Fed ID #:

060-D(218)T

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000):

0

17. Original Program Item # (Current 5 Yr Program):

8352

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

204

18b. Total Program Budget

After Request (in \$000):

204

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Fund Item #:

Comments:

Amount (in \$000): 174

Comments:

Final design

Fund Item #: 73318

Details:

FY:2018-STATEWIDE MINOR PROJECTS-Design & Construct Minor Projects

Amount (in \$000): 30

Comments:

Gila County

Fund Item #: OTHR18

Details:

FY:0-.-.

20. JPA #s: 17-0006390

ALL of the JPA(s) been signed? Yes

ADOT will advertise this project? Yes

CURRENTLY APPROVED SCHEDULE

CHANGE REQUEST / NEW PROJECT SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?NO

Have U&RR Clearance?NO

Have R/W Clearance?NO

Scoping Document Completed?YES

24c. Work Type Changed?No

24d. What is the current Stage?Pre Stage II

Have MATERIALS Memo?NO

Have C&S Approval?NO

Have CUSTOMIZED Schedule?NO

25. DESCRIPTION OF REQUEST:

Establish Design Project.

26. JUSTIFICATION:

This 2016 Southeast minor program project originally provided funding (F006701L) to develop a scoping document for the purpose of entering into an agreement with Gila County to make the proposed intersection improvements.

An IGA has been executed and the County has agreed to participate in funding design efforts as well as all construction that occurs within their ROW.

Design funding is needed to move forward and prepare final design plans, secure clearances and to advertise this project for construction.

STAFF = \$165k

CONSULTANT = \$20k

ICAP = \$19k

TOTAL = \$204k

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS: Establish a New Project. Request to be in PPAC Agenda for 11/29/2017.	APPROVED/RECOMMENDED ACTIONS: Item(s) Approved. Subject to PPAC Approval. PRB APPROVED
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**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:11/07/2017

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date:

11/17/2017

4. Project Manager / Presenter Information:

David Benton

(602) 712-7910

5. Form Created By:

David Benton

4975 BRIDGE OPERATIONS

205 S 17th Ave, , 631E

PROJECT INFORMATION

6. Project Location / Name:

VIRGIN RIVER BRIDGES #1, #5 NB, #5 SB & #7

7. Type of Work:

Structural Health Monitoring

8. CPS Id:

YN1N

9. District:

Flagstaff

10. Route:

15

11. County:

Mohave

12. Beg MP:

9

13. TRACS #:

M519601X

14. Len (mi.):

13

15. Fed ID #:

999-M(508)S

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000):

960

17. Original Program Item # (Current 5 Yr Program):

8045

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

507

18b. Total Program Budget

After Request (in \$000):

1,467

19. Currently Approved Budget Funding List:

Amount (in \$000): 192

Comments:

Fund Item #: 71416

Details:

FY:0--.

Amount (in \$000): 768

Comments:

AID Grant Funding

Fund Item #: OTHR16

Details:

FY:0--.

19a. New / Budget Change Request Funding List:

Amount (in \$000): 500

Comments:

Fund Item #: 71418

Details:

FY:2018-BRIDGE INSPECTION & REPAIRS, DECK REPLACEMENT & SCOUR-Bridge Inspection Program for emergency bridge repairs & upgrading, Deck Rehabilitation & Replacement and Scour

Amount (in \$000): 7

Comments:

Fund Item #: 76218

Details:

FY:2018-BRIDGE REPLACEMENT & REHABILITATION-Bridge Replacement & Rehabilitation

I certify that I have verified AND received approval for ALL of the new Funding Sources listed above.

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?NO

Have U&RR Clearance?NO

Have R/W Clearance?NO

Scoping Document Completed?NO

24c. Work Type Changed?No

24d. What is the current Stage?Pre Stage II

Have MATERIALS Memo?NO

Have C&S Approval?NO

Have CUSTOMIZED Schedule?NO

25. DESCRIPTION OF REQUEST:

Increase Budget.

26. JUSTIFICATION:

ADOT was recently awarded an Accelerated Innovative Deployment Grant in the amount of \$768K, to monitor 4 Bridges (Virgin River #1, #5 NB, #5 SB & #7) over the Virgin River on I-15. Structural health monitoring involving instrumentation and real time data transfer will aid the department in monitoring structural performance of these bridges that are structural deficient and have seen an increase in fatigue cracking of its steel members.

Phase 1 of the project (preliminary instrumentation, analysis and load testing) is complete and phase 2 of installing the full system and monitoring the bridges for one year is ready to commence.

Additional funding is required to complete the task. Previous estimate for services was underestimated.

Estimate for additional funding:

Health Monitoring System and Consultant Engr Firm Support- \$507K

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS: Request to be in PPAC Agenda for 11/29/2017. Change in Budget.	APPROVED/RECOMMENDED ACTIONS: Item(s) Approved. Subject to PPAC Approval. PRB APPROVED
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**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:11/14/2017

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date:

11/17/2017

4. Project Manager / Presenter Information:

Thomas Oreilly

(602) 712-2587

5. Form Created By:

Thomas Oreilly

4983 STATEWIDE PROJECT MANAGEMENT

1611 W Jackson St, , EM01

PROJECT INFORMATION

6. Project Location / Name:

WILMOT ROAD, KOLB ROAD, RITA ROAD, VAIL ROAD TI

7. Type of Work:

INSTALL SIGNALS

8. CPS Id:

NG1N

9. District:

Tucson

10. Route:

10

11. County:

Pima

12. Beg MP:

269.0

13. TRACS #:

H889601C

14. Len (mi.):

10.0

15. Fed ID #:

010-E(222)T

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000):

2,000

17. Original Program Item # (Current 5 Yr Program):

5688

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

400

18b. Total Program Budget

After Request (in \$000):

2,400

19. Currently Approved Budget Funding List:

Amount (in \$000): 2,000

Comments:

Fund Item #: 5688

Details:

FY:2018-WILMOT RD TI, KOLB RD TI, AND RITA RD TI-Construct Signals at Ramps on Four Tis

19a. New / Budget Change Request Funding List:

Amount (in \$000): 400

Comments:

Fund Item #: 72318

Details:

FY:2018-CONTINGENCY-Program Cost Adjustments

I certify that I have verified AND received approval for ALL of the new Funding Sources listed above.

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

18

22. Current Bid Pkg Ready Date:

02/09/2018

23. Current Bid Adv Date:

03/09/2018

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?Yes

24b. Project Name/Location Changed?Yes

Have ENVIRONMENTAL Clearance?NO

Have U&RR Clearance?NO

Have R/W Clearance?NO

Scoping Document Completed?YES

24c. Work Type Changed?No

24d. What is the current Stage?Stage III

Have MATERIALS Memo?NO

Have C&S Approval?YES

Have CUSTOMIZED Schedule?YES

25. DESCRIPTION OF REQUEST:

Increase budget.

Change scope.

Change project name.

26. JUSTIFICATION:

The recent Stage III estimate was \$3.1M which is well above the current programmed amount. After Stage III, we were informed that the schedule for obtaining power at the Vail Rd TI would require approximately 12 months due to TEP coordination with ASLD. Thus, the project team agreed that Vail TI would be removed from this project due to the schedule and budget issues.

The project name will change to Wilmot Rd TI, Kolb Rd TI & Rita Rd TI.

Based upon the deletion of Vail Rd TI, the new construction estimate is still over the programmed amount by \$400K. No scoping document and estimate were completed for the four locations. The basis was about \$500K for signals at each location. However, subsequent signal warrant analyses indicated the need for additional turning lanes and widening to provide storage requirements to keep traffic from backing up onto the mainline I-10. The shortage in the programmed amount is largely attributed to the widening for turn lanes and storage.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS: Change in Project Name/Location. Change in Scope. Request to be in PPAC Agenda for 11/29/2017. Change in Budget.
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APPROVED/RECOMMENDED ACTIONS: Item(s) Approved. Subject to PPAC Approval.	PRB APPROVED
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**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:11/21/2017

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date: 11/29/2017
4. Project Manager / Presenter Information: Derek Boland (602) 712-6660
5. Form Created By: Derek Boland
 4983 STATEWIDE PROJECT MANAGEMENT 205 S 17th Ave, 295, 614E

PROJECT INFORMATION

6. Project Location / Name: CEMETERY ROAD - GENERATING STATION ROAD
7. Type of Work: PAVEMENT PRESERVATION
8. CPS Id: UO1M **9. District:** Holbrook **10. Route:** 191 **11. County:** Apache **12. Beg MP:** 317.0 **13. TRACS #:** H869001C **14. Len (mi.):** 3.0 **15. Fed ID #:** STP 191-D(201)T

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000): **17. Original Program Item # (Current 5 Yr Program):** 17416
18. Current Approved Program Budget (in \$000): 4,500
18a. (+/-) Program Budget Request (in \$000): 1,700
18b. Total Program Budget After Request (in \$000): 6,200

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
Amount (in \$000): 4,500	Fund Item #: 17416	Amount (in \$000): 1,700	Fund Item #: 72318
Comments: PAVEMENT PRESERVATION	Details: FY:2018-CEMETERY ROAD - GENERATING STATION ROAD-Pavement Rehabilitation	Comments:	Details: FY:2018-CONTINGENCY-Program Cost Adjustments

20. JPA #s:

CURRENTLY APPROVED SCHEDULE	CHANGE REQUEST / NEW PROJECT SCHEDULE
21. Current Fiscal Year: 18	21a. Request Fiscal Year to:
22. Current Bid Pkg Ready Date: 03/02/2018	22a. Request Bid Pkg Ready Date to:
23. Current Bid Adv Date: 04/13/2018	23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed? No	24c. Work Type Changed? No
24b. Project Name/Location Changed? No	24d. What is the current Stage? N/A
Have ENVIRONMENTAL Clearance? NO	Have MATERIALS Memo? NO
Have U&RR Clearance? NO	Have C&S Approval? NO
Have R/W Clearance? NO	Have CUSTOMIZED Schedule? NO
Scoping Document Completed? NO	

25. DESCRIPTION OF REQUEST:

Increase budget.

26. JUSTIFICATION:

During design, a geotechnical investigation identified Chinle Clay in the subgrade. This clay material is contributing to an uneven riding surface along this segment of Highway. As a result, the design team identified installation of a concrete slurry trench along the roadway as a solution to prevent these undulations. Moreover, drainage analysis determined several of the pipe culverts are undersized and need to be replaced in effort to prevent overtopping of the roadway during storm events. ADOT TIP Number is 3440.

