

ARIZONA STATE TRANSPORTATION BOARD

Douglas A. Ducey, Governor

William Cuthbertson, Chair
Jack W. Sellers, Vice Chair
Michael S. Hammond, Member
Steven E. Stratton, Member
Jesse Thompson, Member
Sam Elters, Member
Gary G. Knight, Member

Welcome to a meeting of the Arizona State Transportation Board. The Transportation Board consists of seven private citizen members appointed by the Governor, representing specific transportation districts. Board members are appointed for terms of six years each, with terms expiring on the third Monday in January of the appropriate year.

BOARD AUTHORITY

Although the administration of the Department of Transportation is the responsibility of the director, the Transportation Board has been granted certain policy powers in addition to serving in an advisory capacity to the director. In the area of highways the Transportation Board is responsible for establishing a system of state routes. It determines which routes are accepted into the state system and which state routes are to be improved. The Board has final authority on establishing the opening, relocating, altering, vacating or abandoning any portion of a state route or a state highway. The Transportation Board awards construction contracts and monitors the status of construction projects. With respect to aeronautics the Transportation Board distributes monies appropriated to the Aeronautics Division from the State Aviation Fund for planning, design, development, land acquisition, construction and improvement of publicly-owned airport facilities. The Board also approves airport construction. The Transportation Board has the exclusive authority to issue revenue bonds for financing needed transportation improvements throughout the state. As part of the planning process the Board determines priority planning with respect to transportation facilities and annually adopts the five year construction program.

PUBLIC INPUT

Members of the public may appear before the Transportation Board to be heard on any transportation related issue. Persons wishing to protest any action taken or contemplated by the Board may appear before this open forum. The Board welcomes citizen involvement, although because of Arizona's open meeting laws, no actions may be taken on items which do not appear on the formal agenda. This does not, however, preclude discussion of other issues.

MEETINGS

The Transportation Board typically meets on the third Friday of each month. Meetings are held in locations throughout the state. 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 members of the public 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 21, 2018, at 9:00 a.m. at the Morenci Club Hall, 413 Plaza Drive, Morenci, AZ 85540. 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 21, 2018, 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.

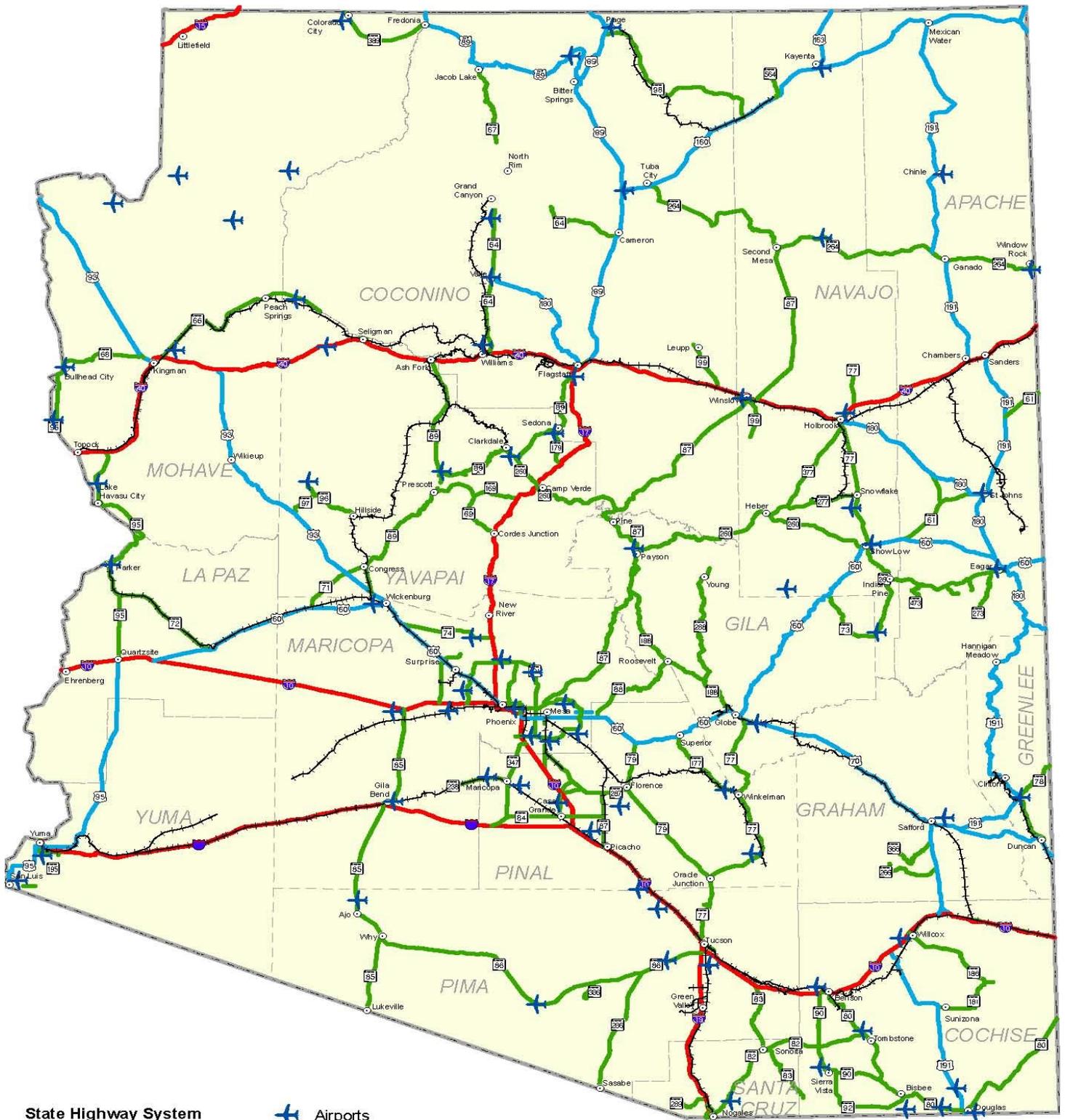
ORDER DEFERRAL AND ACCELERATIONS OF AGENDA ITEMS, VOTE WITHOUT DISCUSSION

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 14th day of December, 2018

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 21, 2018

Morenci Club Hall

413 Plaza Drive

Morenci, AZ 85540

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 21, 2018, at 9:00 a.m. at the Morenci Club Hall, 413 Plaza Drive, Morenci, AZ 85540. 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 21, 2018. 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 Chairman Cuthbertson

ROLL CALL

Roll call by Linda Priano

OPENING REMARKS

Opening remarks by Chairman Bill Cuthbertson

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

Reminder to sign in at meeting entrance and fill out survey cards by Floyd Roehrich, Jr.

Call to the Audience (Information and discussion)

An opportunity for members of the public to discuss items of interest with the Board. Please fill out a Request for Public Input Form and turn in to the Secretary if you wish to address the Board. A three minute time limit will be imposed.

ITEM 1: Director's Report

The Director will provide a report on current issues and events affecting ADOT.
(For information and discussion only — Floyd Roehrich, Jr., Executive Officer)

A) Last Minute Items to Report

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

ITEM 2: District Engineer's Report

Staff will provide an update and overview of issues of regional significance, including updates on current and upcoming construction projects, district operations, maintenance activities and any regional transportation studies. (For information and discussion only — Bill Harmon, Southeast District Engineer)

***ITEM 3: Consent Agenda**

Page 7

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

Items on the Consent Agenda generally consist of the following:

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

ITEM 4: Legislative Report

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

ITEM 5: Financial Report

Staff will provide an update on financing issues and summaries on the items listed below:
(For information and discussion only — Kristine Ward, Chief Financial Officer)

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

ITEM 6: Multimodal Planning Division Report

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

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

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Staff will present recommended PPAC actions to the Board including consideration of changes to the FY2019 - 2023 Statewide Transportation Facilities Construction Program. In addition, staff will present a request for approval of a new airfield in Kingman, Arizona.
(For discussion and possible action — Greg Byres, Division Director, Multimodal Planning Division)

ITEM 8: State Engineer's Report**Page 326**

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)

Page 334***ITEM 9: 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)

***ITEM 10: Transportation Board Organization - Board Chairperson and Vice Chairperson designation for 2019 in accordance with A.R.S. §28-303(B)**

The Board may take action to designate a Board Chairperson and Vice Chairperson for 2019.

(For discussion and possible action — Floyd Roehrich, Jr., Executive Officer)

ITEM 11: Recognition of Chairman Cuthbertson, District 3

(For information and discussion only—Floyd Roehrich, Jr., Executive Officer)

ITEM 12: Suggestions

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

Adjournment

*ITEMS that may require Board Action

Items on the Consent Agenda generally consist of the following:

- Minutes of previous 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

***ITEM 3a:** Approval of Previous Meeting Minutes

RIGHT OF WAY RESOLUTIONS (action as noted)

***ITEM 3b:**

RES. NO. 2018-12-A-055
 PROJECT: 101L MA 023 F0121 / 101-B(213)S
 HIGHWAY: PIMA FREEWAY
 SECTION: I-17 – Pima Road
 ROUTE NO.: State Route 101 Loop
 ENG. DIST.: Central
 COUNTY: Maricopa
 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 project entailing the construction of sound walls and safety improvements necessary to enhance convenience and safety for the traveling public.

***ITEM 3c:**

RES. NO. 2018-12-A-056
 PROJECT: 040 CN 224 H8928 / 040-D(235)T
 HIGHWAY: FLAGSTAFF – HOLBROOK
 SECTIONS: Babbitts Tank Wash Bridge, Str. #1385
 ROUTE NO.: Interstate Route 40
 ENG. DIST.: Northcentral
 COUNTY: Coconino
 RECOMMENDATION: Establish new temporary construction easement right of way to be utilized for bridge rehabilitation and deck replacement necessary to enhance convenience and safety for the traveling public.

***ITEM 3d:**

RES. NO. 2018-12-A-057
 PROJECT: 040B CN 196 M6975 01X / F-008-4(6)
 HIGHWAY: FLAGSTAFF – HOLBROOK
 SECTION: Flagstaff Streets (The Hub)
 ROUTE NO.: State Route 40B
 ENG. DIST.: Northcentral
 COUNTY: Coconino
 PARCEL: 3 – 1723

RECOMMENDATION: Establish donated easement right of way as a state route and state highway encompassing recently completed roadway, curb and sidewalk improvements constructed by a developer under ADOT Permit, as set forth on the Map of Dedication for THE HUB ON CAMPUS FLAGSTAFF, recorded February 15, 2017, in Instrument No. 3777226, records of Coconino County, Arizona.

***ITEM 3e:**

RES. NO. 2018-12-A-058
 PROJECT: 024 MA 001 H8915 / 024-A(200)T
 HIGHWAY: GATEWAY FREEWAY
 SECTION: Ellsworth Road – Ironwood Road
 ROUTE NO.: State Route 24
 ENG. DIST.: Central
 COUNTY: Pinal
 PARCEL: 11 – 1072

RECOMMENDATION: Establish new right of way as a state route by advance acquisition to forestall development along the alignment of the future Gateway Freeway necessary for the enhancement of convenience and safety for the traveling public.

***ITEM 3f:**

RES. NO. 2018-12-A-059
 PROJECT: 082 SC 019 F0128 / 082-A(205)T
 HIGHWAY: NOGALES – TOMBSTONE
 SECTION: Sonoita Creek Bridge, Str. #804
 ROUTE NO.: State Route 82
 ENG. DIST.: Southcentral
 COUNTY: Santa Cruz

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 bridge preservation, rehabilitation and improvement project necessary to enhance convenience and safety for the traveling public.

- *ITEM 3g:** RES. NO. 2018–12–A–060
 PROJECT: 089A CN 401 H8779 / A89–B(216)T
 HIGHWAY: SOUTH MILTON ROAD, FLAGSTAFF
 SECTION: S. R. 89A Spur Overpass, Str. #1187 at McConnell Drive
 ROUTE NO.: State Route 89A
 ENG. DIST.: Northcentral
 COUNTY: Coconino
 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 bridge preservation, rehabilitation and improvement project necessary to enhance convenience and safety for the traveling public.
- *ITEM 3h:** RES. NO. 2018–12–A–061
 PROJECT: 260 AP 394 H8269 / 260–C(204)T
 HIGHWAY: SHOW LOW – McNARY – EAGAR
 SECTION: Little Colorado River Bridge, Str. #416
 ROUTE NO.: State Route 260
 ENG. DIST.: Northeast
 COUNTY: Apache
 RECOMMENDATION: Establish new right of way as a state highway to facilitate the imminent construction phase of this bridge rehabilitation and scour retrofit project necessary to enhance convenience and safety for the traveling public.
- *ITEM 3i:** RES. NO. 2018–12–A–062
 PROJECTS: 202L MA 000 H5439; and 202L MA 056 H8827 01R / 202-D(200)S
 HIGHWAY: SOUTH MOUNTAIN FREEWAY
 SECTION: Jct. I–10 Maricopa Freeway – Jct. I–10 Papago Freeway
 ROUTE NO.: State Route 202 Loop
 ENG. DIST.: Central
 COUNTY: Maricopa
 RECOMMENDATION: Establish new right of way as a controlled access state route and state highway in order to incorporate numerous design enhancements into this ongoing construction project necessary to advance convenience and safety for the traveling public.
- *ITEM 3j:** RES. NO. 2018–12–A–063
 PROJECTS: 010 MA 127 M6972 01X / I–10–2(33); and 010 MA 127 H6878 01R
 HIGHWAY: EHRENBURG – PHOENIX
 SECTION: Perryville Rd. – Bullard Ave.; and Sarival Ave. – Dysart Rd.
 ROUTE NO.: Interstate Route 10
 ENG. DIST.: Central
 COUNTY: Maricopa
 DISPOSAL: D – C – 072
 RECOMMENDATION: Vacate and extinguish all of the State’s interest in and to a portion of drainage easement right of way that is no longer needed for the State Transportation System.