REQUESTED ACTIONS:	APPROVED/RECOMMENDED ACTIONS:
Request to be in PPAC Agenda for 11/1/2017 . Change in Budget.	Item(s) Approved. Subject to PPAC Approval.

PRB APPROVED



**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:11/21/2017

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date:
11/29/2017

4. Project Manager / Presenter Information:
Jeffrey Davidson

(602) 712-8534

5. Form Created By:
Jeffrey Davidson

4983 STATEWIDE PROJECT MANAGEMENT

205 S 17th Ave, 295, 614E

PROJECT INFORMATION

6. Project Location / Name:
LITTLE COLORADO RIVER BR, STR #416

7. Type of Work:
CONSTRUCT BRIDGE REPLACEMENT

8. CPS Id: CD1L	9. District: Globe	10. Route: 260	11. County: Apache	12. Beg MP: 394.0	13. TRACS #: H826901D	14. Len (mi.): 1.0	15. Fed ID #: FA 260-C(204)T
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PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000):

17. Original Program Item # (Current 5 Yr Program): 14517

18. Current Approved Program Budget (in \$000):
1,218

18a. (+/-) Program Budget Request (in \$000):
0

18b. Total Program Budget After Request (in \$000):
1,218

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 698 **Fund Item #:** 71414
Comments: BRIDGE REPLACEMENT & REHABILITATION
Details: FY:0--.

Amount (in \$000): **Fund Item #:**
Comments: **Details:**

Amount (in \$000): 520 **Fund Item #:** 72315
Comments: .
Details: FY:0--.

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

CHANGE REQUEST / NEW PROJECT SCHEDULE

21. Current Fiscal Year:
22. Current Bid Pkg Ready Date:
23. Current Bid Adv Date:

21a. Request Fiscal Year to:
22a. Request Bid Pkg Ready Date to:
23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed? Yes	24c. Work Type Changed? Yes
24b. Project Name/Location Changed? No	24d. What is the current Stage? Stage III
Have ENVIRONMENTAL Clearance? NO	Have MATERIALS Memo? NO
Have U&RR Clearance? NO	Have C&S Approval? NO
Have R/W Clearance? NO	Have CUSTOMIZED Schedule? YES
Scoping Document Completed? YES	

25. DESCRIPTION OF REQUEST:

Change in scope.
Change type of work from: CONSTRUCT BRIDGE REPLACEMENT to SCOUR RETROFIT & BRIDGE REPAIR

26. JUSTIFICATION:

This project was originally scoped as total replacement. After the stage III submittal (Jan. 2016) the project was on hold for further discussions regarding environmental concerns regarding the cultural site (petroglyphs) and wetland encroachment. It was determined after a series of discussions with Environmental Planning Group (EPG) and the Bridge Group the temporary bridge detour would have a significant wetland encroachment, lengthy cultural work to clear the petroglyphs and a \$250K in lieu payment to The US Army Corps. of Engineers per acre of wetlands impacted.

ADOT Bridge Group reevaluated the rehabilitation alternatives and with the team's concurrence the scope of the project will be modified to perform a substructure repair and scour retro-fit in lieu of a Total Bridge replacement.

The modified project scope consists of bridge pier repair and scour concrete floor, which will simplify environmental tasks and maintenance of traffic scheme. The Water Canyon Creek Concrete Box Culvert (CBC) Extension, which was added to this project through an ADOT Project Review Board approval in May 2015, is still included in this modified project scope.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS: Change in Scope. Change in Work Type.	APPROVED/RECOMMENDED ACTIONS: Item(s) Approved. Subject to PPAC Approval. PRB APPROVED
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**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:11/21/2017

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date:

11/29/2017

4. Project Manager / Presenter Information:

Bharat Kandel

(602) 712-8736

5. Form Created By:

Bharat Kandel

4984 URBAN PROJECT MANAGEMENT

205 S 17th Ave, , EM01

PROJECT INFORMATION

6. Project Location / Name:

DYSART ROAD - I-17

7. Type of Work:

PAVEMENT REHAB

8. CPS Id:

EN1N

9. District:

Phoenix

10. Route:

10

11. County:

Maricopa

12. Beg MP:

130.0

13. TRACS #:

H878601C

14. Len (mi.):

13.0

15. Fed ID #:

NH 010-B(215)T

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000):

17. Original Program Item # (Current 5 Yr Program):

11717

18. Current Approved

Program Budget (in \$000):

26,500

18a. (+/-) Program Budget

Request (in \$000):

-26,500

18b. Total Program Budget

After Request (in \$000):

0

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 26,500

Fund Item #: 11717

Comments:

Details:
FY:2018-DYSART ROAD -
I-17-Pavement Rehabilitation

Amount (in \$000): -26,500

Comments:

Fund Item #: 72318

Details:
FY:2018-CONTINGENCY-Program Cost Adjustments

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

2018

22. Current Bid Pkg Ready Date:

12/01/2017

23. Current Bid Adv Date:

12/22/2017

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?NO

24b. Project Name/Location Changed?NO

Have ENVIRONMENTAL Clearance?YES

Have U&RR Clearance?NO

Have R/W Clearance?NO

Scoping Document Completed?YES

24c. Work Type Changed?NO

24d. What is the current Stage?Post Stage IV

Have MATERIALS Memo?YES

Have C&S Approval?NO

Have CUSTOMIZED Schedule?YES

25. DESCRIPTION OF REQUEST:

Defer project to Fiscal Year 2019.

26. JUSTIFICATION:

Additional time is required for land exchange approval from Bureau of Reclamation (BOR), and to accommodate the schedule of reconstruction work of SRP's (Salt River Project) siphon elements that are in conflict with the widening. These will impact the Utility and Right of Way Clearances and overall construction project schedule. ADOT TIP is 4774.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

REQUESTED ACTIONS:

Delete Project.
Request to be in PPAC Agenda for 11/29/2017.

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.
Contingent upon MAG Regional Council approval
on January 31, 2018

PRB APPROVED



**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:11/21/2017

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date:

11/21/2017

4. Project Manager / Presenter Information:

Tricia Brown

(602) 712-7046

5. Form Created By:

Tricia Brown

205 S 17th Ave, , 614E

PROJECT INFORMATION

6. Project Location / Name:

WILLARD SPRINGS TI OP, SB STR#1584 & NB STR#1572

7. Type of Work:

CONSTRUCT BRIDGE REPLACEMENT

8. CPS Id:

XX1M

9. District:

Flagstaff

10. Route:

17

11. County:

Coconino

12. Beg MP:

325.7

13. TRACS #:

H872101C

(Tracs# not in Adv)

14. Len (mi.):

1.0

15. Fed ID #:

NHPP017-B(229

)T

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000):

4,500

17. Original Program Item # (Current 5 Yr Program):

13917

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

-4,500

18b. Total Program Budget

After Request (in \$000):

0

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Fund Item #:

Comments:

Amount (in \$000): -4,500

Fund Item #: 72318

Comments:

Details:

FY:2018-CONTINGENCY-Program Cost Adjustments

I certify that I have verified AND received approval for ALL of the new Funding Sources listed above.

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

18

22. Current Bid Pkg Ready Date:

11/13/2017

23. Current Bid Adv Date:

12/15/2017

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?YES

Have U&RR Clearance?YES

Have R/W Clearance?YES

Scoping Document Completed?YES

24c. Work Type Changed?No

24d. What is the current Stage?N/A

Have MATERIALS Memo?YES

Have C&S Approval?YES

Have CUSTOMIZED Schedule?YES

25. DESCRIPTION OF REQUEST:

Delete project.

26. JUSTIFICATION:

This bridge replacement is located within the project limits of pavement preservation project H8934 Coconino County Line - I-40 (NB). The scope and budget will be added to TRACS No. H8934. ADOT TIP is 4786.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Delete Project.

Request to be in PPAC Agenda for 11/29/2017.

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.

PRB APPROVED



**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:11/21/2017

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date:

11/21/2017

4. Project Manager / Presenter Information:

Tricia Brown

(602) 712-7046

5. Form Created By:

Tricia Brown

205 S 17th Ave, , 614E

PROJECT INFORMATION

6. Project Location / Name:

COCONINO COUNTY LINE - I-40 (NB)

7. Type of Work:

PAVEMENT REHABILITATION

8. CPS Id:

QI1N

9. District:

Flagstaff

10. Route:

17

11. County:

Coconino

12. Beg MP:

311.0

13. TRACS #:

H893401C

14. Len (mi.):

29.0

15. Fed ID #:

017-B(232)T

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000):

0

17. Original Program Item # (Current 5 Yr Program):

6705

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

31,500

18b. Total Program Budget

After Request (in \$000):

31,500

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Fund Item #:

Comments:

Amount (in \$000): 31,500

Comments:

FY18 Contingency

Fund Item #: 72318

Details:

FY:2018-CONTINGENCY-Program Cost Adjustments

I certify that I have verified AND received approval for ALL of the new Funding Sources listed above.

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

18

22a. Request Bid Pkg Ready Date to:

11/30/2017

23a. Request Bid Adv Date to:

12/29/2017

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?YES

Have U&RR Clearance?YES

Have R/W Clearance?YES

Scoping Document Completed?YES

24c. Work Type Changed?No

24d. What is the current Stage?Post Stage IV

Have MATERIALS Memo?YES

Have C&S Approval?YES

Have CUSTOMIZED Schedule?YES

25. DESCRIPTION OF REQUEST:

Establish new project.

26. JUSTIFICATION:

The scope and budget of H8721 is being combined with this project. H8786, I-10 Dysart - I-17 needs more time to complete design and is being deferred to FY19. With this deferral, funding is available to advance H8934 from FY 2019 to FY 2018. H8934 was initially scheduled for FY 2018 because of its high priority pavement rehab need but was deferred to FY 2019 to balance the budget.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

REQUESTED ACTIONS:

Establish a New Project.
Request to be in PPAC Agenda for 11/29/2017.

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.

PRB APPROVED



**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE: 11/21/2017

2. Phone Teleconference? No
Video Teleconference? No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date:

11/22/2017

4. Project Manager / Presenter Information:

Craig Regulski

(602) 769-5585

5. Form Created By:

Craig Regulski

4983 STATEWIDE PROJECT MANAGEMENT

205 S. 17th Avenue, MD 614E

PROJECT INFORMATION

6. Project Location / Name:

McFarland State Historic Park

7. Type of Work:

Pavement Preservation

8. CPS Id:

NN10

9. District:

Tucson

10. Route:

999

11. County:

Pinal

12. Beg MP:

ASP

13. TRACS #:

M696101C

14. Len (mi.):

15. Fed ID #:

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000):

0

17. Original Program Item # (Current 5 Yr Program):

9314

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

7

18b. Total Program Budget

After Request (in \$000):

7

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Fund Item #:

Comments:

Amount (in \$000):

7

Comments:

Fund Item #:

78418

Details:

FY:2018-STATE PARKS-State
Parks Program

I certify that I have verified AND received approval for ALL of the new Funding Sources listed above.

20. JPA #s:

16-0006009

ALL of the JPA(s) been signed?

Yes

ADOT will advertise this project?

No

CURRENTLY APPROVED SCHEDULE

CHANGE REQUEST / NEW PROJECT SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed? No

24b. Project Name/Location Changed? No

Have ENVIRONMENTAL Clearance? NA

Have U&RR Clearance? NA

Have R/W Clearance? NA

Scoping Document Completed? NA

24c. Work Type Changed? No

24d. What is the current Stage? N/A

Have MATERIALS Memo? NA

Have C&S Approval? NA

Have CUSTOMIZED Schedule? NA

25. DESCRIPTION OF REQUEST:

Establish a new project.

26. JUSTIFICATION:

Arizona State Parks has requested funding to perform crack sealing, slurry sealing, and restriping of the parking area within the McFarland State Historic Park.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Establish a New Project.

Request to be in PPAC Agenda for 11/29/2017.

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.

PRB APPROVED



**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:11/21/2017

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date:

11/21/2017

4. Project Manager / Presenter Information:

Craig Regulski

(602) 769-5585

5. Form Created By:

Craig Regulski

4983 STATEWIDE PROJECT MANAGEMENT

205 S. 17th Avenue, MD 614E

PROJECT INFORMATION

6. Project Location / Name:

Tombstone Courthouse State Historic Park

7. Type of Work:

Pavement Reconstruction

8. CPS Id:

NP10

9. District:

Tucson

10. Route:

999

11. County:

Cochise

12. Beg MP:

ASP

13. TRACS #:

M696201C

14. Len (mi.):

15. Fed ID #:

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000):

0

17. Original Program Item # (Current 5 Yr Program):

9315

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

12

18b. Total Program Budget

After Request (in \$000):

12

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Fund Item #:

Comments:

Amount (in \$000): 12

Fund Item #: 78418

Comments:

Details:
FY:2018-STATE PARKS-State
Parks Program

I certify that I have verified AND received approval for ALL of the new Funding Sources listed above.

20. JPA #s:

16-0006009

ALL of the JPA(s) been signed?

Yes

ADOT will advertise this project?

No

CURRENTLY APPROVED SCHEDULE

CHANGE REQUEST / NEW PROJECT SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

21a. Request Fiscal Year to:

18

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?NA

Have U&RR Clearance?NA

Have R/W Clearance?NA

Scoping Document Completed?NA

24c. Work Type Changed?No

24d. What is the current Stage?N/A

Have MATERIALS Memo?NA

Have C&S Approval?NA

Have CUSTOMIZED Schedule?NA

25. DESCRIPTION OF REQUEST:

Establish a new project.

26. JUSTIFICATION:

Arizona State Parks has requested funding to perform pavement reconstruction of the existing parking area within the Tombstone Courthouse State Historic Park. This work includes removing and replacing the asphaltic concrete and reprocessing of the existing aggregate base material.

REQUESTED ACTIONS:

Establish a New Project.
Request to be in PPAC Agenda for 11/29/2017.

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.

PRB APPROVED



**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE: 11/21/2017

2. Phone Teleconference? No
Video Teleconference? No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date:

11/21/2017

4. Project Manager / Presenter Information:

Craig Regulski

(602) 769-5585

5. Form Created By:

Craig Regulski

4983 STATEWIDE PROJECT MANAGEMENT

205 S. 17th Avenue, MD 614E

PROJECT INFORMATION

6. Project Location / Name:

Tubac Presidio State Historic Park

7. Type of Work:

Pavement Preservation

8. CPS Id:

NQ10

9. District:

Tucson

10. Route:

999

11. County:

Santa Cruz

12. Beg MP:

ASP

13. TRACS #:

M696301C

14. Len (mi.):

15. Fed ID #:

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000):

0

17. Original Program Item # (Current 5 Yr Program):

9316

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

20

18b. Total Program Budget

After Request (in \$000):

20

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Fund Item #:

Comments:

Amount (in \$000): 20

Fund Item #: 78418

Comments:

Details:
FY:2018-STATE PARKS-State
Parks Program

I certify that I have verified AND received approval for ALL of the new Funding Sources listed above.

20. JPA #s: 16-0006009

ALL of the JPA(s) been signed? Yes

ADOT will advertise this project? No

CURRENTLY APPROVED SCHEDULE

CHANGE REQUEST / NEW PROJECT SCHEDULE

21. Current Fiscal Year:

21a. Request Fiscal Year to: 18

22. Current Bid Pkg Ready Date:

22a. Request Bid Pkg Ready Date to:

23. Current Bid Adv Date:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed? No	24c. Work Type Changed? No
24b. Project Name/Location Changed? No	24d. What is the current Stage? N/A
Have ENVIRONMENTAL Clearance? NA	Have MATERIALS Memo? NA
Have U&RR Clearance? NA	Have C&S Approval? NA
Have R/W Clearance? NA	Have CUSTOMIZED Schedule? NA
Scoping Document Completed? NA	

25. DESCRIPTION OF REQUEST:

Establish a new project.

26. JUSTIFICATION:

Arizona State Parks has requested funding to perform spot repairs, crack sealing, slurry sealing, and restriping of the parking area within the Tubac Presidio State Historic Park.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS: Establish a New Project. Request to be in PPAC Agenda for 11/29/2017.	APPROVED/RECOMMENDED ACTIONS: Item(s) Approved. Subject to PPAC Approval.	PRB APPROVED
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**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:11/07/2017

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date: 11/14/2017
4. Project Manager / Presenter Information: Craig Regulski (602) 769-5585
5. Form Created By: Craig Regulski
 4983 STATEWIDE PROJECT MANAGEMENT 205 S. 17th Avenue, MD 614E

PROJECT INFORMATION

6. Project Location / Name: Lake Havasu State Park - New Cabin Access Road
7. Type of Work: CONSTRUCT ROADWAY
8. CPS Id: NF10 **9. District:** Kingman **10. Route:** 999 **11. County:** Mohave **12. Beg MP:** ASP **13. TRACS #:** M695301C **14. Len (mi.):** **15. Fed ID #:**
 (Tracs# not in Adv)

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000): **17. Original Program Item # (Current 5 Yr Program):** 9305
18. Current Approved Program Budget (in \$000): 0
18a. (+/-) Program Budget Request (in \$000): 300
18b. Total Program Budget After Request (in \$000): 300

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
Amount (in \$000):	Fund Item #:	Amount (in \$000): 300	Fund Item #: 78418
Comments:	Details:	Comments:	Details: FY:2018-STATE PARKS-State Parks Program

I certify that I have verified AND received approval for ALL of the new Funding Sources listed above.

20. JPA #s: 16-0006009
ALL of the JPA(s) been signed? Yes **ADOT will advertise this project?** No
CURRENTLY APPROVED SCHEDULE **CHANGE REQUEST / NEW PROJECT SCHEDULE**
21. Current Fiscal Year: **21a. Request Fiscal Year to:** 18
22. Current Bid Pkg Ready Date: **22a. Request Bid Pkg Ready Date to:**
23. Current Bid Adv Date: **23a. Request Bid Adv Date to:**

ADDITIONAL DETAILS

24a. Scope Changed?No	24c. Work Type Changed?No
24b. Project Name/Location Changed?No	24d. What is the current Stage?N/A
Have ENVIRONMENTAL Clearance?NA	Have MATERIALS Memo?NA
Have U&RR Clearance?NA	Have C&S Approval?NA
Have R/W Clearance?NA	Have CUSTOMIZED Schedule?NA
Scoping Document Completed?NA	

25. DESCRIPTION OF REQUEST:

Establish a new project.

26. JUSTIFICATION:

Arizona State Parks has requested funding for the construction of a road to provide access to new rental cabins within the Lake Havasu State Park.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:	APPROVED/RECOMMENDED ACTIONS:
Establish a New Project. Request to be in PPAC Agenda for 11/29/2017.	Item(s) Approved. Subject to PPAC Approval.

PRB APPROVED



**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE: 11/07/2017

2. Phone Teleconference? No
Video Teleconference? No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date: 11/14/2017
4. Project Manager / Presenter Information: Craig Regulski (602) 769-5585
5. Form Created By: Craig Regulski
 4983 STATEWIDE PROJECT MANAGEMENT 205 S. 17th Ave. MD 614E

PROJECT INFORMATION

6. Project Location / Name: Dead Horse Ranch State Park
7. Type of Work: Pavement Preservation
8. CPS Id: NG10
9. District: Flagstaff
10. Route: 999
11. County: Yavapai
12. Beg MP: ASP
13. TRACS #: M695401C
14. Len (mi.):
15. Fed ID #:
 (Tracs# not in Adv)

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000):
17. Original Program Item # (Current 5 Yr Program): 9306
18. Current Approved Program Budget (in \$000): 0
18a. (+/-) Program Budget Request (in \$000): 99
18b. Total Program Budget After Request (in \$000): 99

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
Amount (in \$000):	Fund Item #:	Amount (in \$000): 99	Fund Item #: 78418
Comments:	Details:	Comments:	Details: FY:2018-STATE PARKS-State Parks Program

I certify that I have verified AND received approval for ALL of the new Funding Sources listed above.