CONSENT 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 3k:** BOARD DISTRICT NO.: 5 Page 337

BIDS OPENED: November 9, 2018
HIGHWAY: FLAGSTAFF-HOLBROOK HIGHWAY (I-40)
SECTION: JACKRABBIT ROAD TO JOSEPH CITY
COUNTY: NAVAJO
ROUTE NO.: I 40
PROJECT : TRACS: NHPP-040-D(236)T : 040 NA 267 H893801C
FUNDING: 94% FEDS 6% STATE
LOW BIDDER: FANN CONTRACTING, INC.

LOW BID AMOUNT: \$ 9,902,997.70
STATE ESTIMATE: \$ 10,025,129.82

\$ UNDER ESTIMATE: (\$ 122,132.12)
% UNDER ESTIMATE: (1.2%)

PROJECT DBE GOAL: 7.01%
BIDDER DBE PLEDGE: 7.01%
NO. BIDDERS: 4

RECOMMENDATION: AWARD



ITEM 3I:

BOARD DISTRICT NO.: 6

BIDS OPENED: November 9, 2018

HIGHWAY: JUNCTION SR 95-HOPE HIGHWAY (SR 72)
JUNCTION SR 95-HOPE HIGHWAY (SR 72)

SECTION: MP 30 TO JUNCTION US 60
SR 72 AT JOSHUA DRIVE

COUNTY: LA PAZ

ROUTE NO.: SR 72
SR 72

PROJECT : TRACS: STBGP-072-A(203)T : 072 LA 030 H871101C
STBGP-072-A(204)T : 072 LA 028 F008301C

FUNDING: 93% FEDS 5.5% STATE 1.5% LOCAL

LOW BIDDER: FNF CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 9,482,440.98

STATE ESTIMATE: \$ 9,932,043.93

\$ UNDER ESTIMATE: (\$ 449,602.95)

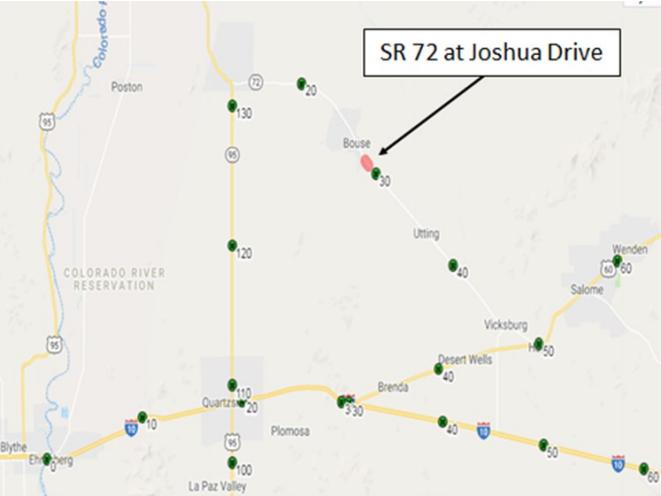
% UNDER ESTIMATE: (4.5%)

PROJECT DBE GOAL: 6.88%

BIDDER DBE PLEDGE: 6.89%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



*ITEM 3m: BOARD DISTRICT NO.: 6

BIDS OPENED: November 9, 2018

HIGHWAY: WICKENBURG-PRESCOTT HIGHWAY

SECTION: SR 89, YARNELL HILL, MP 272 – MP 276

COUNTY: YAVAPAI

ROUTE NO.: SR 89

PROJECT : TRACS: STBGP-HSIP-089-A(208)T : 089 YV 272 H849801C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: PAVECO, INC.

LOW BID AMOUNT: \$ 1,562,651.85

STATE ESTIMATE: \$ 1,748,535.00

\$ UNDER ESTIMATE: (\$ 185,883.15)

% UNDER ESTIMATE: (10.6%)

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 2

RECOMMENDATION: AWARD



***ITEM 3n:**

BOARD DISTRICT NO.: 6

BIDS OPENED: November 30, 2018

HIGHWAY: PRESCOTT-ASH FORK HIGHWAY (US 89)

SECTION: MEATH WASH BRIDGE

COUNTY: YAVAPAI

ROUTE NO.: US 89

PROJECT : TRACS: STBGP-NHPP-089-B(215)T : 089 YV 357 H872001C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: VASTCO, INC.

LOW BID AMOUNT: \$ 2,997,623.86

STATE ESTIMATE: \$ 2,823,830.95

\$ OVER ESTIMATE: \$ 173,792.91

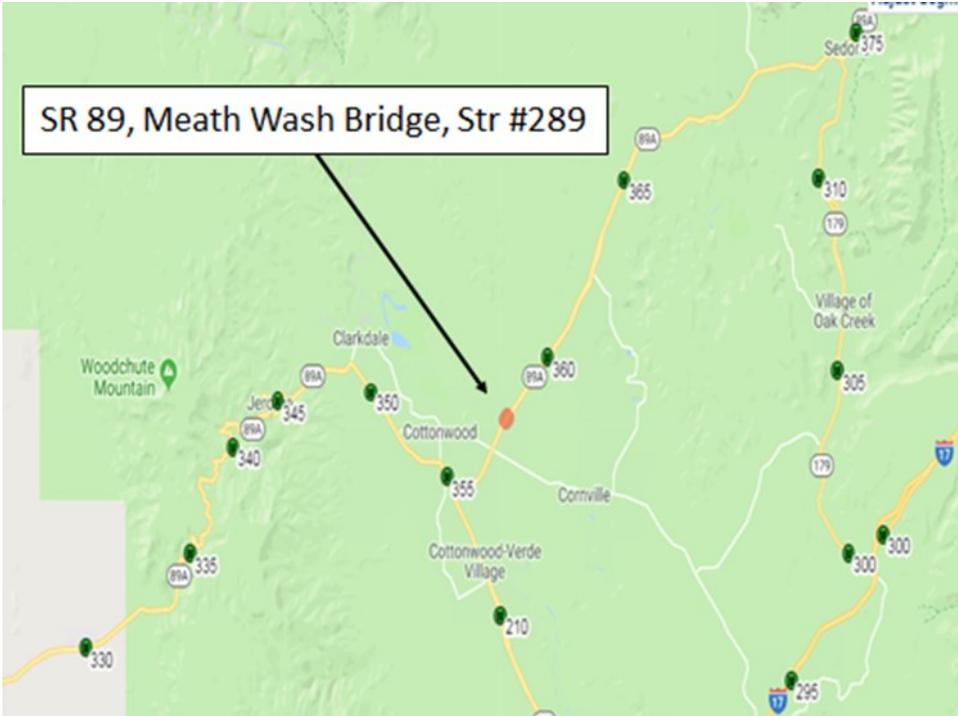
% OVER ESTIMATE: 6.2%

PROJECT DBE GOAL: 7.19%

BIDDER DBE PLEDGE: 8.00%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



STATE TRANSPORTATION BOARD MEETING
9:00 a.m., Friday, October 26, 2018
Lake Havasu City Police Facility Meeting Room
2360 McCulloch Boulevard North
Lake Havasu City, AZ 86403

Call to Order

Chairman Cuthbertson called the State Transportation Board meeting to order at 9:00 a.m.

Pledge

The Pledge of Allegiance was led by Board Member Knight.

Roll Call by Board Secretary Linda Priano

A quorum of the State Transportation Board was present. **In attendance:** Bill Cuthbertson, Jack Sellers, Mike Hammond, Jesse Thompson, Sam Elters and Gary Knight. Board Member Steve Stratton and Board Attorney Michelle Kunzman participated by telephone conference. **Absent:** None. There were approximately 90 members of the public in the audience.

Opening Remarks

Chairman Cuthbertson thanked Vinny Gallegos, Director of the Lake Havasu MPO, for all the planning and organizing that went into the Rural Transportation Summit and stated there was tremendous participation. He added he was impressed with all the communities and planning organizations that participated in the events. Board Member Sellers stated that the Rural Transportation Summit was well done, there were outstanding presentations and he enjoyed the hospitality. Board Member Thompson added that he was very happy with the contributions that were made by the Native American leadership that attended. Board member Knight echoed the success of the event and commented he was very impressed with the accomplishments in Lake Havasu.

Title VI of the Civil Rights Act

Floyd Roehrich, Jr., reminded all attendees to fill out the optional survey cards to assist our Civil Rights Department.

Call to the Audience

An opportunity was provided to members of the public to address the State Transportation Board. Members of the public were requested not to exceed a three minute time period for their comments.

ARIZONA STATE TRANSPORTATION BOARD
STATE TRANSPORTATION BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Lake Havasu City Police Facility Meeting Room
2360 McCulloch Boulevard North
Lake Havasu City, Arizona 86403

October 26, 2018

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

CALL TO THE AUDIENCE

2	SPEAKER:	PAGE:
3	Cal Sheehy.....	5
4	Hildy Angius.....	6
5	Craig McFarland.....	8
6	Bruce Bracker.....	10
7	Cecilia McCollough.....	11
8	Christian Price.....	12
9	David Lane.....	13
10	Russell McCloud.....	16
11	Randy Heiss.....	17
12	Chris Bridges.....	18
13	Lynne Pancrazi.....	20
14	Vincent Gallegos.....	21
15	Robert Perry.....	23
16	Chuck Howe.....	25
17	Miles Begay.....	27
18	Rob Owen.....	28
19	Barbara Pape.....	29
20	Jen Miles.....	30
21	Bill Lenhart.....	32
22	Jean Bishop.....	33
23	Bill Feldmeier.....	37
24	Ron Foggin.....	38
25	Gregory Henry.....	39

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CALL TO THE AUDIENCE

SPEAKER:	PAGE:
Keith Kintner.....	40
John Hansen.....	41
Mike Hinderich.....	43
Justin Hembree.....	44
Minerva Peters (Comments read).....	44

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1 (Beginning of excerpt.)

2 CHAIRMAN CUTHBERTSON: We'll now move on to call
3 to the audience. To address the Board during the call to
4 audience, we ask that you fill out a Request For Public Input
5 Form and present it to Secretary Linda Priano. In the interest
6 of time, in fairness to all, we'll ask that you limit your
7 remarks to three minutes. I do have a large stack of cards
8 here, about 30. So if you multiply that by three, you can see
9 we're going to be here for a while during the call to the
10 audience.

11 If you would -- if you have a topic that you're
12 commenting on that has been commented on previously and you want
13 to just concur and have your name written into the record, I'll
14 read your name off and you can do that, and that would be
15 welcome. Of course, you're always welcome to use your three
16 minutes if you'd like.

17 So at the end of your three minutes, you'll also
18 hear a little audio single -- signal, and that -- that's your
19 indicator. That's your queue to wrap it up, because we've got a
20 lot to do, so... So if you hear that, we'll remind you.

21 And with that, I would like to kick it off with
22 the first speaker. Cal Sheehy is the Mayor-Elect and Vice Mayor
23 for Lake Havasu City.

24 MR. SHEEHY: Good morning, Mr. Chair. Again, my
25 name is Cal Sheehy, and I'm mayor-elect of Lake Havasu City, and

1 on behalf of Lake Havasu City, Mayor Nexsen and the Lake Havasu
2 City Council, we appreciate the Board coming to Lake Havasu and
3 participating here in our beautiful community. Thank you, and I
4 look forward to attending the hearing this after -- this
5 morning. Thank you.

6 CHAIRMAN CUTHBERTSON: Yeah. Thank you.

7 Next is Hildy Angius, County Supervisor for
8 Mohave County.

9 MS. ANGIUS: Good morning. My name is Hildy
10 Angius, and I'm a Mohave County supervisor. I represent
11 District 2, which is Bullhead City, and I'm also here on behalf
12 of Lois Wakimoto, who is the supervisor for District 5, which
13 is -- entails the Mohave Valley and Fort Mohave area.

14 I'm here today to talk about a proposed
15 roundabout. I've spoken here before, about a year ago. I used
16 to come to these meetings every -- and sort of try to nag you
17 guys, but I haven't done it for a while. We are asking that
18 this roundabout not be built. We're still waiting to hear from
19 ADOT about the decision to -- whether or not to build it, and
20 the longer it takes, the more worried we get.

21 The Aztec -- the roundabout is planned on Highway
22 95 and Aztec Road. Highway 95 is our main thoroughfare, and
23 it's our lifeline. It runs 25 miles from the Bullhead Laughlin
24 Parkway to Needles. Most everything is off that highway. There
25 is no alternative route that parallels Highway 95.

1 We understand ADOT is concerned about the number
2 of accidents and fatalities, as are we, but we believe there are
3 other ways to slow down traffic to ensure a safer Highway 95,
4 and we are anxious to work with ADOT to come up with alternative
5 ideas to slow down traffic and mitigate the more severe
6 accidents.

7 But I'm here to talk about my constituents. I've
8 never in my six years in office seen them so angry and
9 motivated. They were standing on street corners with petitions.
10 We had received over 3,000 petitions, which we gave to this
11 Board and ADOT over the year.

12 The citizens of my town tend to be an older
13 demographic. It's also a transient community on the Colorado
14 River, which swells up in the winter to accommodate our
15 snowbirds. These snowbirds come with large motor homes, fifth
16 wheels, boats, trailers, with watercraft, jet skis and ATVs.
17 Now adding commercial trucks, emergency vehicles and
18 motorcycles, and it's a recipe for disaster.

19 Laughlin hosts the third-largest motorcycle rally
20 in the country every year when thousands upon thousands of
21 bikers roar into town and drive up and down Highway 95 for over
22 four days.

23 In addition, Aztec Road is the only outlet for
24 people returning from the Avi Casino. People drink in casinos.
25 Sometimes heavily, I hear. Most of these accidents are not so

1 much speed related as driver error. Perhaps the accidents there
2 will not be as severe, but introducing a new roadway to navigate
3 at night will be troublesome.

4 There are multiple businesses, including a
5 McDonald's, that have grave concerns about the hit that their
6 businesses will take.

7 We have enjoyed a good relationship with ADOT,
8 but on this issue, we are miles apart. Every elected official
9 including our two state representatives and state senator is
10 against this. The Bullhead City Council is against this. The
11 Bullhead City Chamber of Commerce is against this. The Mohave
12 Valley Chamber of Commerce is against this.