20. JPA #s: 16-0006009
ALL of the JPA(s) been signed? Yes
ADOT will advertise this project? No
CURRENTLY APPROVED SCHEDULE
CHANGE REQUEST / NEW PROJECT SCHEDULE
21. Current Fiscal Year:
21a. Request Fiscal Year to: 18
22. Current Bid Pkg Ready Date:
22a. Request Bid Pkg Ready Date to:
23. Current Bid Adv Date:
23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed? No	24c. Work Type Changed? No
24b. Project Name/Location Changed? No	24d. What is the current Stage? N/A
Have ENVIRONMENTAL Clearance? NA	Have MATERIALS Memo? NA
Have U&RR Clearance? NA	Have C&S Approval? NA
Have R/W Clearance? NA	Have CUSTOMIZED Schedule? NA
Scoping Document Completed? NA	

25. DESCRIPTION OF REQUEST:

Establish a new project.

26. JUSTIFICATION:

Arizona State Parks has requested funding to perform fogcoating and restriping of all paved roads within the Dead Horse Ranch State Park.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:	APPROVED/RECOMMENDED ACTIONS:
Establish a New Project. Request to be in PPAC Agenda for 11/29/2017.	Item(s) Approved. Subject to PPAC Approval.

PRB APPROVED



**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:11/07/2017

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date: 11/14/2017
4. Project Manager / Presenter Information: Craig Regulski (602) 769-5585
5. Form Created By: Craig Regulski
 4983 STATEWIDE PROJECT MANAGEMENT 205 S. 17th Ave, MD 614E

PROJECT INFORMATION

6. Project Location / Name: Fort Verde State Historical Park
7. Type of Work: Pavement Preservation
8. CPS Id: NH10
9. District: Prescott
10. Route: 999
11. County: Yavapai
12. Beg MP: ASP
13. TRACS #: M695501C
14. Len (mi.):
15. Fed ID #:
 (Tracs# not in Adv)

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000):
17. Original Program Item # (Current 5 Yr Program): 9307
18. Current Approved Program Budget (in \$000): 0
18a. (+/-) Program Budget Request (in \$000): 50
18b. Total Program Budget After Request (in \$000): 50

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
Amount (in \$000):	Fund Item #:	Amount (in \$000): 50	Fund Item #: 78418
Comments:	Details:	Comments:	Details: FY:2018-STATE PARKS-State Parks Program

I certify that I have verified AND received approval for ALL of the new Funding Sources listed above.

20. JPA #s: 16-0006009
ALL of the JPA(s) been signed? Yes
ADOT will advertise this project? No
CURRENTLY APPROVED SCHEDULE
CHANGE REQUEST / NEW PROJECT SCHEDULE
21. Current Fiscal Year:
21a. Request Fiscal Year to: 18
22. Current Bid Pkg Ready Date:
22a. Request Bid Pkg Ready Date to:
23. Current Bid Adv Date:
23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No	24c. Work Type Changed?No
24b. Project Name/Location Changed?No	24d. What is the current Stage?N/A
Have ENVIRONMENTAL Clearance?NA	Have MATERIALS Memo?NA
Have U&RR Clearance?NA	Have C&S Approval?NA
Have R/W Clearance?NA	Have CUSTOMIZED Schedule?NA
Scoping Document Completed?NA	

25. DESCRIPTION OF REQUEST:

Establish a new project.

26. JUSTIFICATION:

Arizona State Parks has requesting funding to perform pavement preservation on two parking areas within the Fort Verde State Historic Park. One parking area will receive a 3" mill and replace and the other parking area will receive a crack seal, a fog coat, and restriping.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

REQUESTED ACTIONS:	APPROVED/RECOMMENDED ACTIONS:
Establish a New Project. Request to be in PPAC Agenda for 11/29/2017.	Item(s) Approved. Subject to PPAC Approval. PRB APPROVED



**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE: 11/07/2017

2. Phone Teleconference? No
Video Teleconference? No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date:

11/14/2017

4. Project Manager / Presenter Information:

Craig Regulski

(602) 769-5585

5. Form Created By:

Craig Regulski

4983 STATEWIDE PROJECT MANAGEMENT

205 S. 17th Ave. MD 614E

PROJECT INFORMATION

6. Project Location / Name:

Jerome State Historic Park

7. Type of Work:

Pavement Preservation

8. CPS Id:

NI10

9. District:

Prescott

10. Route:

999

11. County:

Yavapai

12. Beg MP:

ASP

13. TRACS #:

M695601C

14. Len (mi.):

15. Fed ID #:

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000):

0

17. Original Program Item # (Current 5 Yr Program):

9308

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

18

18b. Total Program Budget

After Request (in \$000):

18

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Fund Item #:

Comments:

Amount (in \$000): 18

Fund Item #: 78418

Comments:

Details:
FY:2018-STATE PARKS-State
Parks Program

I certify that I have verified AND received approval for ALL of the new Funding Sources listed above.

20. JPA #s:

16-0006009

ALL of the JPA(s) been signed?

Yes

ADOT will advertise this project?

No

CURRENTLY APPROVED SCHEDULE

CHANGE REQUEST / NEW PROJECT SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

21a. Request Fiscal Year to:

18

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed? No

24b. Project Name/Location Changed? No

Have ENVIRONMENTAL Clearance? NA

Have U&RR Clearance? NA

Have R/W Clearance? NA

Scoping Document Completed? NA

24c. Work Type Changed? No

24d. What is the current Stage? N/A

Have MATERIALS Memo? NA

Have C&S Approval? NA

Have CUSTOMIZED Schedule? NA

25. DESCRIPTION OF REQUEST:

Establish a new project.

26. JUSTIFICATION:

Arizona State Parks has requested funding to perform crack sealing, slurry sealing, and restriping of the parking area within the Jerome State Historic Park.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Establish a New Project.
Request to be in PPAC Agenda for 11/29/2017.

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.

PRB APPROVED



**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:11/14/2017

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date:

11/17/2017

4. Project Manager / Presenter Information:

Craig Regulski

(602) 769-5585

5. Form Created By:

Craig Regulski

4983 STATEWIDE PROJECT MANAGEMENT

205 S. 17th Ave MD 614E

PROJECT INFORMATION

6. Project Location / Name:

Red Rock State Park

7. Type of Work:

Pavement Preservation

8. CPS Id:

NJ10

9. District:

Flagstaff

10. Route:

999

11. County:

Coconino

12. Beg MP:

ASP

13. TRACS #:

M695701C

14. Len (mi.):

15. Fed ID #:

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000):

0

17. Original Program Item # (Current 5 Yr Program):

9310

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

299

18b. Total Program Budget

After Request (in \$000):

299

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Fund Item #:

Comments:

Amount (in \$000):

299

Comments:

Fund Item #:

78418

Details:

FY:2018-STATE PARKS-State
Parks Program

20. JPA #s:

16-0006009

ALL of the JPA(s) been signed?

Yes

ADOT will advertise this project?

No

CURRENTLY APPROVED SCHEDULE

CHANGE REQUEST / NEW PROJECT SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

21a. Request Fiscal Year to:

18

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?NA

Have U&RR Clearance?NA

Have R/W Clearance?NA

Scoping Document Completed?NA

24c. Work Type Changed?No

24d. What is the current Stage?N/A

Have MATERIALS Memo?NA

Have C&S Approval?NA

Have CUSTOMIZED Schedule?NA

25. DESCRIPTION OF REQUEST:

Establish a new project.

26. JUSTIFICATION:

Arizona State Parks has requested funding to perform pavement preservation activities on roadways within the Red Rock State Park. This work includes crack seal and slurry seal on the park main entrance road and 3" remove and replace on the Mesquite Loop Trail road.

<p>REQUESTED ACTIONS:</p> <p>Establish a New Project. Request to be in PPAC Agenda for 11/29/2017.</p>	<p>APPROVED/RECOMMENDED ACTIONS:</p> <p>Item(s) Approved. Subject to PPAC Approval.</p> <p align="right">PRB APPROVED</p>
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**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:11/14/2017

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date: 11/14/2017
4. Project Manager / Presenter Information: Craig Regulski (602) 769-5585
5. Form Created By: Craig Regulski
 4983 STATEWIDE PROJECT MANAGEMENT 205 S. 17th Ave, MD 614E

PROJECT INFORMATION

6. Project Location / Name: Rockin` River Ranch State Park
7. Type of Work: Construct Roadway
8. CPS Id: NK10
9. District: Flagstaff
10. Route: 999
11. County: Yavapai
12. Beg MP: ASP
13. TRACS #: M695801C
14. Len (mi.):
15. Fed ID #:
 (Tracs# not in Adv)

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000):
17. Original Program Item # (Current 5 Yr Program): 9311
18. Current Approved Program Budget (in \$000): 0
18a. (+/-) Program Budget Request (in \$000): 403
18b. Total Program Budget After Request (in \$000): 403

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
Amount (in \$000):	Fund Item #:	Amount (in \$000): 403	Fund Item #: 78418
Comments:	Details:	Comments:	Details: FY:2018-STATE PARKS-State Parks Program

I certify that I have verified AND received approval for ALL of the new Funding Sources listed above.

20. JPA #s: 16-0006009
ALL of the JPA(s) been signed? Yes
ADOT will advertise this project? No
CURRENTLY APPROVED SCHEDULE
CHANGE REQUEST / NEW PROJECT SCHEDULE
21. Current Fiscal Year:
21a. Request Fiscal Year to: 18
22. Current Bid Pkg Ready Date:
22a. Request Bid Pkg Ready Date to:
23. Current Bid Adv Date:
23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No	24c. Work Type Changed?No
24b. Project Name/Location Changed?No	24d. What is the current Stage?N/A
Have ENVIRONMENTAL Clearance?NA	Have MATERIALS Memo?NA
Have U&RR Clearance?NA	Have C&S Approval?NA
Have R/W Clearance?NA	Have CUSTOMIZED Schedule?NA
Scoping Document Completed?NA	

25. DESCRIPTION OF REQUEST:

Establish a new project.

26. JUSTIFICATION:

Arizona State Parks has requested funding for the construction of a new roadway within the new Rockin` River Ranch State Park.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:	APPROVED/RECOMMENDED ACTIONS:
Establish a New Project. Request to be in PPAC Agenda for 11/29/2017.	Item(s) Approved. Subject to PPAC Approval.