13 We do understand the benefits of roundabouts, and
14 we're not against them, per se. We are against the one planned
15 for Aztec Road. We thank ADOT. We thank ADOT for their
16 attention and concern for our safety, but this is our community,
17 and I hope that our wishes will be respected and truly taken
18 into consideration. Thank you.

19 CHAIRMAN CUTHBERTSON: Thank you. Next Greg
20 McFarland, Mayor of the city of Casa Grande.

21 MR. MCFARLAND: Good morning, Mr. Chairman and
22 board members. Thank you for the opportunity to speak to you
23 this morning.

24 I wanted to first of all thank you all for coming
25 to the Rural Transportation Summit and participating. I know I

1 talked to several of you during the summit, and we appreciated
2 your attendance.

3 And then, also, I wanted to thank ADOT and MAG
4 publicly for the work that they've done in getting together with
5 the GRIC, the Gila Indian Community, and starting our I-10
6 widening study. So thank you to ADOT and also the Board.

7 Also, the I-10 projects that are currently going
8 on at Picacho and also Jimmy Kerr. So that -- those projects
9 will be done here hopefully in the next year. So again, thank
10 you for completing that project.

11 And then I also wanted to give you an update of
12 Lucid, in which is the electric car company that's coming to
13 Casa Grande. It is scheduled to break ground in March of 2019.
14 It will add 2,000 jobs to our community. It's been announced --
15 we had an emergency council meeting on Monday, the 29th of
16 October to approve the development agreement with them. So that
17 is moving forward.

18 In addition, I wanted to also give you an update
19 on the Nikola project, which is over in Coolidge, which is right
20 on the same line as Lucid. Another 2,000 jobs. And they
21 probably will start breaking ground probably in the next 6 to 12
22 months. So there's a sense of urgency in terms of the traffic
23 and the amount of pressure that is going to be putting on, like,
24 Florence exit, at I-10 in Florence. And so I'm back up here to
25 ask you to make sure that we keep the Kortsens interchange, the

1 TI in your plans.

2 We have -- we have 2,000 -- or \$2 million set
3 aside from our impact fees. We have the environmental impact
4 study that's completed, and we also have the design concept
5 that's going to be paid for, and we're really looking for --
6 we've got the RTA that's got \$15 million invested in this, and
7 then we really need about \$7 million from the State. So that's
8 what we're looking for. That's what I'm here to -- keep it on
9 your calendar. Keep it on your -- in the back of your mind, and
10 we appreciate anything that you can do to help us out. Thank
11 you.

12 CHAIRMAN CUTHBERTSON: Thank you.

13 To kind of move this thing along, I'm going to --
14 and just to -- just in keeping with the World Series baseball
15 theme, I'm going to announce a speaker and then an on deck
16 speaker afterward so that you're not waiting to hear your name
17 and come up, and you can prepare and get ready. So up next is
18 Bruce Bracker, Supervisor from Santa Cruz County, and on deck is
19 Cecilia McCollough.

20 MR. BRACKER: Good morning, Chairman Cuthbertson
21 and members of the ADOT board. Bruce Bracker, Santa Cruz County
22 Supervisor. A shout out to all the county supervisors who came
23 up here this weekend for the Rural Transportation Summit.
24 Thanks for all your support.

25 I'm here to talk about State Route 189. I want

1 to thank the Board for their support on this critical project
2 for southern Arizona and also for the rest of Arizona. We've
3 got a couple other interchanges that we're going to have to be
4 working on during the STIP, and we'll be working on funding.

5 I'd like to thank Director Halikowski and his
6 staff for working with us. This has been a very complicated
7 project pulling funding sources for many areas. The County and
8 the City have both signed over their commitments for this
9 project, and just thank you very much for your cooperation.

10 CHAIRMAN CUTHBERTSON: Thank you.

11 Cecilia McCollough is mayor of the town of
12 Wellton. On deck will be Christian Price.

13 MS. MCCOLLOUGH: Thank you Board of
14 Transportation. I appreciate the opportunity to be here. Very
15 quickly, I serve as chair for YMPO currently, and I just want to
16 go through the list that we've discussed as a board that are
17 priorities for our region.

18 First, of course, is to widen US-95 from one lane
19 in each direction to two lanes in each direction from Avenue 8E
20 through to Aberdeen Road. And of course, in the future we would
21 love to see that be a four-lane road up to Interstate 10.

22 Second, is you -- State Route 195 goes into the
23 city of San Luis, but when it gets to the point of Juan Sanchez
24 Boulevard, it goes to two lanes with lots of stop signs, a
25 tremendous backup in the city, and we'd like to see that

1 continued -- Arizona 195 all the way through to San Luis up to
2 the border.

3 Also, the upgrading the rural bridges and the off
4 system bridge replacement and rehab funds, those are, of course,
5 a need. They're currently doing two of them right now in the
6 region that I live in. And that's it. And I'm sure more people
7 are going to speak on that, so I appreciate your time.

8 CHAIRMAN CUTHBERTSON: Okay.

9 MS. MCCOLLOUGH: Thank you.

10 CHAIRMAN CUTHBERTSON: Thank you.

11 Christian Price is the Mayor of the city of
12 Maricopa. On deck, I have David Lane.

13 MR. PRICE: Thank you, Board Chairman. So my
14 name is Mayor Marty McPrice, and I've just returned from 1985,
15 and I'd like to tell you that the 347 is still in as bad of
16 shape as it was then. No. I'm just kidding. Thank you very
17 much. Vinny told me this was a "Back to the Future" theme, so
18 I'm surprised no one else dressed up. Come on, you guys. You
19 can't take yourself too seriously in government.

20 Just -- just real briefly, just wanted to say
21 thank you, just like Mayor McFarland did, on the MAG and ADOT
22 and GRIC coordination for the 347/I-10 widening projects and
23 studies. That's really important that we work together on that.

24 Also, the overpass on the 347 is in the middle of
25 construction. We are seeing it open in phases over the coming

1 year, and we hope that the bridge will be open and running by
2 spring of 2019, with the substantial completion of the project
3 by late 2019. So hopefully November of this next year.

4 And then finally, I just wanted to thank ADOT and
5 the staff. We've recently been meeting with them on a variety
6 of the simple issues that require -- that have far reaching
7 consequences. In fact, I won't go into details, but there was
8 an accident just on the inside of city of Maricopa and the 347,
9 and while it was cleaned up very quickly and was ready to go, it
10 caused a six- or seven-hour backup of the 347 on a Thursday
11 afternoon in August, and it was because of not being able to
12 coordinate between ADOT and the city of Maricopa. We've met on
13 that and fixed that, and I just wanted to say -- tell the staff
14 thank you very much for allowing us kind of a first right of
15 refusal to be able to clean up those issues and move things
16 along. So again, thank you very much. I know there's a lot of
17 people to talk, but I appreciate it. Have a great Halloween.

18 CHAIRMAN CUTHBERTSON: Thank you.

19 David Lane as the -- as a council member for
20 Havasu City. On deck, Russell McCloud.

21 MR. LANE: Mr. Chair, members of the Board, good
22 morning and welcome to Lake Havasu City. My name is David Lane.
23 I'm a member of the Lake Havasu City Council and a board member
24 of the Lake Havasu MPO.

25 Mohave County supervisor Lois Wakimoto could not

1 be here today and asked that I share a few of her thoughts with
2 you.

3 I truly regret not being a part of this annual
4 meeting as transportation issues have been one of my priorities
5 as supervisor. One of my other priorities has been preserving
6 Colorado River water for our rural areas as chair of the Mohave
7 County Water Authority. I've been fortunate to participate as a
8 steering committee member of the lower basin drought contingency
9 plan. That duty requires me to be in Phoenix today as we try to
10 develop a plan to conserve water in a fair way to all entities.
11 But I am certain that those of you who are here today and are
12 dedicated to improving roads for vehicles and other means of
13 transportation in rural Arizona, and I leave this important work
14 in your hands.

15 I'm grateful to Vinny Gallegos, the MPO, the Lake
16 Havasu Mayor Mark Nexsen, and the city council for their hard
17 work and cooperation between the city and Mohave County on
18 future projects.

19 I would also like to thank Alvin Stump of ADOT
20 for always being available to me for my many questions and
21 comments and for being part of the dialogue between the various
22 government agencies. As we've built bridges to work together,
23 my hope for the future would be that you all consider those who
24 are directly affected by your actions in cities and counties.
25 More than anything, people want to believe that they have a

1 voice.

2 As you move forward making decisions, the general
3 public should be involved. I wish you a productive meeting and
4 continued goodwill as you go forward in this important work.

5 Lois Wakimoto, Mohave County Supervisor.

6 Now, I'd like to make a few comments of my own.
7 Prior to becoming involved in Lake Havasu City government, I
8 spent 30 years with the California Highway Patrol rising through
9 the ranks to the command level. Traffic safety has been a big
10 part of my life for over 30 years. I understand the importance
11 of the issues which come before you, and thank you for the
12 difficult job that you do.

13 I would like to talk to you about a situation
14 here in Lake Havasu where we were denied funds for a project on
15 State Route 95 north of Kiowa Avenue. The area is zoned for
16 commercial development, and there's ongoing construction of
17 retail businesses in the shopping center. This has caused an
18 increase in traffic turning into and departing the parking lot
19 onto and from State Route 95.

20 In the past 18 months, there have been numerous
21 traffic collisions resulting in injury and property damage.
22 It's the most dangerous stretch of roadway in Lake Havasu City.
23 Based on my 30-plus years of experience, I believe a fatal
24 traffic collision is going to occur at this location. If it's
25 predictable, it's preventable.

1 I respectfully request that you take another look
2 at this project using some of the funds which were unexpected
3 due to increased revenues this year and fund this project for a
4 traffic control device. Together we can prevent someone from
5 losing their life. Thank you.

6 CHAIRMAN CUTHBERTSON: Okay. Thank you.

7 Our next speaker is Russell McCloud, County
8 Supervisor for Yuma County. And Randy Heiss is on deck.

9 MR. MCCLOUD: Good morning. Thank you for the
10 opportunity to speak with you today. I want to start off by
11 thanking you for the roundabouts on Araby Road. That is nearing
12 completion, and I'm very much looking forward to that being
13 done, and it's going to be a lot safer. The traffic signals
14 there have been a mess forever, and so doing away with those is
15 going to be a big help to us. So thank you very much.

16 I also want to keep on the forefront of your mind
17 the widening of Highway 95 from Avenue 8E to Aberdeen Road, and
18 to bear in mind, please, that 195 connects into Interstate 8 and
19 Highway 95. The port of entry there in San Luis is the
20 country's newest and most modern port and most underutilized.
21 So for the long-term planning, please remember that Highway 95
22 was once on the map as a CANAMEX corridor. A decade ago, if you
23 look at the old maps, that's what it was. I'd like to see that
24 remain.

25 And for the long-range planning, please remember

1 that widening that up Interstate 10 will do a lot for commerce
2 and for Arizona as a whole.

3 So thank you very much, and appreciate your time
4 today. Thank you.

5 CHAIRMAN CUTHBERTSON: Yeah. Thank you.

6 Randy Heiss is the Executive Director of SEAGO.
7 And on deck, I have Chris Bridges.

8 MR. HEISS: Good morning. As you just heard, I'm
9 Randy Heiss. I'm with the Southeastern Arizona Governments
10 Organization, and I wanted to echo what Supervisor Bracker just
11 said about State Route 189. I don't think I've had the
12 privilege to say how much I appreciate the Board somehow pulling
13 the rabbit out of the hat and making that full solution happen
14 in 2019.

15 I also wanted to mention that the 21st Arizona
16 Rural Transportation Summit is going to be hosted by our
17 organization. Unfortunately, we don't have a facility adequate
18 enough to hold the great crowds that show up for this within our
19 region, so it's going to be at the Casino Del Sol resort in
20 Tucson, and lots of options for bringing people down and, you
21 know, visiting the border. We're talking about arrangements for
22 that.

23 The theme is going to be around transportation
24 and how it's the key to our -- holding our competitive edge in
25 the global marketplace. So State 189 is absolutely going to be

1 featured in that some way, shape or form. Who knows? But maybe
2 we can coordinate the -- I don't know what the timing for
3 letting the bids and awarding that project. But who knows what
4 the groundbreaking might be. There might be an opportunity to
5 have that as a centerpiece for the -- the summit as well.

6 So that's what I'm here to tell you, and thank
7 you for your service to the State of Arizona. Have a safe trip
8 back to your homes and families. Thank you.

9 CHAIRMAN CUTHBERTSON: Thank you.

10 Chris Bridges is the CYMPO Administrator.

11 MR. BRIDGES: Good morning, Mr. Chair, members of
12 the Board. I, too, want to thank you.

13 CHAIRMAN CUTHBERTSON: Oh, I forgot. That
14 doesn't count against your time. On deck is Lynne Pancrazi,
15 Yuma.

16 MR. BRIDGES: So I can start over.

17 CHAIRMAN CUTHBERTSON: You can start over.

18 MR. BRIDGES: Okay. Thank you.

19 CHAIRMAN CUTHBERTSON: I'll reset the clock.

20 MR. ROEHRICH: (Inaudible.)

21 MR. BRIDGES: All right. So I get an extra
22 minute? Thanks, Floyd. So I'm going to go on and on. No I'm
23 not. Actually, I'm going to be brief.

24 First of all, thank you very much for State Route
25 69. It looks like the design for that project's going to kick

1 off here in January. I know I've been following you around as
2 much as Mayor Price has. Had I been given awareness about the
3 whole outfit, I have a Doc wig that I was going to wear, but I
4 don't have it with me, because Vinny's wife is still asleep.
5 But it's great to watch people come up and thank you for the
6 partnerships. I've seen over the years many, many times, you
7 have a problem, you need to fix it, come fix my problem, and
8 seeing the people show up and say, "I have money. I'm willing
9 to partner. I'll design. I'll work with you." It's
10 phenomenal. It's great. It's good to see. So thank you
11 everybody for showing up and doing that.

12 Secondly, Daniel Harmonick -- put your hand up --
13 I'm happy to announce as the next executive director at the Lake
14 Havasu MPO.

15 MR. HARMONICK: Pardon me?

16 MR. BRIDGES: Yeah. I didn't want to break it to
17 you. He just started two weeks ago. He'll be Lake Havasu MPO
18 director, what, a month, month and a half. Does that sound
19 right?

20 MR. HARMONICK: (Inaudible.)

21 MR. BRIDGES: Okay. Daniel's our new
22 transportation planner. Hopefully he stays with me and doesn't
23 move on to Lake Havasu. But anyways, you'll probably be seeing
24 Daniel around, and -- but I just wanted to thank you for
25 partnering with us. We look forward to partnering with you in

1 the future. Thank you very much.

2 CHAIRMAN CUTHBERTSON: Thank you.

3 Lynne Pancrazi, Yuma County Board of Supervisors.

4 MS. PANCRAZI: Good morning. Thank you for your
5 service on this board.

6 CHAIRMAN CUTHBERTSON: I'm sorry. Vinny Gallegos
7 is on deck.

8 MS. PANCRAZI: Oh, Vinny, you're on deck.

9 CHAIRMAN CUTHBERTSON: Sorry. Sorry.

10 MS. PANCRAZI: Thank you, Vinny.

11 CHAIRMAN CUTHBERTSON: Excuse me.

12 MS. PANCRAZI: I'd like to give you some facts
13 about the Yuma Proving Grounds. Yuma Proving Ground is the --
14 an asset to our United States military. Every piece of
15 equipment -- every piece of equipment used by our military
16 troops in the Middle East is tested at YPG. The smallest drone
17 to the largest tank, the smallest gun to the largest vehicles,
18 IEDs are tested, and mock villages are set up so that those
19 could be exploded. Parachute training of our military is
20 conducted at YPG. It also shares GM -- the GM Test Track is
21 shared, and it's located on the YPG facility.

22 I'm asking on behalf of our military and on
23 behalf of the independent contractors and all the employees and
24 people who drive and have to travel from 8E to Aberdeen Road to
25 please put that widening of that road at the top of your list.

1 We'll take the money from Mohave County that they don't want for
2 their roundabout. We'll take it for widening of Highway 95.
3 We'll be happy to take that money.

4 Please put the expansion of Highway 95 on the top
5 of your list. I know you have all the facts and information
6 that you need, but the road to Highway 95 is called the "YPG
7 500," every morning at 5:30 and every afternoon at five o'clock,
8 and it also has to share with all of the farming equipment that
9 also is out on that highway. So it is a very big danger. I
10 know you have the traffic facts. I know you have all the
11 accidents that have happened there, and I just want to ask you
12 to please, please put this at the top of your list. Thank you
13 so much.

14 CHAIRMAN CUTHBERTSON: Okay. Thank you.

15 Vincent Gallegos, Director of Lake Havasu MPO.
16 Robert Perry is on deck.

17 MR. GALLEGOS: Well, what is there left to say?
18 If you've been -- if we've been together the last couple days, I
19 feel like I've said everything that needs to be said, but I
20 really don't want to miss the opportunity of three minutes of
21 gratitude, truly. I don't want that to be taken for granted. I
22 want to absolutely thank the Arizona State Transportation Board
23 for your service, for your work, for your participation, for
24 agreeing several months ago to move your schedule one week later
25 to accommodate the schedule.

1 I want to -- I know in expressing gratitude, you
2 always overlook somebody, but my gosh, this is a team effort.
3 So everybody that you can imagine, elected officials, Senator
4 Fann, Noel Campbell, Representative Campbell, on behalf of
5 Governor Ducey, Matt Clark from -- the policy advisor on
6 transportation, county supervisors, mayors, council members, all
7 of our transportation decision makers, just truly, truly thank
8 you.

9 I'm humbled to have been your host. I'm humbled
10 have hopefully provided the best possible environment really for
11 a passion, and I'm -- I'm hopeful. You know, this is -- you are
12 to the passion for transportation for safety, for capacity, for
13 efficiency, for beauty of our roads. There is a passion.
14 There's passion in this room. There was passion the last couple
15 days, and I really do. I had the opportunity to share breakfast
16 with many of you this morning, and we are hopeful. I know there
17 are some that are -- that have a few years on me. I've been
18 doing this a while, and after the last couple days, have that --
19 that fire re-ignited, that it is possible.

20 Absolutely there are challenges. We hear the
21 needs are great. This is a room full of needs, and we realize
22 the resources are limited. I believe the passion's there. I'm
23 glad that we celebrated the 20th. We're already talking about
24 the 21st. I'm happy to pass that on to Randy Heiss. I'm
25 looking forward already to being in SEAGO or in Tucson for the

1 next one. We set goals to hit 300. It was pretty lofty. I
2 don't have the final numbers, but we're over 300.

3 So I truly thank you again for your support.
4 Thank you to everyone in the room. Thank you to my MPO board
5 and city council, the community. Hope you stay the day, enjoy
6 the London Bridge, enjoy the community. So thank you so much.

7 CHAIRMAN CUTHBERTSON: Yes. Thank you.

8 Robert Perry is the Vice President of Dolan
9 Springs Community Council. On deck is Chuck Howe.

10 MR. PERRY: Good morning, board members of the
11 Arizona Transportation Board. This is regarding of Arizona
12 State Highway 93 and Pierce Ferry Road intersection.

13 Thank you for the opportunity to speak on behalf
14 of Dolan Springs Community Council, DSCC, a 501(C)(3)
15 organization celebrating 50 years of volunteering service in our
16 community.

17 My name is Bob Perry. I'm vice president of
18 Dolan Springs Community Council.

19 I just want to state Highway 93 from Wickenburg
20 to the Nevada border has been described as the deadliest highway
21 in the nation. Those of us living in Dolan Springs can
22 certainly attest to the intersection of Arizona State Highway 93
23 and Pierce Ferry Road contributing to that description. This is
24 the intersection many tourists use making their way through our
25 town to the Grand Canyon West Skywalk tourist attraction.

1 Five months ago the Mohave County Sheriffs
2 installed a traffic counter in our town, and it showed that in a
3 week, 21,000 vehicles drove through on the way to the Skywalk.
4 Think about that. 21,000 vehicles. Dolan Springs is a small,
5 rural, unincorporated community which results in many serious
6 accidents, and at that intersection, way too often fatal.

7 Our very small local fire department responds to
8 these accidents, which results in our citizens being without
9 fire and medical services that they've paid for. While there's
10 only two department personnel on duty, attend to the injured,
11 remain on the scene, transportate injured to Kingman. It's a
12 tragic involved -- for those who are involved in the accidents,
13 and it's a tragic to -- our community suffers as a result. Many
14 tourist drivers from foreign countries that don't understand the
15 current posted traffic signs and the right-of-ways.

16 A solution to the accidents would be a flyover
17 construction as soon as possible. But in the interim, it would
18 be extremely helpful if a traffic signal was installed, which
19 would eliminate the confusion drivers experience whether or not
20 they have the right-of-away, thus dramatically reducing the
21 number of accidents at the intersection.

22 And on behalf of the Dolan Springs Community
23 Council, please consider the needs of our town and the needs of
24 the tourists, implementing the above suggestions as soon as
25 possible. Additionally, DSCC has a meeting hall and would like

1 to extend an invitation to the Board for future meeting. Thank
2 you for your time.

3 CHAIRMAN CUTHBERTSON: Thank you.

4 Chuck Howe is Principal, from Tuba City, speaking
5 for the San Juan Southern Paiute Tribe.

6 MR. HOWE: And on deck?

7 CHAIRMAN CUTHBERTSON: On deck -- sorry. Thank
8 you. Thank you for that. Miles Begay is on deck.

9 MR. HOWE: Good morning, board members. I
10 appreciate the opportunity to address you this morning. I am
11 representing the southern -- the San Juan Southern Paiute Tribe.

12 The San Juan Southern Paiute Tribe is in the
13 process of withdrawing its 6,000 acres of land from the Navajo
14 Nation in the western portion of the Navajo Nation. These lands
15 are located west of Tuba City and just north of U.S. Highway --
16 the junction of U.S. Highways 89 and 160 in Coconino County.
17 These lands will become the federally recognized reservation of
18 the Southern San Juan Pauite tribe.

19 The tribe is currently receiving planning
20 assistance from the western region BIA office in the form of a
21 long-range transportation plan. The primary access to these
22 lands occurs off US-89 where the existing unimproved road
23 crosses Hamlin Wash to access home sites, the pow-wow grounds,
24 in addition to future community farms and commercial
25 developments.

1 The two primary safety concerns raised by the
2 tribal council and community members included the unimproved
3 crossing of Hamlin Wash and the undesignated bus stops on the
4 shoulders of US-89. The existing access road and bus stops both
5 occur between curves, creating a blind spot for traffic that
6 averages speeds in excess of 80 miles an hour.

7 One additional concern raised, again, recently is
8 the lack of an alternative route during closures of US-89. As
9 the Board is well aware of how critical US-89 is for all of the
10 communities north of Flagstaff, the tribe would like to express
11 its appreciation to ADOT for its quick response, as well as to
12 the partnering agencies, including Navajo DOT for the recent
13 washout.

14 The San Juan Southern Paiute Tribe requests
15 acknowledgement by the Board of this land withdrawal for the
16 purposes of developing and expanding its housing and commercial
17 development opportunities. Furthermore, the tribe requests
18 assistance in the areas of planning and safety assessments
19 related to the existing unsafe conditions facing our children,
20 Navajo neighbors, and the hundreds of thousands of tourists and
21 visitors to our region annually. Thank you.

22 CHAIRMAN CUTHBERTSON: Thank you.

23 Miles Begay is the Tribal Transportation Manager
24 from Navajo County. Here to talk about flooding issues on State
25 Route 264.

1 MR. BEGAY: On deck?

2 CHAIRMAN CUTHBERTSON: On deck is -- on deck is
3 Rob Owen.

4 MR. BEGAY: Good morning, Chairman, board
5 members. Just here to kind of read a letter off, coming from
6 Alton J. Shepherd, Apache County Supervisor, to -- addressing
7 Board Member Thompson.

8 It states: Dear Board Member Thompson:
9 Yá'át'ééh! I am writing this letter as a follow-up to our
10 discussion for assistance in addressing flooding issues of
11 Highway 264 in St. Michaels, Arizona. Due to material clogging
12 inlet and outlet of culvert, culvert collects water and
13 material, causing backing up, creating a swamp/wetland
14 environment. The location of the problem is on Highway 264
15 between Milepost 472 and 473. As a result we need the Arizona
16 Department of Transportation Northeast District to send a crew
17 out to inspect, clean and recommend solutions to the issue.

18 I was approached by these individuals to provide
19 support, guidance and resolution to these following problems.
20 Over the last three decades, these families and businesses have
21 experienced several floods and made several attempts to get this
22 matter resolved. With this understanding, I am reaching out to
23 our state agencies and leadership for support in addressing the
24 matter. My concern is if this matter's not addressed, it could
25 create environmental -- environmental health concerns and safety

1 issues. So your assistance is needed and appreciated.

2 In closing, Apache County District 2 is eager to
3 provide assistance to our partnership with the Navajo Nation and
4 as a government entity under the State of Arizona. Please let
5 me know if there is anything I can do to help you. Thank you in
6 advance for your favorable consideration and approval. I look
7 forward to working with you to help build better roads and
8 better communities. And there's contact on here. I believe you
9 have letter as well, sir.

10 CHAIRMAN CUTHBERTSON: Yes. Thank you.

11 MR. BEGAY: Thank you very much.

12 CHAIRMAN CUTHBERTSON: And for the record, we
13 received a -- an online request for public input from Alton Joe
14 Shepherd, who is the Supervisor of Apache County who couldn't be
15 here. So -- and so we'll put the letter also into the record.

16 So next up, Rob Owen is the Kingman Public
17 Works -- in Kingman Public Works for the City of Kingman. On
18 deck is Barbara Pape.

19 MR. OWEN: Good morning, Mr. Chairman and members
20 of the Board. I'm Rob Owen, Public Works Director for the City
21 of Kingman. Welcome to Mohave County, and thank you for your
22 attention to the transportation needs that we have up here.

23 I'd like to talk to you about the Rancho Santa Fe
24 traffic -- Rancho Santa Fe Parkway interchange on I-40. That's
25 three miles east of Route 66. I believe there are other

1 speakers that will talk about the project benefits. I would
2 just reiterate that this project was originally initiated by
3 ADOT, and that ADOT has spent \$2.3 million under on the DCR and
4 design of this project, and that the City of Kingman would
5 request that the Board allow the City to help ADOT complete this
6 job. So thank you.

7 CHAIRMAN CUTHBERTSON: Thank you.

8 Barbara Pape -- Pape. I'm sorry.

9 MS. PAPE: That's okay.

10 CHAIRMAN CUTHBERTSON: BHC Community Member. And
11 on deck is Jen Miles.

12 MS. PAPE: Sorry. I'm one of those ladies that
13 was out there getting -- handing out petitions and signatures
14 against the Mohave roundabout, and I also am one that has been
15 an advocate for road construction and safety.

16 One thing that I wanted to point out very
17 carefully to you, that when I read your study, ADOT study, they
18 found -- I found that Mohave County has an intersection sight
19 distant problem with Aztec and Interstate 95. I think we need a
20 solution, and the solution to this is to re- -- have the
21 engineers design -- remodel the design -- excuse me -- redesign
22 the outdated and -- I'm nervous. I'm sorry. I want the -- I'd
23 like to ask the engineers of -- to highway designs increase the
24 sight issue or take care of this sight issue that we have. I
25 have it here and -- for the inadequate problems that we have,

1 and to increase -- and to know that we have an increase in
2 population and that our tourists are flexible for our traffic
3 conditions. We do have this problem, I think, that should be
4 resolved. I think this would be the answer instead of a
5 roundabout. Thank you very much.