PRB APPROVED



**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:11/14/2017

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date: 11/14/2017
4. Project Manager / Presenter Information: Craig Regulski (602) 769-5585
5. Form Created By: Craig Regulski
 4983 STATEWIDE PROJECT MANAGEMENT 205 S. 17th Avenue, MD 614E

PROJECT INFORMATION

6. Project Location / Name: Slide Rock State Park
7. Type of Work: Pavement Preservation
8. CPS Id: NL10
9. District: Flagstaff
10. Route: 999
11. County: Coconino
12. Beg MP: ASP
13. TRACS #: M695901C
14. Len (mi.):
15. Fed ID #:
 (Tracs# not in Adv)

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000):
17. Original Program Item # (Current 5 Yr Program): 9312
18. Current Approved Program Budget (in \$000): 0
18a. (+/-) Program Budget Request (in \$000): 125
18b. Total Program Budget After Request (in \$000): 125

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
Amount (in \$000):	Fund Item #:	Amount (in \$000): 125	Fund Item #: 78418
Comments:	Details:	Comments:	Details: FY:2018-STATE PARKS-State Parks Program

I certify that I have verified AND received approval for ALL of the new Funding Sources listed above.

20. JPA #s: 16-0006009
ALL of the JPA(s) been signed? Yes
ADOT will advertise this project? No
CURRENTLY APPROVED SCHEDULE
CHANGE REQUEST / NEW PROJECT SCHEDULE
21. Current Fiscal Year:
21a. Request Fiscal Year to: 18
22. Current Bid Pkg Ready Date:
22a. Request Bid Pkg Ready Date to:
23. Current Bid Adv Date:
23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No	24c. Work Type Changed?No
24b. Project Name/Location Changed?No	24d. What is the current Stage?N/A
Have ENVIRONMENTAL Clearance?NA	Have MATERIALS Memo?NA
Have U&RR Clearance?NA	Have C&S Approval?NA
Have R/W Clearance?NA	Have CUSTOMIZED Schedule?NA
Scoping Document Completed?NA	

25. DESCRIPTION OF REQUEST:

Establish a new project.

26. JUSTIFICATION:

Arizona State Parks has requested funding to perform crack sealing, slurry sealing, and restriping of the existing parking area within the Slide Rock State Park. Work also includes relocation of the existing islands within the parking area.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:	APPROVED/RECOMMENDED ACTIONS:
Establish a New Project. Request to be in PPAC Agenda for 11/29/2017.	Item(s) Approved. Subject to PPAC Approval.

PRB APPROVED



**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE: 11/14/2017

2. Phone Teleconference? No
Video Teleconference? No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date:

11/14/2017

4. Project Manager / Presenter Information:

Craig Regulski

(602) 769-5585

5. Form Created By:

Craig Regulski

4983 STATEWIDE PROJECT MANAGEMENT

205 S. 17th Avenue, MD 614E

PROJECT INFORMATION

6. Project Location / Name:

Catalina State Park

7. Type of Work:

Pavement Preservation

8. CPS Id:

NM10

9. District:

Tucson

10. Route:

999

11. County:

Pima

12. Beg MP:

ASP

13. TRACS #:

M696001C

14. Len (mi.):

15. Fed ID #:

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000):

0

17. Original Program Item # (Current 5 Yr Program):

9313

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

95

18b. Total Program Budget

After Request (in \$000):

95

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Fund Item #:

Comments:

Amount (in \$000): 95

Fund Item #: 78418

Comments:

Details:
FY:2018-STATE PARKS-State
Parks Program

I certify that I have verified AND received approval for ALL of the new Funding Sources listed above.

20. JPA #s:

16-0006009

ALL of the JPA(s) been signed?

Yes

ADOT will advertise this project?

No

CURRENTLY APPROVED SCHEDULE

CHANGE REQUEST / NEW PROJECT SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

21a. Request Fiscal Year to:

18

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed? No

24b. Project Name/Location Changed? No

Have ENVIRONMENTAL Clearance? NA

Have U&RR Clearance? NA

Have R/W Clearance? NA

Scoping Document Completed? NA

24c. Work Type Changed? No

24d. What is the current Stage? N/A

Have MATERIALS Memo? NA

Have C&S Approval? NA

Have CUSTOMIZED Schedule? NA

25. DESCRIPTION OF REQUEST:

Establish a new project.

26. JUSTIFICATION:

Arizona State Parks has requested funding to perform seal coating and restriping of all roads within the Catalina State Park.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Establish a New Project.
Request to be in PPAC Agenda for 11/29/2017.

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.

PRB APPROVED

**ARIZONA DEPARTMENT OF TRANSPORTATION
MPD - Aeronautics Group**

Project Committee Recommendations

*CF approved
11-14-17* *EM*

AIRPORT: PHOENIX DEER VALLEY
SPONSOR: CITY OF PHOENIX
CATEGORY: Reliever
PROJECT NUMBER: 8M24
AIP NUMBER: 3-04-0028-37-2017
DATE: August 8, 2017

✓ **New Project**
Changed Project

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Run-up Area Adjacent to TWY C Construction	2018	\$159,577.00	\$159,577.00	\$3,250,800.00	\$3,569,954.00	155
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
\$3,255,567	\$2,963,357	\$292,210	\$132,666

Aeronautics Project Development Committee Recommends to PPAC:

Approval Disapproval

Date: November 7, 2017

Aeronautics Representative

Priority Planning Committee Recommends to Transportation Board:

Approval Disapproval

Date: November 29, 2017

State Transportation Board Action:

Approval Disapproval

Date: December 5, 2017

**ARIZONA DEPARTMENT OF TRANSPORTATION
MPD - Aeronautics Group**

Project Committee Recommendations

CF approved 11-14-17

AIRPORT: PHOENIX GOODYEAR
SPONSOR: CITY OF PHOENIX
CATEGORY: Reliever
PROJECT NUMBER: 8M25
AIP NUMBER: 3-04-0018-22-2017
DATE: August 8, 2017

✓ **New Project**
Changed Project

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
South T-Hangar Apron Reconstruct	2018	\$132,633.00	\$132,632.00	\$2,701,900.00	\$2,967,165.00	120

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	
\$3,255,567	\$3,122,934	\$132,633	\$0	

Aeronautics Project Development Committee Recommends to PPAC:

Approval Disapproval

Date: November 7, 2017

Aeronautics Representative

Priority Planning Committee Recommends to Transportation Board:

Approval Disapproval

Date

State Transportation Board Action:

Approval Disapproval

Date

**ARIZONA DEPARTMENT OF TRANSPORTATION
MPD - Aeronautics Group**

Project Committee Recommendations

*CF approved
en 11-14-17*

AIRPORT: AERONAUTICS
SPONSOR: ADOT MPD
CATEGORY: Aeronautics
PROJECT NUMBER: E8P26 01X
AIP NUMBER: N/A
DATE: November 7, 2017

New Project
 Changed Project

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Consultant Selection	2018	\$18,220.00	\$0.00	\$0.00	\$18,220.00	

Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number

Justification For Recommendation:

Get the design and construction management consultant on-board for future program

Source of Funds:	2018 - State Pavement Management Program		
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$600,000	\$0	\$600,000	\$581,780

Aeronautics Project Development Committee Recommends to PPAC:

Approval Disapproval
Donald J. ...

Date: November 7, 2017

Aeronautics Representative:

Priority Planning Committee Recommends to Transportation Board:

Approval Disapproval

Date: November 29, 2017

State Transportation Board Action:

Approval Disapproval

Date: December 5, 2017

STATE ENGINEER'S REPORT
November 2017

The Status of Projects Under Construction report for November 2017 shows 112 projects under construction valued at \$1,519,096,318.22. The transportation board awarded 10 projects during November valued at approximately \$73.5 million.

During November the Department finalized 1 project valued at \$130,767.92. Projects where the final cost exceeded the contractor's bid amount by more than 5% are detailed in your board package.

Year to date we have finalized 45 projects. The total cost of these 45 projects has exceeded the contractor's bid amount by 5.7%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to 3.8%.

MONTHLY CONSTRUCTION REPORT

November 2017

PROJECTS UNDER CONSTRUCTION	112
MONETARY VALUE OF CONTRACTS	\$1,519,096,318.22
PAYMENTS MADE TO DATE	\$652,958,845.10
STATE PROJECTS	77
LOCAL GOVERNMENT	35
OTHER	0
CONTRACTS EXECUTED IN NOVEMBER 2017	13
MONETARY AMOUNT OF CONTRACTS EXECUTED	\$85,430,847.98

FIELD REPORTS SECTION

EXT. 7301

Arizona Department of Transportation Field Reports Section Completed Contracts Fiscal Year 2018

November, 2017

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
TEA GGI-0(208)T SL72201C	BRADSHAW DR TO FOSSIL CR RD PI NorthCent District	197,622.00	AJP ELECTRIC, INC.	Low Bid = \$126,605.05	(\$71,016.95) or 35.94% under State Estimate \$130,767.92	\$4,162.87	3.3 %

Working Days: 90
Days Used: 69

Completed Contracts (Fiscal Year 2018)

November, 2017

<u>Totals</u>	<u>No. of Contracts</u>	<u>State Estimate</u>	<u>Bid Amount</u>	<u>Final Cost</u>
# of Projects: 1	1	\$197,622.00	\$126,605.05	\$130,767.92
		<u>Monetary</u> (\$71,016.95)		<u>Monetary</u> \$4,162.87

Accumulation to Date (Fiscal Year 2018 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
41	\$180,727,935.06	\$174,121,688.05	\$183,979,624.83	\$9,857,936.78	5.7%

Prepared By:

Ladd Bonts
~~Yvonne Navarro~~

Field Reports Unit, X6849

Checked By:

Sara Del Castillo for
~~Benjamin Hekker~~, Manager
 Charlene Neish

Field Reports Unit, X7301

FINAL COST VS BID ADJUSTED

FISCAL YEAR 2018

MONTH	CUMULATIVE FINAL COST	LESS ADJUSTMENTS FOR					CUMULATIVE ADJ	CUMULATIVE BID AMOUNT	ADJUSTED FINAL COST	ADJ CUM
		REVISIONS/ OMISSIONS #4 & #5	INCENTIVE/ BONUS #7	ADD'L WORK PD OTHERS #3						
Jul-17	\$ 19,927,610	\$ 225,211	\$ 134,779	\$ -		\$ 359,989	\$ 20,619,888	\$ 19,567,620	-5.1%	
Aug-17	\$ 54,265,733	\$ 120,492	\$ 762,316	\$ 46,174		\$ 1,288,971	\$ 54,450,799	\$ 52,976,761	-2.7%	
Sep-17	\$ 178,878,281	\$ 762,702	\$ 1,141,393	\$ 2,077		\$ 3,195,143	\$ 169,763,083	\$ 175,683,138	3.5%	
Oct-17	\$ 183,848,857	\$ -	\$ -	\$ -		\$ 3,195,143	\$ 173,995,083	\$ 180,653,714	3.8%	
Nov-17	\$ 183,979,625	\$ -	\$ -	\$ -		\$ 3,195,143	\$ 174,121,688	\$ 180,784,482	3.8%	
Dec-17						\$ 3,195,143		\$ (3,195,143)		
Jan-18						\$ 3,195,143		\$ (3,195,143)		
Feb-18						\$ 3,195,143		\$ (3,195,143)		
Mar-18						\$ 3,195,143		\$ (3,195,143)		
Apr-18						\$ 3,195,143		\$ (3,195,143)		
May-18						\$ 3,195,143		\$ (3,195,143)		
Jun-18						\$ 3,195,143		\$ (3,195,143)		
		\$ 1,108,404	\$ 2,038,488	\$ 48,251		\$ 3,195,143				
e-mail to Barb Domke at year end										

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 8a: BOARD DISTRICT NO.: 1 Page 263

BIDS OPENED: November 17, 2017

HIGHWAY: CITY OF GOODYEAR

SECTION: VARIOUS LOCATIONS

COUNTY: MARICOPA

ROUTE NO.: LOCAL

PROJECT : TRACS: CM-GDY-0(210)T : 0000 MA GDY SZ12001C

FUNDING: 94% FEDS 6% LOCAL

LOW BIDDER: ROADWAY ELECTRIC, LLC

LOW BID AMOUNT: \$ 494,495.00

STATE ESTIMATE: \$ 706,392.00

\$ UNDER ESTIMATE: (\$ 211,897.00)

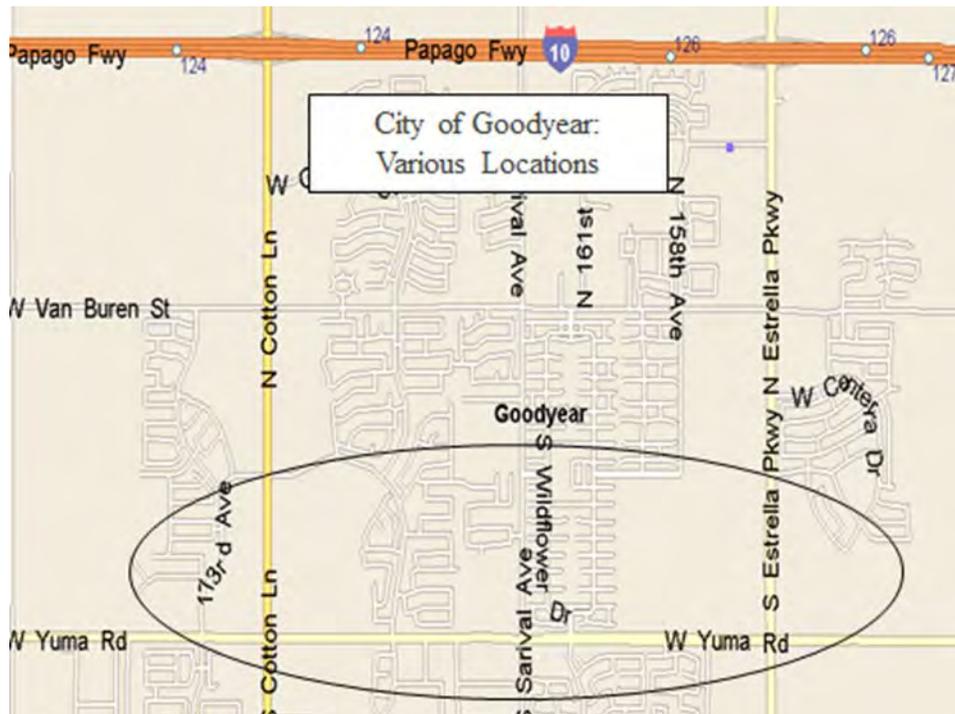
% UNDER ESTIMATE: (30.0%)

PROJECT DBE GOAL: 1.41%

BIDDER DBE PLEDGE: 2.60%

NO. BIDDERS: 5

RECOMMENDATION: AWARD



*ITEM 8c:

BOARD DISTRICT NO.: 5

Page 271

BIDS OPENED: October 27, 2017

HIGHWAY: HOLBROOK-SPRINGERVILLE HIGHWAY (US 180)

SECTION: MILKY WASH BRIDGE, STR. #1551

COUNTY: APACHE

ROUTE NO.: US 180

PROJECT : TRACS: STBGP-180-B(207)T : 180 AP 331 H862901C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: SHOW LOW CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 894,870.10

STATE ESTIMATE: \$ 777,566.84

\$ OVER ESTIMATE: \$ 117,303.26

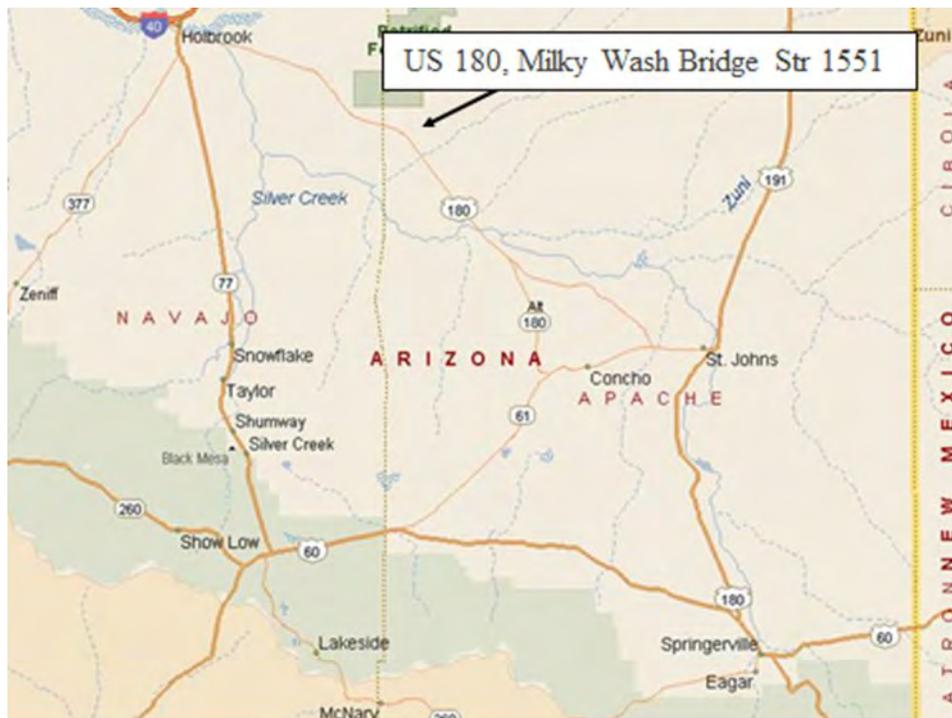
% OVER ESTIMATE: 15.1%

PROJECT DBE GOAL: 5.55%

BIDDER DBE PLEDGE: 6.52%

NO. BIDDERS: 6

RECOMMENDATION: AWARD



ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:
 200 Working Days

The proposed sign rehabilitation project is located on I-8 within Maricopa and Pinal Counties from milepost 125 to milepost 178. The work consists of sign rehabilitation on mainline I-8 and all associated TI ramps and crossroads within the project limits. The work includes removing existing signs and replacing with new signs including replacing three oversize sign panels over existing truss type structures and other related work.

Bid Opening Date : 11/3/2017, Prequalification Required, Engineer Specialist : Vian Rashid

Project No.	Highway Termini	Location	Item
008 MA 125 H855701C 008-B-(206)T	YUMA - CASA GRANDE HIGHWAY, I-8	GILA BEND REST AREA TO I-10 SouthWest District	6900

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$1,416,816.73	ROADWAY ELECTRIC, LLC	2035 W. MOUNTAIN VIEW ROAD PHOENIX, AZ 85021
2	\$1,489,939.32	ABBCO SIGN GROUP, INC.	8557 W. POTTER DRIVE PEORIA, AZ 85382
3	\$1,568,785.27	DEPARTMENT	11250 N. CAVE CREEK RD. PHOENIX, AZ 85020
4	\$2,774,957.47	CONTRACTORS WEST, INC.	1830 W. BROADWAY RD. MESA, AZ 85202-1125

Apparent Low Bidder is 9.7% Under Department Estimate (Difference = (\$151,968.54))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 03, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 008 MA 125 H8557 01C
PROJ NO HSIP-008-B(206)T
TERMINI YUMA – CASA GRANDE HIGHWAY, I-8
LOCATION GILA BEND REST AREA TO I-10

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-8	125 to178	SOUTHWEST	6900

The amount programmed for this contract is \$2,080,000.00. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed sign rehabilitation project is located on I-8 within Maricopa and Pinal Counties from milepost 125 to milepost 178. The work consists of sign rehabilitation on mainline I-8 and all associated TI ramps and crossroads within the project limits. The work includes removing existing signs and replacing with new signs including replacing three oversize sign panels over existing truss type structures and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Remove (Signs Panels, Posts & Foundations)(Various)	EACH	776
Breakaway Sign Post (Various Sizes)	L.FT.	3,841
Foundation for Breakaway Sign Post (Various Size)	EACH	273
Slip Base (New)	EACH	607
Sign Post (Perforated) (Various Type)	L.FT.	8,740
Warning, Marker, or Regulatory Sign Panel	SQ.FT.	6,041
Extruded Aluminum Sign Panel	SQ.FT.	13,548
Flat Sheet Aluminum Sign Panel	SQ.FT.	1,196
Paint Structure (Including Rust Removal)	SQ.FT.	300
Object Marker (Various Type)	EACH	104
Pavement Symbol (Extruded Therm.) (Alkyd) (0.090")	EACH	31
Pavement Marker, Raised, Type C & E	EACH	876
Force Account Work (Relocate Burrowing Owl)	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 200 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-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 1.82.