6 CHAIRMAN CUTHBERTSON: Thank you.

7 Jen Miles, Vice Mayor and Mayor-Elect for
8 Kingman. On deck is Bill Lenhart.

9 MS. MILES: Good morning, Mr. Chair, members of
10 the Board. Thank you for your service. I am Jen Miles. I am
11 here to represent Kingman, which is a fast forward, moving,
12 growing community, celebrating our rich heritage and our bright
13 future.

14 And toward that, I've given each of you the
15 current publication of *Elevate Arizona*, which has a featured
16 article on Kingman, and it's called "Find Yourself in Kingman."
17 And it gives a flavor of our downtown renaissance and our
18 commitment to growth. And what we hope is that you will find
19 yourself in Kingman on your January board meeting, where we hope
20 to host you and also to give you a lot more information
21 regarding our I-11 East Kingman connection project, some of
22 which you're going to hear today as introductory comments.

23 The I-11 project is actually one project with two
24 interchanges, and they are functionally different. The one is
25 called Kingman Crossing. It's dedicated to commercial growth

1 and public safety access, and it's one in which we are
2 negotiating a development agreement with our regional medical
3 center, the major landowner north of it.

4 But the other one, which we are here to talk
5 about primarily, and we'll be focusing on, is Rancho Santa Fe,
6 which used to be called Rattlesnake Wash. And this is the one
7 that is the industrial boulevard between I-11 and our airport
8 and industrial park. This gateway is -- leads to our industrial
9 park, which is a major economic development engine for our
10 region, and it's this interchange that we are going to be asking
11 ADOT's participation fiscally in its construction. Why?
12 Because it will break open northwestern Arizona to become -- so
13 that we will become a multimodal regional hub for industrial,
14 manufacturing, transportation and logistic industries.

15 We have several stakeholders here today who will
16 comment on that, but I want to say that this is not a new idea.
17 As Mr. Owen has already said, this has been on the books for 20
18 years, and we have a letter from ADOT in 2006 committing to -- a
19 letter of intent to construct this and even to fund 70 percent
20 of its cost at that time. What happened? I'm not really sure,
21 but the City could not move forward at that time. We didn't --
22 maybe we didn't have our ducks in a row, but we do now. We are
23 ready, and we are collaborating.

24 Someone mentioned partnerships. We have the
25 partners at the table. We have the County, the State, the

1 landowners, the developers, and you'll hear from some of them
2 briefly today. But we have ADOT, too, and I want to thank Alvin
3 Stump for his participation in our meetings that we've been
4 having over a year and a half now toward development of this
5 interchange. This is an opportunity that is great not just for
6 our region, but for the State, and we look forward to informing
7 you further about this opportunity and to your participation
8 with our partnership. So with those comments, I think I'll
9 conclude so that others can share some of their insights on this
10 project. Thank you so much for being here, and thank you for
11 your service.

12 CHAIRMAN CUTHBERTSON: Thank you. Bill Lenhart
13 is a landowner in Mohave County, and up on deck is Jean Bishop.

14 MR. LENHART: Thank you, Commissioner and
15 Chairman.

16 Speaking on behalf of the I-11 Kingman connector,
17 I am a landowner. I own most of the land that adjoins this
18 project. We've owned our property for over 10 years. We bought
19 our property with the intent to develop, and that is our intent
20 still. I do not speak for all of the landowners, but I have
21 spoken to the majority of the landowners. Nearly 90 percent.

22 In 2005, the landowners signed a development
23 agreement with the City of Kingman to participate, contribute
24 right-of-ways and easements as needed for this project. In
25 2017, most of the same landowners signed a similar letter of

1 commitment to support the project if it was to occur. I have
2 every reason to believe all those landowners will do the same
3 today. I've been meeting with them the last 24 months. We've
4 hosted several meetings, communicated with them, various
5 methods, and although they couldn't be here, they do support it.

6 So I'm personally committed to this project, and
7 I've pledged 20 acres to the City of Kingman for a park, and
8 I've pledged 4 acres to the City of Kingman for a fire station
9 and a police station. It's not relevant to this project, but I
10 think it does demonstrate our commitment to Kingman, and that we
11 want to be a (inaudible) we want to be a partner with the City
12 of Kingman.

13 I think the I-11 connector is probably the single
14 greatest barrier to Kingman's growth. It's -- and if we're able
15 to complete it, we can develop our project and unlock Kingman's
16 economic potential. And that's it. Thank you very much.

17 CHAIRMAN CUTHBERTSON: Thank you.

18 Jean Bishop is the Mohave County District 4
19 Supervisor, speaking for the City of Kingman. On deck is Bill
20 Feldmeier.

21 MS. BISHOP: Thank you, and good morning.

22 Mr. Chairman and board members, I'm here today to
23 ask this Board to consider a new project of critical importance
24 in northwest Mohave County. A perfect storm of development
25 central to the US-93 CANAMEX corridor. Mohave County's economic

1 growth and vitality, as well as demand for Mohave County
2 recreation, attractions and transportation services has
3 precipitated a project of critical importance to the state
4 highway system at US-93 and Pierce Ferry Road.

5 At this time I'd like to introduce the fire chief
6 from the Dolan Springs/Meadview area, and he's here to concur
7 with my comments to you today.

8 So as you are aware, Congress designated the I-11
9 as a future interstate between Phoenix and Las Vegas.
10 Consistent with the I-11 Corridor Justification Report released
11 by ADOT and Nevada DOT in 2013, the future I-11 will follow the
12 present day US-93 through Mohave County. NDOT recently opened a
13 section of their bypass in Boulder City, Nevada, and Kingman and
14 ADOT are pursuing important city interchange projects that I
15 certainly support. And I think you have a letter from our
16 Chairman Watson from the Board of Supervisors in support of
17 this.

18 Mohave County brings substantial tourists and
19 international visits through the intersection of US-93 and
20 Pierce Ferry Road due to the Grand Canyon West and the Lake Mead
21 National Recreation Center served by Pierce Ferry Road.
22 However, a terrible trend has surfaced and persisted in the
23 servicing of traffic through this crossover intersection, that
24 being an increase of severe crash occurrences to the extent of
25 46 total crashes and 8 fatal crashes happening at US-93 and

1 Pierce Ferry Road in a five-year period between 2013 and 2018.

2 Normalizing for traffic control, this
3 intersection exhibits a staggering 30 fatal intersection crashes
4 per 100 million entering vehicles. And let me note the Grand
5 Canyon West has 1 million visitors a year, and it's growing.

6 A careful evaluation on intersection operations
7 and opportunities to reduce the likelihood of severe crashes
8 attributed primarily to right-angle vehicle conflicts
9 necessitates consideration of a grade separation of structure to
10 eliminate certain high risk conflict points and to effect
11 long-term intersection safety improvements.

12 Mohave County, therefore, respectfully asks this
13 Board to give immediate attention and consideration to amend the
14 Five-Year Transportation Improvement Program, which will
15 accommodate funding for design and construction of a southbound
16 flyover intersection. Such flyover ramps offer potential to
17 reduce intersection crashes and the severity, and most
18 importantly may further be integrated into a full interchange
19 buildout consistent with future developments of Interstate 11 to
20 meet interstate standards.

21 With that I conclude my comments, and once again
22 want to introduce you to the Lake Mohave Ranchos fire chief,
23 Mr. Tony DiMaggio.

24 MR. DEMAYO: DeMaio.

25 MS. BISHOP: DeMaio. It's a hard one. So he

1 didn't fill out a request to speak, so I just wanted to --

2 CHAIRMAN CUTHBERTSON: Okay. Thank you.

3 MR. DEMAIO: I'll just suck some wind out of her
4 balloon while we're (inaudible).

5 MS. BISHOP: Also, I'd like to speak later in
6 support of the Kingman interchanges if time permits.

7 CHAIRMAN CUTHBERTSON: Yeah. I believe speakers
8 are limited to one three-minute session. Otherwise, it's kind
9 of pointless. It's just turning out -- filling out cards.

10 MS. BISHOP: Absolutely. But you do have our
11 letter of support.

12 CHAIRMAN CUTHBERTSON: We do have your letter of
13 support. Thank you.

14 MS. BISHOP: Thank you very much.

15 MR. DEMAIO: Could it be noted on the record that
16 I also support the comments from the gentleman from the Dolan
17 Springs Community Council as well?

18 MR. ROEHRICH: Mr. Chair, what I'd ask, if you
19 could fill out one of the cards in there with your name, and
20 just identify on the card that you're there to make that support
21 so that we can make that as a record.

22 MR. DEMAIO: Yes, sir. Thank you.

23 MR. ROEHRICH: Thank you.

24 CHAIRMAN CUTHBERTSON: Thank you.

25 MR. ROEHRICH: And Mr. Chair, I got a note from

1 Ms. Kunzman please to remind everybody to use the microphone,
2 and we'll try to remind the speakers as well to use the
3 microphone so we can make sure that the -- they can hear it on
4 the phone, plus we can get it recorded so we have the tape of
5 the conversation and comments. Thank you.

6 CHAIRMAN CUTHBERTSON: Okay. Bill Feldmeier, ex
7 -- a former, not ex, a former Transportation Board member, and
8 here to speak for himself. On deck I have Ron Foggin.

9 MR. FELDMEIER: Thank you, Mr. Chairman and board
10 members, staff folks. Thank you for the opportunity to visit
11 with you today and for being here in Lake Havasu City and
12 participating in the 20th Annual Rural Transportation Summit.

13 I'm here today as a private citizen. Forget all
14 my past events. Okay. And I'll tell you that I also reside, to
15 a large degree, in Camp Verde and Yavapai County. And Sundt and
16 Vastco for the last couple of years has been working on 260,
17 State Highway 260, from the interstate up to Thousand Trails on
18 the way to Cottonwood. I want you to know they're very close to
19 concluding that project. It's been welcome for the Verde Valley
20 as a whole. I'm not representing anybody but myself. I want to
21 say that again. But I, as a person who spends a lot of time
22 there, is very thankful for that project. I think it's the last
23 major new project, improvement project that you all have money
24 for within the five-year plan as well. So that -- that's
25 welcomed as well.

1 I also want to thank you as I conclude my remarks
2 that in the plans was about a two-and-a-half mile section of a
3 multi-use path that runs from I-17 over to Cherry Road, over to
4 where the detention center and jail and county complex is, and
5 that's kept a lot of people off the shoulder of the highway.
6 It's welcome for people like me who like to walk and bicycle as
7 well. Thank you for that. That should conclude in near future,
8 and hopefully the town will do something to ribbon cut that
9 project.

10 CHAIRMAN CUTHBERTSON: Thank you.

11 Ron Foggin is a City Manager for Kingman. On
12 deck is Gregory Henry.

13 MR. FOGGIN: Chairman, Board, it is a pleasure to
14 be here with you today. First of all, I would like to echo Vice
15 Mayor Miles' invitation to the Board. Looking forward to
16 hosting you in January. I think that will be a great
17 opportunity to have a more extensive conversation with regards
18 to Rancho Santa Fe, which of course is what I'm here to talk to
19 you about. I appreciate the support of those stakeholders that
20 have come to speak on this subject.

21 The piece that I'd like to speak on is the
22 importance of Rancho Santa Fe to the safety of our community.
23 We have a large industrial park, which we are absolutely
24 grateful and lucky to have in our region. That being grateful,
25 though, comes with some consequences, with a large number of

1 cities on Historic Route 66 through our community. Rancho Santa
2 Fe will solve that problem almost entirely for us. That
3 corridor that those trucks have to travel and traverse actually
4 has an accident rate four times higher than the rest of the
5 streets in our community, and that safety issue can be easily
6 eliminated.

7 We've had a partnership in the past with ADOT and
8 the State on this project, and just looking for an opportunity
9 to re-up on that partnership. And so with that, I know that
10 there's others that will speak to the economy and importance to
11 the region for this project, but for us inside the city,
12 operations, safety, of course, is one of my big points, and this
13 would really help us eliminate a lot of safety issues. So thank
14 you.

15 CHAIRMAN CUTHBERTSON: Yeah. Thank you.

16 Gregory Henry, City Engineer for the City of
17 Kingman. On deck is Keith Kintner.

18 MR. HENRY: Good morning, Mr. Chairman and board
19 members. My name is Greg Henry. I'm the city engineer for the
20 City of Kingman. I wanted to speak on the Rancho Santa Fe
21 Parkway traffic interchange on Interstate 40.

22 I've been involved with this project when ADOT
23 first brought it to the table back in 2005. It was on ADOT's
24 five-year plan from approximately 2005 to 2012. I can attest
25 that the safety and mobility and operational burdens that exist

1 now on Exit 53, I-40 and State Route 66 to the north, the need
2 that was identified back then still exists today. It's only, in
3 fact, gotten worse. You know, in an economy where the
4 population is growing, and the economy is generally healthy, as
5 you well know, you don't need an engineer to come tell you that
6 traffic only increases. So that burden that was identified by
7 ADOT back then still exists, and what I'm here to ask for, and I
8 believe the others that were before me and will come after,
9 we're really just asking that you allow us to continue working
10 with District Engineer Stump to get this back on the five-year
11 plan. And with that, I thank you very much.

12 CHAIRMAN CUTHBERTSON: Thank you.

13 Keith Kintner, Resident of Kingman, speaking for
14 himself. And on deck is John Hansen.

15 MR. KINTNER: Yeah. Mr. Chairman, members of the
16 Board, I'm Keith Kintner. I'm a two and a half year resident of
17 Kingman, and I'd like to see further development of our city
18 with a better access to the industrial park. And we've
19 talked -- you've heard from several others on this -- and our
20 north to south access, north and south Interstate 40.

21 And I -- also with the I-11 project needs to be
22 completed as soon as possible. With -- now with the bypass over
23 in Nevada completed, it's causing probably further problems.
24 The sooner we can get that project done, the better.

25 And I want to thank you for supporting these

1 projects, and we look forward to seeing you in January in
2 Kingman. Thank you.

3 CHAIRMAN CUTHBERTSON: Thank you.

4 John Hansen, he's the spokesman for KAMMA-Laron.

5 MR. HANSEN: Good morning. Welcome to Mohave
6 County. It's great to have you in my home. I -- thank you for
7 your work and the opportunity to talk with you. I'm John
8 Hansen. I'm the president of Kingman and Mohave Manufacturing
9 Association, which worries about the industrial park, along with
10 other things in Mohave County. I'm also the chief operating
11 officer of Laron, which is an industrial company. So I'm a
12 direct beneficiary both in business and in our industrial park
13 of the discussion of the Rancho Santa Fe Parkway.

14 According to the Department of Commerce in
15 Arizona, the industrial park at Kingman is the largest
16 concentration of manufacturers in the state of Arizona outside
17 of Maricopa County. So it's a real deal. It's not -- it's been
18 there for a long time. I already had discussions about how long
19 this idea of Rancho Santa Fe Parkway has been in consideration.
20 It's really needed. Remember that transportation is a lifeblood
21 of a rural manufacturing community. If we don't have good
22 transportation, we lose all our advantage.

23 So safety first. Safety is a big deal with the
24 current egress and entrance to the industrial park. We have one
25 entrance, and there are manufacturers who have come to Kingman

1 to do site selection who have stated that that one entrance by
2 itself disqualifies us from consideration for their product.
3 That one entrance, although it's very nice -- it's a good
4 entrance. It was done several years ago, and it was done well.
5 Runs under the main line of the BNSF. You may recall it
6 derailed down in Tucson very recently, closed down a section of
7 rail there for over a week, and it actually impacted I-10 at the
8 same time. That same kind of an accident could easily happen in
9 Kingman. It could shut down the entire park. Employees would
10 not be able to get back and forth to work, and commerce would
11 stop in the park.

12 So reliability is a big deal for the industrial
13 park and for the tenants out there, and getting a new arterial
14 access to the industrial park, which would -- the other thing
15 about it is the timeliness of business so that that arterial
16 route into the industrial park improves the time that it takes
17 to deliver the products.

18 This doesn't speak about the safety, which other
19 people have addressed, but I've worked on the industrial park
20 for 15 years, and I've seen this many accidents on Route 66,
21 where we have over two dozen egress points onto Route 66 between
22 the city of Kingman and the industrial park. And when you're
23 driving an 18-wheeler at 55 miles an hour and somebody pulls out
24 in front of you, then you pray that God is sitting by your side
25 and helping you get that thing shut down before you hit someone.

1 So we want to request that you consider this, all
2 of these things, to put this up on your plan. I really want to
3 thank you for your time and your work. Thank you very much.

4 CHAIRMAN CUTHBERTSON: Thank you.

5 Mike Hinderich. I'm sorry. I didn't get you on
6 deck, Mike. Mike's president, CEO of Kingman Chamber.

7 MR. HINDERICH: Thank you so much.

8 Naturally I support the interchanges at Kingman.
9 The piece that I want to talk about is the economic development
10 piece of this, because the Rancho Santa Fe piece will open up
11 5,000 acres of property for development. The result of that, we
12 will have existing space for our manufacturers to expand. We
13 have new companies that can be recruited into the region. The
14 project development area could triple the employment in Kingman.

15 This means more high wage jobs and benefits for
16 our region in the state. More jobs will improve the commercial
17 business activity in the community region, and our property and
18 sales tax would naturally increase.

19 The other thing I would like to do is thank you
20 for the design that has been done for the bypass for I-11. Not
21 being an engineer and just a layman, I looked at it and thought,
22 this really makes common sense. And it's so nice to see things
23 that you look at and say that makes sense. So thank you so much
24 for your design on that, and I hope that we can prioritize that,
25 (inaudible) Keith. The sooner that gets done, the better,

1 because we have a very real bottleneck that happens on Beale.
2 Thank you so much.

3 CHAIRMAN CUTHBERTSON: Thank you.

4 Down to my last card here. Justin Hembree is the
5 Transportation Planner for WACOG.

6 MR. HEMBREE: Good morning, Mr. Chairman, members
7 of the Board. My name is Justin Hembree. I'm the
8 transportation planner for the Western Arizona Council of
9 Governments, and I'm here this morning express our support for
10 the Rancho Santa Fe TI interchange. We don't have much more to
11 add than the speakers you've already heard. Again, we hope to
12 see you in January, and we concur and express our support for
13 the Rancho Santa Fe.

14 CHAIRMAN CUTHBERTSON: Thank you.

15 MR. HEMBREE: Thank you.

16 CHAIRMAN CUTHBERTSON: Thank you.

17 We had a last minute card here, but Minerva
18 Peters, YPG Chief of Staff. She doesn't -- I should say Yuma
19 Proving Ground, I guess, chief of staff. She does not wish to
20 speak today, but she wants to formally concur with
21 Mrs. Pancrazi's comments about US-95. As a weekly user of the
22 highway, to concur that the stretch from 8 East to Aberdeen Road
23 is very dangerous. So we'll write that into the record.

24 And that concludes our call to the audience.
25 How's everybody holding up? Okay? We're okay? We're good?

1 Okay.

2 Okay. Well, we'll move to on Item No. 1 on the
3 agenda, which is the director's report. I think ADOT Executive
4 Officer Floyd Roehrich will provide the director's report for
5 information and discussion only.

6 MR. ROEHRICH: Thank you, Mr. Chair.

7 The director got a last minute request to take
8 care of some business in the Phoenix area, and he could not make
9 it here. He sends his regrets. He did not have any last minute
10 items, and again, he just points out if any Board members have
11 items that they want him to discuss, make sure to get them to
12 him so he can be prepared for a future meeting, and he will see
13 you next month.

14 Thank you, sir.

15 CHAIRMAN CUTHBERTSON: Okay. Thank you.

16 Moving on to Item 2 on the agenda, Alvin Stump,
17 the Northwest District Engineer, will provide an update and
18 overview of issues of regional significance, for information and
19 discussion only.

20 MR. STUMP: Good morning, Mr. Chair and Board.
21 I'm going to run through a quick update on all the projects in
22 the Lake Havasu, Bullhead and Kingman area.

23 If you could go to the next slide.

24 Currently under construction, we're doing
25 rehabilitation on the Haviland Rest Area. We administering a

1 project for Lake Havasu City here currently. And we've been
2 doing a lot of flushing on all of our routes here the last six
3 weeks or so. I think by the end of next week, we'll have done
4 about 600 lane miles, so we've been very busy. And then just
5 starting about 30 miles north of Kingman is the preservation and
6 shoulder widening project coming up.

7 And then -- and then this is just showing we've
8 been active with the 25 million allocated statewide for minor
9 surface maintenance has really helped us. We have roughly 4,200
10 lane miles in our district, and our goals to -- in order to help
11 keep them in good condition is to try to get to about a third of
12 them and crack seal about 20 percent. So this extra funding's
13 going a long ways to help us meet those goals.

14 Next slide.

15 As far as in the Kingman area, we're in the final
16 stages of selecting a firm for the enhanced DCR, which this is
17 going to be a project that we're going to design in house, but
18 see some opportunities for cost savings and innovation. So
19 we're going to go through that exercise. Currently it's in the
20 development program for fiscal year '24. And then in the next
21 two years, we have two more -- or pavement pres. and shoulder
22 widening projects on 93 north of Kingman, and then we -- we're
23 doing a -- administering a project for Mohave County on Pierce
24 Ferry Road coming up, too.

25 Next slide.

1 Sorry. I know it's hard to read here, but this
2 is just the exhibit of the West Kingman interchange, and if
3 you're not too familiar with it, it's becoming a common
4 occurrence for traffic to back up from Beale Street all the way
5 over to SR-68 interchange. And then going westbound on I-40
6 frequently backs up for traffic getting off there. So
7 definitely a great need.

8 Next slide.

9 In Bullhead City and Fort Mohave, we have a
10 partnership with the City for improving Corwin and Marina
11 Boulevard. The City's designing a signalized continuous green
12 T, and they're funding it, and then our part of it is to
13 construct a right turn lane at Marina Boulevard.

14 And then we have several safety median projects
15 coming up in Fort Mohave and Bullhead City. We've had a lot of
16 dialogue about optimizing the aesthetics for community
17 enhancement. We'll continue to do that. No final decision on
18 Aztec yet. And then we also have a couple little median
19 projects on 68.

20 Next slide.

21 Again, here in Havasu, we have the one project
22 ongoing. We'll also have another project for the city coming
23 up. We'll advertise here in the near future. And then we have
24 the safety project at Kiowa, which will construct right turn
25 lanes and a raised median. It did have to be rebid, so that

1 should be taking place soon.

2 And then there's the -- what I kind of call Kiowa
3 phase 2, where we've had the discussion about an additional
4 signal north of there to help with traffic, and currently the
5 MPO has funding for design and construction for that.

6 If you go to the next slide.

7 It's a little hard to see, but down at the bottom
8 is the Kiowa intersection, and the project that's set to
9 re-advertise will construct right turn lanes that -- at Kiowa
10 and that first driveway, plus extend the median up through the
11 second driveway. The problem we got is the third driveway is a
12 full access intersection, and it has -- the traffic volumes
13 there do meet signal warrants, and it's going to increase with
14 the development that's going in that vacant spot there. It's
15 fast food and retail. So the discussion's been to move it up
16 further north at a signal, and then that also creates the
17 opportunity for a future project to construct center median from
18 Kiowa all the way up to the next intersection at Palo Verde.

19 So -- and that's it for the presentation. I'll
20 take any questions.

21 CHAIRMAN CUTHBERTSON: Great. Questions?

22 Vice Chair Sellers.

23 MR. SELLERS: Yeah. Alvin, one of the speakers
24 earlier to the Rancho Santa Fe Parkway said something about
25 we've spent \$2.3 million in design work. Can you tell me what

1 that entails?

2 MR. STUMP: Yes. It was designed to 95 percent,
3 and then it went on the shelf. That was -- I think it was kind
4 of finished when the economy went down.

5 MR. SELLERS: Okay. So would that have to be
6 redone now or --

7 MR. STUMP: No. I mean, it's pretty -- there
8 would be some updating to the environmental and maybe a little
9 fine tuning on standards, but most of the design's pretty well
10 done.

11 MR. SELLERS: Okay. Thank you.

12 MR. KNIGHT: Mr. Chair.

13 CHAIRMAN CUTHBERTSON: Yes. Board Member Knight.

14 MR. KNIGHT: Mr. Stump, on the -- you said no
15 decision on the Aztec. Are you referring to the roundabout?

16 MR. STUMP: That's correct.

17 MR. KNIGHT: Okay. So --

18 MR. STUMP: Yeah. There's two elements in it --
19 in that project. Part of it's raised center median between
20 Tiller (phonetic) and Aztec. The other part's the roundabout.
21 So no decision on the roundabout itself. The median's still a
22 go.

23 MR. KNIGHT: Are we looking at other alternatives
24 other than a roundabout? Since it seems to be so widely opposed
25 by the residents there, are we looking at alternatives?

1 MR. STUMP: Well, the -- this is a safety
2 project, basically. It was funded based on the benefit cost of
3 the improvement. So basically, the roundabout's the one
4 solution. The alternative, essentially, would be protected
5 phasing, and that would be the -- but how those two compare on
6 reducing accidents isn't equivalent.

7 MR. KNIGHT: So -- but we are -- you are looking
8 at possible alternatives?

9 MR. STUMP: Yes. We have considered the
10 different alternatives throughout the process.

11 MR. KNIGHT: Yeah. I'd just like to see
12 something that wasn't so widely opposed by the people that live
13 there and are actually going to have to use the roundabout. I
14 don't know what the solution might be, but I think it would be
15 wise to explore all the alternatives before forcing something on
16 to the community that they were so violently opposed to.

17 MR. STUMP: Understood.

18 CHAIRMAN CUTHBERTSON: Other comments? Board
19 members?

20 All right. Thank you, Mr. Stump.

21 MR. STUMP: Thanks.

22 CHAIRMAN CUTHBERTSON: Under Item 3 on the
23 agenda, the Board will consider items included in the consent
24 agenda, for information and possible action.

25 Board members, you've had a chance to review the

1 consent agenda. Are there any items that you would like pulled
2 for individual discussion?

3 Hearing none, is there a motion to approve the
4 consent agenda as presented?

5 MR. THOMPSON: Chairman, I would move for
6 approval of the consent agenda.

7 CHAIRMAN CUTHBERTSON: Moved by Board Member
8 Thompson.

9 MR. ELTERS: I second.

10 CHAIRMAN CUTHBERTSON: Seconded by Board Member
11 Elters.

12 All in favor indicate by saying aye.

13 BOARD MEMBERS: Aye.

14 CHAIRMAN CUTHBERTSON: Opposed, say nay. Ayes
15 have it. Motion passes.

16 Moving on to Item 4 on the agenda. Floyd
17 Roehrich will provide the legislative report, for information
18 and discussion only.

19 MR. ROEHRICH: Thank you, Mr. Chair and board
20 members.

21 As you can imagine, this is probably kind of the
22 lull here as we go through the upcoming election cycle and we
23 get ready for the new legislative session to kick off in
24 January.

25 Right now at the state level, we are working with

1 the Governor's staff to look at developing what would be a
2 legislative package that we work in collaboration with the
3 Governor's office in preparation for the upcoming legislative
4 session.

5 We haven't finalized what all the proposals are.
6 We're talking about a number of different things that are
7 looking at either reducing some of the regulatory burdens,
8 helping to prevent the risk to public safety, and then insurance
9 compliance with the different federal regulation requirements
10 that we have, as well as looking at what can advance the long
11 range plan and our strategic plan within the confines, and
12 then -- and the considerations of what we would need to do
13 legislatively.