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 \$84, 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:	Vian Rashid	(VRashid@azdot.gov)
Construction Supervisor:	Jaime Hernandez	(JHernandez@azdot.gov)



STEVE BEASLEY,
Manager
Contracts & Specifications

008 MA 125 H8557 01C
HSIP-008-B(206)T
PROJECT ADVERTISED ON: 08/30/2017

**ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION**

BID RESULTS

Completion Date:
370 Working Days

The proposed project is located within Maricopa County in the Phoenix Metropolitan area on Interstate 10 from Perryville Road to Bullard Avenue. The proposed work consists of the installation of closed circuit television cameras, dynamic message signs, detector stations, conduit, fiber optic cables, and other related equipment.

Bid Opening Date : 11/3/2017, Prequalification Required, Engineer Specialist : Mowery-Racz Thomas

Project No.	Highway Termini	Location	Item
010 MA 122 H881901C 010-B-(216)T	EHRENBERG-PHOENIX HWY (I-10)	PERRYVILLE RD TO BULLARD AVE Central District	40818

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$2,042,269.00	C S CONSTRUCTION, INC.	22023 N. 20TH AVENUE SUITE A PHOENIX, AZ 85027
2	\$2,269,671.29	DEPARTMENT	
3	\$2,363,906.54	ROADWAY ELECTRIC, LLC	2035 W. MOUNTAIN VIEW ROAD PHOENIX, AZ 85021
4	\$2,790,800.04	CONTRACTORS WEST, INC.	1830 W. BROADWAY RD. MESA, AZ 85202-1125

Apparent Low Bidder is 10.0% Under Department Estimate (Difference = (\$227,402.29))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: Friday, October 6, 2017, at 11:00 A.M. (M.S.T.)

TRACS No: 010 MA 122 H8819 01C
 Project No: CMAQ-010-B(216)T
 Termini: Ehrenberg-Phoenix Hwy (I-10)
 Location: I-10, Perryville Road to Bullard Avenue

<u>ROUTE No.</u>	<u>MILEPOST</u>	<u>DISTRICT</u>	<u>ITEM No.</u>
I-10	122.63 to 127.93	Central	40818

The amount programmed for this contract is **\$4,160,000.00**. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located within Maricopa County in the Phoenix Metropolitan area on Interstate 10 from Perryville Road to Bullard Avenue. The proposed work consists of the installation of closed circuit television cameras, dynamic message signs, detector stations, conduit, fiber optic cables, and other related equipment.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Dynamic Message Sign & Structure	Each	4
55 & 100 Ft. CCTV Poles w/ Lowering Device	Each	5
Electrical Conduit, Various Size & Config	L.Ft.	5,275
No. 9 & 7 Pull Boxes, Including Retrofits	Each	19
Electrical Conductors, Various Sizes	L.Ft.	73,150
Single Mode Fiber Optic Cable, 12 & 144 Fibers	L.Ft.	64,855
Control, Load Center, & Transformer Cabinets	Each	34
2070 Controller	Each	7
New Node Building 18 with Communications Equipment	Each	1
CCTV Field Equipment	Each	5
Ethernet Switches	Each	16
Cut Slope Maintenance Pad	Each	1
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 **370** 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 **\$182**, 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 **\$66** 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

010 MA 122 H8819 01C
CMAQ-010-B(216)T
PROJECT ADVERTISED ON: August 30, 2017

**ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION**

BID RESULTS

Completion Date:
290 Working Days

The proposed work is located in Navajo County, on I-40 between milepost 258.93 and milepost 260.05, approximately five miles east of the City of Winslow. The proposed work consists of removing and replacing existing bridge decks, reconstructing existing bridge approaches, replacing pavement markings, and other miscellaneous work.

Bid Opening Date : 11/3/2017, Prequalification Required, Engineer Specialist : Patway Mohammed

Project No.	Highway Termini	Location	Item
040 NA 258 H872201C 040-D-(231)T	FLAGSTAFF-HOLBROOK HIGHWAY (I-40)	COTTONWOOD WASH BRIDGE EB #519 NorthCent District	14117

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$4,354,719.64	DEPARTMENT	
1	\$4,542,338.00	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040
2	\$4,748,803.04	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027
3	\$4,844,110.29	HAYDON BUILDING CORP	4640 E. COTTON GIN LOOP PHOENIX, AZ 85040
4	\$4,888,084.10	PULICE CONSTRUCTION, INC.	2033 W. MOUNTAIN VIEW RD. PHOENIX, AZ 85021
5	\$4,930,753.24	VASTCO, INC.	425 INDUSTRIAL DRIVE CHINO VALLEY, AZ 86323

Rank	Bid Amount	Contractor Name	Address of Contractor
6	\$5,240,117.48	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281

Apparent Low Bidder is 4.3% Over Department Estimate (Difference = \$187,618.36)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 03, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 040 NA 258 H872201C
PROJ NO NHPP-040-D(231)T
TERMINI FLAGSTAFF - HOLBROOK HIGHWAY (I-40)
LOCATION COTTONWOOD WASH BRIDGE EB & WB

ROUTE NO. MILEPOST DISTRICT ITEM NO.
I-40 258.93 to 260.05 NORTHCENTRAL 14117

The amount programmed for this contract is \$6,000,000. 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, on I-40 between milepost 258.93 and milepost 260.05, approximately five miles east of the City of Winslow. The proposed work consists of removing and replacing existing bridge decks, reconstructing existing bridge approaches, replacing pavement markings, and other miscellaneous work.

Table with 3 columns: REPRESENTATIVE ITEMS, UNIT, QUANTITY. Includes items like Roadway Excavation, Borrow, Asphaltic Concrete, etc.

The time allowed for the completion of the work included in this project will be 290 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 5.55.

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 \$142.00, 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 \$63.00 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.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Mohammed Patwary	MPatwary@azdot.gov
Construction Supervisor:	Steve Monroe	SMonroe@azdot.gov

STEVE BEASLEY,
Manager
Contracts & Specifications

MP: mp: UVA PROJECTS\H872201C \ADVERTISE: Long AD H872201C
DATE: 08/25/2017

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:
130 Working Days

The project is located in Navajo County on the Navajo Indian Reservation on US 163 between Mileposts 399.80 and 401.02, approximately 5 miles North of Kayenta. The work consists of removing existing asphaltic concrete pavement and replacing it with new asphaltic concrete (Misc. Structural) and asphaltic concrete friction course. The work also includes constructing a precast concrete arch structure, extending pipe culvert, replacing pavement marking, seeding, and other related work.

Bid Opening Date : 11/17/2017, Prequalification Required, Engineer Specialist : Kamal Jalal

Project No.	Highway Termini	Location	Item
163 NA 399 H892901C 163-A-(202)T	KAYENTA - UTAH STATE LINE HIGHWAY (US 163)	LITTLE CAPITAN VALLEY NorthEast District	72317

Rank	Bid Amount	Contractor Name	Address of Contractor
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\$3,128,883.35 DEPARTMENT

1	\$3,355,555.55	N.G.U CONTRACTING, INC.	3820 W. Happy Valley Road, Ste. 141 #496 Glendale, AZ 85310
2	\$3,619,997.45	RUMMEL CONSTRUCTION, INC	7520 E. ADOBE DRIVE SCOTTSDALE, AZ 85255
3	\$3,760,700.73	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040
4	\$3,838,161.70	SHOW LOW CONSTRUCTION, INC.	1801 WEST DEUCE OF CLUBS, SUITE 300 SHOW LOW, AZ 85901
5	\$3,929,987.70	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302

Apparent Low Bidder is 7.2% Over Department Estimate (Difference = \$226,672.20)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 17, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 163 NA 399 H8929 01C
PROJ NO STP-163-A(202)T
TERMINI KAYENTA - UTAH STATE LINE HIGHWAY (US 163)
LOCATION LITTLE CAPITAN VALLEY

ROUTE NO. MILEPOST DISTRICT ITEM NO.
US 163 399.90 TO 401.02 NORTHEAST 72317

The amount programmed for this contract is \$3,725,000.00. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The project is located in Navajo County on the Navajo Indian Reservation on US 163 between Mileposts 399.80 and 401.02, approximately 5 miles North of Kayenta. The work consists of removing existing asphaltic concrete pavement and replacing it with new asphaltic concrete (Misc. Structural) and asphaltic concrete friction course. The work also includes constructing a precast concrete arch structure, extending pipe culvert, replacing pavement marking, seeding, and other related work.

Table with 3 columns: REPRESENTATIVE ITEMS, UNIT, QUANTITY. Rows include ROADWAY EXCAVATION BORROW, AGGREGATE BASE, CLASS 2, ASPHALTIC CONCRETE FRICTION COURSE, ASPHALTIC CONCRETE (MISC. STRUCTURAL), PIPE, CORRUGATED METAL, PERMANENT PAVEMENT MARKING (PAINTED), PAVEMENT MARKING (EPOXY), PRECAST BRIDGE (ARCH STRUCTURE), CONTRACTOR QUALITY CONTROL, CONSTRUCTION SURVEYING AND LAYOUT.

The time allowed for the completion of the work included in this project will be 120 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-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 \$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.