14 We expect that that would probably be worked out
15 sometime after the election. Obviously we need to go through
16 that in order to continue to work with either this
17 administration or a new one that's coming in. Probably finalize
18 that late December, beginning of January right as the session
19 starts, and then we'll be able to give a more comprehensive
20 update to the Board on what we see are our priorities for the
21 next session. So that's the state level.

22 At the federal level, there's still a lot of
23 debate going on regarding the U.S. budget, the deficit. That
24 has been having -- and how the legislators at the -- Congress
25 and administration will address the upcoming deficit, which is

1 projected to be over \$700 billion. Driven by reduced losses to
2 the gas tax, as well as combined with spending hikes in defense
3 and non-defense discretionary money, the deficit numbers are on
4 track to break possibly a trillion dollars, even more than the
5 700 billion.

6 So a lot of where Congress and the administration
7 will address any future continuing resolutions or any future
8 transportation funding issues will depend upon how they're going
9 to address the deficit and the U.S. budget.

10 White House -- I want to talk now a little bit
11 about the passing of the autonomous vehicle bill. The House has
12 passed a roadmap to regulate driverless cars, but the Senate
13 remains deadlocked and unable to move a companion piece owing
14 mostly to liability and safety concerns that rose to critical
15 levels after a series of serious and fatal accidents. They're
16 not sure exactly what may come out of the Congressional
17 discussions after the midterms, and so they're not sure exactly
18 where the autonomous vehicle discussion is going to go.

19 Let's see. The last item that they had here -- I
20 guess the last two items. One was when the President signed the
21 current spending for government agencies, transportation --
22 Department of Transportation were not included within that. So
23 they basically are -- are still moving forward with the last
24 continuing resolution, which goes until December 7th. If they
25 don't do another continuing resolution or come up with a full

1 funding bill for the year, the transportation funding will end
2 on December 7th, which is not a good thing.

3 The last item they had here is that the National
4 Highway Traffic Safety Administration reported that even though
5 there's been an increase of vehicle miles traveled, traffic
6 deaths have declined nearly 2 percent in 2017. They have
7 continued to work on this trend, as well as work with the U.S.
8 DOT and state DOTs on ways that we're going to continue to
9 address safety along the toll system and the full system and
10 continue to look for better ways to improve the safe operation
11 of our highway and interstate system.

12 With that, Mr. Chair, that was the update that
13 the legislative (inaudible) --

14 CHAIRMAN CUTHBERTSON: Okay.

15 MR. ROEHRICH: -- the legislative committee had.

16 CHAIRMAN CUTHBERTSON: Thank you.

17 Vice Chair Sellers.

18 MR. SELLERS: Yeah. Floyd, just to back up to
19 our consent agenda. We probably should point out to people that
20 we showed our meeting schedule for 2019 as a part of the consent
21 agenda, and the April meeting in Flagstaff conflicts with the
22 Roads and Streets.

23 MR. ROEHRICH: Mr. Chair, Mr. Sellers, that's
24 actually Item 10 to be addressed separately.

25 MR. SELLERS: Okay.

1 MR. ROEHRICH: So it is still scheduled to be
2 addressed separately and not part of the agenda.

3 MR. SELLERS: Okay.

4 MR. ROEHRICH: So we can talk about that item
5 when we get to Item 10.

6 MR. SELLERS: Okay.

7 MR. ROEHRICH: I would recommend. But if you
8 want to take it now, that's the Board's pleasure.

9 MR. SELLERS: Okay. I thought that it was in
10 part of the consent agenda. Sorry.

11 MR. ROEHRICH: No, sir. It's a separate item.

12 CHAIRMAN CUTHBERTSON: Okay. Thanks.

13 Other comments? Questions on the legislative
14 report?

15 Okay. We'll move on to Item 5, the financial
16 report. Kristine Ward, Chief Financial Officer, will provide an
17 update on the financial report, for information and discussion
18 only.

19 MS. WARD: Well, good morning.

20 CHAIRMAN CUTHBERTSON: Good morning.

21 MS. WARD: I will have to say after attending the
22 -- the summit yesterday, I'm glad I still have a job, because
23 that is a very knowledgeable crowd when it comes to funding.
24 Watching all of the presentations, I was like, oh, well, I'll
25 never have to do another presentation again. I'm just going to

1 start pulling the slides from -- from all of the presentations
2 that were given. It is clear that folks understand the nature
3 of our funding issues. So it was -- it was impressive.

4 So Lynn -- okay. We're up.

5 Okay. So as far as how we're doing on HURF
6 revenues against our forecast, we've got a projection for HURF
7 revenues of almost \$1.5 billion for the year. 1 billion, 490
8 million. We are currently just 1.1 percent above forecast.
9 September, we got about 127 million, 128 million in revenues,
10 and year to date, about 370 million.

11 Let's move on to RARF.

12 So for FY '19, we are projecting about
13 \$466 million of RARF revenues coming in, and understand about
14 56.2 of those are dedicated for freeways. Right now, we -- our
15 year-to-date actuals, we've collected about \$75 million, and
16 we're a little above forecast.

17 Moving on, I wanted to give you an update on --
18 if you'll recall, I think it was back in July or so that this
19 board approved us moving forward with a RARF bond issue, a
20 Regional Area Road Fund bond issue. And if you'll recall, when
21 we -- when you approved the five-year program, that bond issue
22 for about \$300 million was built into the Board's approved
23 program.

24 We actually went to the market in August, August
25 14th, and we had a very successful issue. We sold about

1 \$262 million worth of bonds, and we sold them at a premium. So
2 we ended up with total receipts of about \$290 million from that
3 sale.

4 The -- we had a very successful issue. Of the
5 issues I have participated in since I've been with ADOT, it
6 was -- how do I say this -- the tightest issue in terms of you
7 want to make sure you go to the market with just the right
8 price. So if you could, you'd have one buyer for one bond, for
9 each bond. You wouldn't have more buyers than you'd have bonds.
10 You wouldn't have less buyers than you have bonds. So what you
11 want to do is one for one. And this one, we actually had
12 oversubscription of about -- we had \$600 million worth of
13 requests for \$260 million worth of bonds. So that -- it
14 actually was a very successful oversubscription. You want to
15 keep that as tight as possible, those two numbers as close as
16 possible.

17 The true -- the actual interest costs we'll be
18 paying on those bonds is about 2.12 percent. Remember the RARF
19 program's only got seven years left on it, the current Prop 400.
20 So that interest rate was a very good rate of about 2.12
21 percent.

22 What was also very successful about this issue is
23 we worked with Citigroup. They were our senior manager on
24 the -- on the issue, our underwriters. And we got a -- quite a
25 few new investors, new investors that -- large investors that

1 participated, new to ADOT. A couple of those were Breckenridge
2 Capital Advisors, Standish Mellon. And we're always looking to
3 expand the base of investors that are looking to buy our bonds,
4 and we had a very successful venture at that, and Citigroup was
5 the lead on that. We really need to express a thank you to
6 them.

7 As well, we also worked with JP Morgan, Goldman
8 Stack -- Goldman Sachs, Stifel, Morgan Stanley and Baird as
9 co-managers. And I need to also express sincere thanks to our
10 financial advisors RBC, Kurt Freund.

11 With that, I have nothing more on the bonds, but
12 I -- on that bond issue, but I do need to start making you aware
13 of some discussions that are going on with regards the bond
14 program.

15 Standard & Poor has -- the -- our -- one of the
16 rating agencies is changing their rating criteria. And one of
17 the things -- a key focal point in their revised rating criteria
18 is that they are looking at the risk of the revenues that come
19 in and pay the debt service, our pledged revenues. They're
20 looking at pledged revenues the issuers -- of the issuers, and
21 if those pledged revenues are subject to diversion by general
22 government. In other words, are the revenues that are going to
23 pay back the debt service, are those pledged revenues at risk of
24 being swept by general government.

25 If the pledged revenues are not protected, then

1 what we understand S & P is leaning towards is downgrading those
2 -- those issuers that are -- that -- where the pledged revenues
3 are at slight risk. If they are at a high risk, then they will
4 downgrade them more. If they are at less of a risk, then they
5 will downgrade them less, and gradate it accordingly. Does that
6 -- hopefully that makes sense.

7 Right now, so the general government rating in
8 this case, Arizona's rating, Arizona state's rating, is a AA by
9 S & P. Our HURF rating, the issuer, we're AAA. What they're
10 saying -- and our RARF credit is at a AA plus.

11 We were currently in discussions with S & P, and
12 we're trying to educate them to the degree that our pledged
13 revenues are protected, either protected by the Constitution or
14 they are protected by voter initiative. The -- we are hoping
15 that in our -- in our communications and in that education
16 process that we can minimize the degree to which we get a
17 downgrade, but it is very likely that we will get a slight
18 downgrade on our HURF credit. We believe we can be quite
19 successful on the RARF credit, because it is protected by the
20 voter initiative.

21 So what we're looking at is we think -- we
22 believe -- we're working towards keeping our RARF credit rating
23 as it is because of that -- that degree of protection of the
24 voter initiative. However, we are more concerned on our HURF
25 credit rating in that it is less protected than the RARF -- than

1 our RARF pledged revenues. We're hoping that we can keep that
2 limited to a downgrade of what we would call one notch.

3 So the State is currently, like I said, at a
4 AA. We are currently at a AAA, our HURF credit. And we are
5 hoping to just limit that downgrade to a AA plus. So one notch
6 up above the State, because we have some protections in the
7 Constitution. Remember, we have the VLT portion of the HURF
8 revenues that is not protected.

9 And so that's what we are -- those are
10 discussions that are taking place right now. We expect we'll
11 have an answer, get a revised rating from S & P in the next few
12 months, and I will keep you in tune and communicate with you on
13 what the status of those discussions are.

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

16 MR. ELTERS: Mr. Chairman, I have a question.

17 CHAIRMAN CUTHBERTSON: Yeah. Board Member
18 Elters.

19 MR. ELTERS: Kristine, timing is everything, and
20 it sounds like the timing to sell the bonds given the current
21 interest rate market was probably ideal. I wonder if it would
22 cost more than 2.12 percent if you to buy it now versus back in
23 August. That's one question.

24 The other is what does it mean to get downgraded
25 by one notch? What would that cost the program or the State

1 when it's time to sell another bond?

2 MS. WARD: Mr. -- Chairman Cuthbertson and
3 Mr. Elters, first question was should we sell sooner? That's
4 what -- if that's what I heard, should we -- should we sell
5 sooner while the rates are lower and while our credit rating is
6 higher? Is that -- am I repeat -- am I getting your question
7 correctly?

8 MR. ELTERS: Actually, I was trying to compliment
9 you. I thought you sold at the right time or we sold at the
10 right time.

11 MS. WARD: Well, okay. Well, I totally missed
12 that one, and I hope we recorded -- we really got that recorded.

13 All right. So we did have a very successful
14 sale, and I would love -- I would love to take credit for
15 timing. However, I really can't. We have -- we have a very,
16 very knowledgeable team that works on our bond sales.
17 Everywhere -- everyone from the -- our debt management person,
18 Lisa Danka, to our financial advisors, to our underwriters, it
19 is a full team. And quite honestly, all of the FMS team
20 participates on these bond sales, and they're an impressive team
21 to work with. So I would love to take it -- credit if I could,
22 but I really can't.

23 Your second question, sir. What would be the
24 impact -- if I understood it correctly, what would be the impact
25 of -- of this downgrade on our sales. Quite honestly, I really

1 don't expect a lot of impact. And this is the reason: The
2 underlying -- the underlying fundamentals of our -- of the HURF
3 credit have not changed. The -- the methodology of the
4 forecasting, the methodology that we employ within the
5 department to -- those processes that we employ to ensure that
6 we maintain a fiscally-constrained program, I really don't
7 anticipate much change.

8 These fundamentals, these -- the fact that the
9 legislature is able to go in and have access to utilization of
10 VLT funds, that has been in place for some time. And the market
11 has been aware of S & P's changing criteria, and that those
12 discussions for some time, there's been a large comment period.
13 So I'm really not anticipating this having a significant impact
14 on -- on the interest costs that we pay going forward.

15 I hope that answers your question, sir.

16 MR. ELTERS: It does indeed. In a positive way,
17 so I'm glad to hear it. Thank you. I just wanted to ask the
18 question.

19 MS. WARD: Okay.

20 CHAIRMAN CUTHBERTSON: Board Member Hammond.

21 MR. HAMMOND: Yeah. A comment and a question. A
22 comment on something you said earlier. This is my third or
23 fourth -- well, maybe fourth, because it's my fourth year on the
24 Board, Regional Transportation Summit, and I was struck by the
25 understanding of the need for additional funding all across the

1 Board, and a recognition that ADOT listens, but they just don't
2 have the money to do some of the fine projects that have been
3 proposed today.

4 We need to keep that momentum up. I think 2019
5 is the one year we can get some action on this. So I really
6 encourage all who were there to talk to their legislators.
7 That's -- I think that's the stumbling block. I think most
8 think Governor Ducey would support this effort to raise revenues
9 if he knew he had support of his legislators. So that's going
10 to be the key, and really encourage you to -- to carry your
11 wishes to the State Legislature.

12 A question. When you said that the bonds had 600
13 million subscribers for 200 million, it suggests to me that the
14 interest rate might have been a little high. And I'm just
15 wondering if you might have saved a few basis points and if
16 there's -- is it just timing issues and you really have no
17 control over that? Or there's a way to be a little more nimble
18 at the time those bonds go to market to get that one and one,
19 which says you're perfectly aligned with demand? I'm just
20 asking the question.

21 MS. WARD: Chairman Cuthbertson, Board Member
22 Hammond, that is a very astute question. We actually did go in
23 and revise those interest rates. When I quoted to you that 2.12
24 percent true interest costs, when we get oversubscribed, what we
25 do is because this is a negotiated sale -- there are two types

1 of sales. You can have a competitive sale or a negotiated sale.
2 Under a negotiated sale model, what it enables us to do, if we
3 are oversubscribed, we go in there and we start notching the --
4 those interest rates back. We start notching those prices up.
5 So we start selling the bonds for a little bit more. So we
6 bring that oversubscription down into that sweet spot.