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.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	JALAL KAMAL	Jkamal@azdot.gov
Construction Supervisor:	CARL ERICKSEN	CEricksen@azdot.gov

STEVE BEASLEY,
Manager
Contracts & Specifications

163 NA 399 H8929 01C
STP-163-A(202)T
Project Advertised on: 6-16-2017

**ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION**

BID RESULTS

Completion Date:
175 Working Days

The proposed project is located in Maricopa County, within the City of Goodyear, along Yuma Road from Cotton Lane to Estrella Parkway and along Cotton Lane from Yuma Road to Lilac Street. The work consists of installation of fiber optic conduit and cables in both proposed and existing conduit, Ethernet switches, video encoders, CCTV cameras and other equipment necessary to extend the City's traffic management system

Bid Opening Date : 11/17/2017, Prequalification Required, Engineer Specialist : Mahdi Ghalib

Project No.	Highway Termini	Location	Item
0000 MA GDY SZ12001C CM-GDY-0-(210)T	CITY OF GOODYEAR	VARIOUS LOCATIONS Central District	49879

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$494,495.00	ROADWAY ELECTRIC, LLC	2035 W. MOUNTAIN VIEW ROAD PHOENIX, AZ 85021
2	\$509,669.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027
3	\$554,753.50	AJP ELECTRIC, INC.	11250 N. CAVE CREEK RD. PHOENIX, AZ 85020
4	\$609,495.00	CONTRACTORS WEST, INC.	1830 W. BROADWAY RD. MESA, AZ 85202-1125
5	\$696,185.58	KIMBRELL ELECTRIC, INC.	7593 N. 73RD DRIVE GLENDALE, AZ 85303
	\$706,392.00	DEPARTMENT	

Apparent Low Bidder is 30.0% Under Department Estimate (Difference = (\$211,897.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 17, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 MA GDY SZ12001C
PROJ NO CM-GDY-0(210)T
TERMINI CITY OF GOODYEAR
LOCATION VARIOUS LOCATIONS

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	CENTRAL	LOCAL

The amount programmed for this contract is \$850,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in Maricopa County, within the City of Goodyear, along Yuma Road from Cotton Lane to Estrella Parkway and along Cotton Lane from Yuma Road to Lilac Street. The work consists of installation of fiber optic conduit and cables in both proposed and existing conduit, Ethernet switches, video encoders, CCTV cameras and other equipment necessary to extend the City's traffic management system.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
ELECTRICAL CONDUIT (2-2", 1-3") (DIRECTIONAL BORE) (HDPE)	L. FT	7,346
ELECTRICAL CONDUIT (VARIOUS SIZES)	L. FT	72
PULL BOX (VARIOUS TYPES)	EACH	18
SINGLE MODE FIBER OPTIC CABLE (12 & 96 FIBERS)	L. FT	13,075
FIBER OPTIC SPLICE CLOSURE (RESEALABLE)	EACH	8
ELECTRICAL SYSTEM (FIELD ETHERNET SWITCH)	EACH	8
ELECTRICAL SYSTEM (SINGLE MODE FIBER OPTIC PATCH CORD)	EACH	16
ELECTRICAL SYSTEM (SINGLE CHANNEL VIDEO CODEC)	EACH	8
CCTV FIELD EQUIPMENT	EACH	8
MISCELLANEOUS WORK (RECORD DRAWINGS)	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 175 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-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 1.41.

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 \$39 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 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:
Construction Supervisor:

Ghalib Mahdi
Girgis A. Girgis

GMahdi@azdot.gov
GGirgis@azdot.gov

For

Reza Jafari
STEVE BEASLEY,
Manager
Contracts & Specifications Section

0000 MA GDY SZ12001C
CM-GDY-0(210)T
October 25, 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 Yuma County, on County 12th Street west of Avenue D. The work consists of bridge replacement. The work includes removal of the existing bridge and replacement with a 12' x 6' box culvert approximately 75 feet west of the existing structure, new AC pavement, pavement markings and other related work.

Bid Opening Date : 10/27/2017, Prequalification Required, Engineer Specialist : Vian Rashid

Project No.	Highway Termini	Location	Item
0000 YU YYU SB45501C YYU-0-(208)T	YUMA COUNTY	CO. 12TH ST AT AVE D BR# 8368 SouthWest District	LOCAL-FA

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$638,245.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027
2	\$668,981.50	CEMEX CONSTRUCTION MATERIALS SOUTH, LLC.	2088 East 20th Street YUMA, AZ 85365
	\$720,813.75	DEPARTMENT	
3	\$739,739.00	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040
4	\$1,014,000.00	TECHNOLOGY CONSTRUCTION, INC.	5430 SIDE ROAD PRESCOTT, AZ 86301
5	\$1,107,480.65	HAYDON BUILDING CORP	4640 E. COTTON GIN LOOP PHOENIX, AZ 85040
6	\$1,195,737.30	PULICE CONSTRUCTION, INC.	2033 W. MOUNTAIN VIEW RD. PHOENIX, AZ 85021

Rank	Bid Amount	Contractor Name	Address of Contractor
7	\$1,216,474.00	SOUTHWEST CONCRETE PAVING CO.	20430 N. 19TH AVENUE, SUITE B-100 PHOENIX, AZ 85027

Apparent Low Bidder is 11.5% Under Department Estimate (Difference = (\$82,568.75))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, OCTOBER 27, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 YU YYU SB455 01C
PROJ NO STBG-NHPP-YYU-0(208)T
TERMINI YUMA COUNTY
LOCATION COUNTY 12TH STREET AT AVENUE D BRIDGE # 8368

ROUTE NO. MILEPOST DISTRICT ITEM NO.
N/A N/A SOUTHWEST LOCAL-FA

The amount programmed for this contract is \$840,400.00. 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, on County 12th Street west of Avenue D. The work consists of bridge replacement. The work includes removal of the existing bridge and replacement with a 12' x 6' box culvert approximately 75 feet west of the existing structure, new AC pavement, pavement markings and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Remove Bridge	L.SUM	1
Removal of Asphaltic Concrete Pavement	SQ.YD	790
Roadway Excavation	CU.YD	337
Drainage Excavation	CU.YD	1,078
Structural Excavation	CU.YD	1,030
Structure Backfill	CU.YD	700
Borrow (In Place)	CU.YD	1,057
Aggregate Base, Class 2	CU.YD	323
Asphaltic Concrete (Miscellaneous Structural)	TON	180
Structural Concrete (Class S) (F'C = 4,000)	CU.YD	287
Reinforcing Steel	LB	31,350
Permanent Pavement Marking (Painted) (W&Y)	L.FT	2,416
Erosion Control (Rock Mulch)(Gradation C)	CU.YD	178
Concrete Channel Lining (4")	SQ.YD	1,360
Force Account Work (On-Site Biologist)	L.SUM	1
Force Account Work (Bat Survey and Exclusion)	L.SUM	1
Force Account Work (Burrowing Owl Relocation)	L.SUM	1
Force Account Work (Dewatering)	L.SUM	1
Miscellaneous Work (Maintain Canal Flow)	L.SUM	1
Construction Survey and Layout	L.SUM	1

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.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 4.01.

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 \$100, 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 \$50 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:	Vian Rashid	(VRashid@azdot.gov)
Construction Supervisor:	Jaime Hernandez	(JHernandez@azdot.gov)



STEVE BEASLEY,
Manager
Contracts & Specifications

0000 YU YYU SB455 01C
STBG-YYU-0(208)T
PROJECT ADVERTISED ON: 09/21/2017

**ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION**

BID RESULTS

Completion Date:
110 Working Days

The proposed scour retrofit project is located on US 180 in Apache County, southeast of the Town of Holbrook between MP 331.40 and MP 331.51. The scour retrofit and deck rehabilitation work will be performed on the Milky Wash Bridge. The work includes constructing concrete floor underneath the existing bridge Milky Wash Bridge (Str. # 1551), deck surface repair, guard rail, shotcrete and other related work.

Bid Opening Date : 10/27/2017, Prequalification Required, Engineer Specialist : Ghorbani Mahmood

Project No.	Highway Termini	Location	Item
180 AP 331 H862901C 180-B-(207)T	HOLBROOK-SPRINGERVILLE HIGHWAY (US 180)	MILKY WASH BRIDGE (STR # 1551) NorthEast District	19916

Rank	Bid Amount	Contractor Name	Address of Contractor
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\$777,566.84 DEPARTMENT

1	\$894,870.10	SHOW LOW CONSTRUCTION, INC.	1801 WEST DEUCE OF CLUBS, SUITE 300 SHOW LOW, AZ 85901
2	\$909,725.15	N.G.U CONTRACTING, INC.	3820 W. Happy Valley Road, Ste. 141 #496 Glendale, AZ 85310
3	\$996,208.47	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040
4	\$997,777.00	VASTCO, INC.	425 INDUSTRIAL DRIVE CHINO VALLEY, AZ 86323
5	\$1,147,568.00	SOUTHWEST CONCRETE PAVING CO.	20430 N. 19TH AVENUE, SUITE B-100 PHOENIX, AZ 85027

Rank	Bid Amount	Contractor Name	Address of Contractor
NON RESPONSIVE		C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027
DEFECTIVE DBE SUBMITTAL			

Apparent Low Bidder is 15.1% Over Department Estimate (Difference = \$117,303.26)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, OCTOBER 27, 2017, AT 11:00 A.M. (M.S.T.)

TRACS NO 180 AP 331 H862901C
PROJ NO STBGP-180-B(207)T
TERMINI HOLBROOK-SPRINGERVILLE HIGHWAY (US 180)
LOCATION MILKY WASH BRIDGE, STR. # 1551

ROUTE NO. MILEPOST DISTRICT ITEM NO.
US 180 331.40 to 331.51 NORTHEAST 19916

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 scour retrofit project is located on US 180 in Apache County, southeast of the Town of Holbrook between MP 331.40 and MP 331.51. The scour retrofit and deck rehabilitation work will be performed on the Milky Wash Bridge. The work includes constructing concrete floor underneath the existing bridge Milky Wash Bridge (Str. # 1551), deck surface repair, guard rail, shotcrete and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Remove Bridge Railing	L. Ft.	238
Remove Bridge Deck Surface(Mechanical Milling)	Sq. Yd.	718
Structural Excavation	Cu.Yd.	917
F-Shape Bridge Concrete Barrier and Transition (34")	L. Ft.	323
Bridge Repair (Polyester Concrete Overlay)	Sq. Yd.	718
Thrie-Beam Guard Rail	Each	4
Structure Concrete(Class S)(f'c= 3000)	Cu.Yd.	120
Reinforcing Steel	Lb.	10,000
Place Dowels	Each	808
Riprap (Dumped D ₅₀ = 6")	Cu. Yd.	100
Shotcrete 4"	Sq. Yd.	440
Permanent Pavement Marking (Painted W & Y)	L. Ft.	4,200
Dual Component Pavement Marking (W & Y Epoxy)	L. Ft.	6,300
Seeding (Class II)	Acre	2
Construction Surveying & Layout	L.Sum	1

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 5.55.

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 \$100, 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 \$65 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.

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.

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Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Intermodal Transportation Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

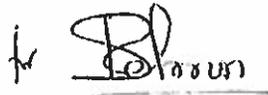
Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package shall be directed to the individuals noted below:

Engineering Specialist:
Construction Supervisor:

Mahmood Ghorbani
Elaine Leavens

MGhorbani@azdot.gov
ELeavens@azdot.gov



STEVE BEASLEY,
Engineer-Manager
Contracts & Specifications Section

180 AP 331 H862901C
STBGP-180-B(207)T
Project Advertised on: 09/20/2017 M. G