7 MR. HAMMOND: Okay. Thank you.

8 MS. WARD: So we did. We reduced it by about
9 five to seven basis points across the -- across the maturities.

10 CHAIRMAN CUTHBERTSON: Thank you. Anybody else?
11 Thank you, Ms. Ward.

12 MS. WARD: Thank you.

13 CHAIRMAN CUTHBERTSON: Item 6 on the agenda.
14 Greg Byres, Division Director of Multimodal Planning Division
15 will present an update on the current planning activities
16 pursuant to ARS §28-506, for information and discussion only.

17 MR. BYRES: Thank you, Mr. Chairman, board
18 members.

19 I just wanted to give you a quick update on where
20 we're at with our five-year program in putting it together.
21 What we've got right now is we're working on our P2P, which is
22 the planning to programming process. We have already compiled
23 the entire list of projects that goes into our process.

24 Those projects fully entailed, I think, 1,800
25 projects is what we were looking at in the entire list. Those

1 projects come from recommendations out of our planning studies.
2 Also comes from projects recommended by the different districts
3 across the state. Comes from prior year projects that did not
4 make it into the program, and it includes technical groups, the
5 recommendations for projects from them as well.

6 One of the other places it comes from is from
7 this -- these board meetings. So the projects that are
8 commented on that are presented to you, we take and notate, and
9 also take and put projects together that are also considered in
10 the P2P process. So projects that were brought forth to you
11 today, if they weren't already in the process, they will
12 probably get included into our five-year program starting up
13 next year, because we've already completed our list and are
14 going through the analysis of this year's P2P process.

15 Just to kind of give you an idea of where we're
16 at, like I said, there's about 1,800 projects that go forward
17 into our consideration. Last year we had about that same
18 number, a little bit less. There's about 20-some projects make
19 it into our program. So that kind of gives you the ratio of
20 what we're looking at, just because of the funding that we have
21 allowed. Those projects normally go into about the third year
22 of the program. So that gives you an idea of where we're --
23 where we're at, the number of projects that are considered, and
24 how many actually make it in.

25 So our prioritization is extremely important, and

1 we take a lot of consideration into those prioritization of
2 those projects. So I just want to make sure that you all
3 understand exactly what's going on and how we put that together
4 and then move it forward into the five-year program.

5 Right now as part of that process, we have
6 ongoing district workshops. One of the changes that we've had
7 this year in the P2P program is we've given the districts a lot
8 more freeway in pulling those projects into the program. So
9 they have a much higher percentage in their consideration or
10 coming into the consideration for those projects making a
11 prioritization, as well as we've changed up and tried to make
12 the recommendations that come in, and the prioritizations, we've
13 tried to take as much subjectivity out as we can and are dealing
14 strictly with data that go into the five-year program to the
15 recommendations that will later on come forward to this board.

16 So the next thing we have is the -- I just wanted
17 to kind of go through the aviation programming. Thanks an awful
18 lot to FMS and Kristine's staff's help. Come 2020 we will have
19 all of our different aviation programs back up and going again.
20 So the FSL continued through after the -- the sweeps that we
21 had. APMS came back on board this year and -- or is coming in
22 in FY '20 -- or '19, and our SL program comes online in 2020.

23 We are already accepting applications for those
24 projects. I'm -- and are identifying projects for those grant
25 programs. So all of that's actually come together really well.

1 The program itself and the Aviation Fund is very sound, and so
2 it's -- I think we've got some protections in place that will
3 help keep us from having those sweeps come through. So it's
4 actually coming together really well.

5 If you have any questions, I'd be more than
6 willing to answer.

7 CHAIRMAN CUTHBERTSON: Questions?

8 Seeing none, I'll -- we can move on to Item No.
9 7, the Priority Planning Advisory Committee. Greg will present
10 the recommended PPAC actions, including considerations of
11 changes to the 2019-2023 Statewide Transportation Program, for
12 discussion and possible action.

13 MR. BYRES: Thank you, Mr. Chairman, board
14 members.

15 Right now we have -- there's a total of four
16 projects that we're looking at. The first three, Items 7A, 7B
17 and 7C come forward with a recommendation for approval for these
18 -- again, these are modifications to existing projects.

19 CHAIRMAN CUTHBERTSON: Questions from board
20 members?

21 Do I have a motion to accept and approve the
22 project modifications Items 7A through 7C as presented?

23 MR. ELTERS: I so move.

24 MR. KNIGHT: Second.

25 CHAIRMAN CUTHBERTSON: Moved by Board Member

1 Elters, seconded by Board Member Knight. Any discussion?

2 Hearing none, all in favor, indicate by saying
3 aye.

4 BOARD MEMBERS: Aye.

5 CHAIRMAN CUTHBERTSON: Opposed, nay. Ayes have
6 it. Motion passes.

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

8 Item 7D is a new project. That again comes
9 forward to you with a recommendation from the PPAC.

10 CHAIRMAN CUTHBERTSON: Questions on Item 7D?
11 Comments?

12 Do I have a motion to accept and approve new
13 project Item 7D as presented?

14 MR. SELLERS: So moved.

15 CHAIRMAN CUTHBERTSON: Moved by Vice Chair
16 Sellers.

17 MR. ELTERS: Second.

18 CHAIRMAN CUTHBERTSON: Seconded by Board Member
19 Elters. Discussion?

20 All in favor indicate by saying aye.

21 BOARD MEMBERS: Aye.

22 CHAIRMAN CUTHBERTSON: Opposed, nay. Ayes have
23 it. Motion passes.

24 MR. BYRES: Thank you.

25 CHAIRMAN CUTHBERTSON: We'll move on to Item 8.

1 Dallas Hammit, Deputy Director of Transportation and slash State
2 Engineer will present the report showing the status of highway
3 projects under construction, for information and discussion
4 only.

5 MR. HAMMIT: Good morning, Mr. Chair and members
6 of the Board.

7 Currently we have 107 projects under construction
8 totaling \$1.716 billion. A large part of that, as you know, is
9 the South Mountain project. We finalized 10 projects in
10 September, totaling \$20.4 million, and year to date we've
11 finalized 23 projects.

12 And as I go through some of my justifications, I
13 wanted to lay a little framework, because we're seeing a lot of
14 volatility in our pricing. Last month you saw some projects
15 being -- what were rejected bids. We saw higher prices.

16 So after that meeting, the department along with
17 our partners in industry, our contractors, our engineers met,
18 and how can we get a better handle on what's going on? How can
19 we estimate tighter? If you remember last year at the end of
20 the year, we were within 2 percent. The engineer's estimate was
21 high, which we want to have a little cushion. We were 2 percent
22 higher than the low bid.

23 So right now, we are consistently below bid, and
24 I don't get to build projects, so I don't want to win and be the
25 low bidder on them every time either. So we're looking how do

1 we get closer? Where are those prices changing? You'll see in
2 this month's oil is one of the big areas, the prices for asphalt
3 oil. But in the meeting, what we heard from industry is labor
4 is increasing quite a bit.

5 There's a big pull on labor. As development
6 comes back in the metro areas, the competition with land
7 development is pulling away from our roadway contractors,
8 because I can do work and stay at home, and I don't travel to
9 outlying parts of the state. Some big projects around the
10 country, the stadium in Las Vegas and even L.A. are pulling
11 people away. And definitely they're pulling our big
12 contractors, but we've seen shortages in girders from our --
13 from our precasters and people working, because we're close
14 enough to those markets that the workforce can go and come back.
15 So we're seeing a push there.

16 And then the South Mountain project, it is
17 hitting one of its peak times. They're paving, and a lot of the
18 available workforce and equipment is going out to that project.
19 So those shortages are showing up in some of our pricing. So
20 you'll see that as we go forward.

21 The department is going to continue meeting with
22 industry. We're going to do our best to get a handle on where
23 prices are, and if need be, we will make some rebalancing in the
24 future.

25 Next slide.

1 And this slide just shows where the work's
2 happening, and as you can see, one that, you know, jumps out
3 maybe a little bit in the rural area is North Central. But one
4 thing to remember, that -- those are pavement preservation
5 projects on Interstate 17 and Interstate 40, and those are two
6 real big ones that are reconstructed on an interstate we hadn't
7 reconstructed, but they were built in the '60s that we -- parts
8 of it are putting back together for the first time. We've been
9 doing a mill and replacement in -- but in some of those areas
10 we're going down to the subgrade and rebuilding those
11 interstates, and that's a lot of that work.

12 Any questions for the state engineer's report?

13 MR. ELTERS: Mr. Chairman.

14 CHAIRMAN CUTHBERTSON: Board Member Elters.

15 MR. ELTERS: Dallas, thanks for the update. For
16 myself, I applaud the effort as far as meeting with the industry
17 and trying to figure out how to get a handle on this.

18 Looking at earlier in the year cost escalation
19 data, it seemed like we were somewhere around 7 to 10 percent
20 with projections that things were going to taper off and return
21 to normal toward the end of the year. One would wonder whether
22 that is happening or not given the quotes -- the bids that we're
23 seeing.

24 Additionally, it looks like going into next year,
25 the expectations are that we're going to start experiencing some

1 higher than average cost escalation, given the environment that
2 we're working in. And I guess my question, while I applaud the
3 meetings with the industry, what is being done to try to
4 position or prepare for or get the arms around what is projected
5 to come? I guess one can call it a contingency plan. If it
6 doesn't need to be implemented, that would be great, but clearly
7 what we've seen to date has had an impact, and if we return to
8 that -- and I'm not sure we left it to start with -- what is
9 being done to position for it so we can mitigate it?

10 MR. HAMMIT: Mr. Chairman, Member Elters, one of
11 the things staff does is in the current year, we know the status
12 of all our projects and how we're delivering. So if we have to
13 adjust, one of the first things we'll do is look at, hey, what
14 are those projects that were on the bubble of being delivered on
15 time, and we could move back for another year if that happened.

16 And then we're going to look at our priorities.
17 Using Greg's P2P, that doesn't just happen when we do our five-
18 year program, but it sets a ranking of priorities when projects
19 come into the program. Our pavement preservation, we had our
20 top X number of projects. So what we would look like -- look at
21 is, okay, we need to deliver the ones that scored the highest
22 before and start moving those back as our contingency. We will
23 be rebalancing.

24 Kristine's shop and us, her team was there, as
25 well as we had an economist in our meeting. If we think we're

1 overprogrammed and prices are going up, we're going to have to
2 look at how do we rebalance that, and then we would be using the
3 PPAC and come to the Board if we have to move a project out of
4 the program -- or not out, but maybe back into a later year.

5 Does that answer your question, Mr. Elters?

6 MR. ELTERS: Yes. It goes a long way. I guess
7 I'm mindful of the impact of going forward with projects and
8 having them come in much higher to where several are rejected at
9 every board -- not every, but at recent board meetings, and
10 there is an impact on everyone, the department, the industry.
11 And so steps taken in advance to try to mitigate that or limit
12 it, I think, would be really helpful, and that's what I -- so
13 thank you. You answered my question, but that's the point that
14 I wanted to make.

15 MR. HAMMIT: And Mr. Chair, if I may, one of the
16 things that you will see as we look at that, as we see prices
17 going up, we will have to, if that happens, change the program,
18 and again, that would come to the Board through a PPAC item that
19 we changed the program if we're out of balance there. So you
20 would see it at that point as well.

21 CHAIRMAN CUTHBERTSON: Sure.

22 MR. ELTERS: Thank you, Mr. Chair.

23 CHAIRMAN CUTHBERTSON: Yeah. Other questions?

24 Okay. Thank you, Dallas.

25 Continuing on onto Item 9 on the agenda, Dallas

1 will present recommended construction awards that are not --
2 that were not on the consent agenda, for discussion and possible
3 action.

4 MR. HAMMIT: And I like it when I have a lot more
5 projects on the consent agent than the non-consent. We only had
6 one project on the consent agenda today, and thank you for
7 approving that.

8 And as we go forward, you will see, just as
9 Mr. Elters had mentioned, we are looking at some projects
10 that -- in this case, they're local projects that the community
11 has asked us to recommend to the Board to reject all bids, and
12 in some cases they're going to repackage with other projects
13 hoping to get an economy of scale, and other times they're going
14 to be reducing those. So with your permission, I will go to the
15 Item 9A, Mr. Chairman.

16 CHAIRMAN CUTHBERTSON: Yes. Please proceed.

17 MR. HAMMIT: This project is in the Clifton area.
18 Your part of the country. It was a bridge rehab over the San
19 Francisco River. The low bid was \$1,277,219. The State's
20 estimate was 728,726. It was over that estimate by \$548,492, or
21 75 percent. When we talked to the Town, it's obvious that a
22 different project will be needed for the budget they have. They
23 have asked us to recommend that we reject all bids, and they
24 will rescope and re-advertise a project closer to the budget.

25 CHAIRMAN CUTHBERTSON: Okay. Questions?

1 Do I have a motion to accept and approve staff's
2 recommendation to reject all bids for Item 9A as presented?

3 MR. HAMMOND: So moved.

4 MR. KNIGHT: Second.

5 CHAIRMAN CUTHBERTSON: Moved by Board Member
6 Hammond. Seconded by Board Member Knight. Any discussion?

7 All in favor indicate by saying aye.

8 BOARD MEMBERS: Aye.

9 CHAIRMAN CUTHBERTSON: Opposed, nay. Ayes have
10 it. The motion passes.

11 MR. HAMMIT: Thank you, Mr. Chair.

12 Item 9B, this is on the Tohono O'Odham
13 Reservation, the San Xavier District. It was to build a multi-
14 use path. The low bid was \$1,074,784. The State's estimate was
15 \$771,954, or \$302,830 over the estimate, 39.2 percent. In
16 talking to the Tohono O'Odham Nation, they would like to rescope
17 this, but also bid it with another project that they have coming
18 out and hope that they can get something with an economy of
19 scale, bridge some more money and build this project. So with
20 that, the department recommends to reject all bids to come back
21 with a later project.

22 CHAIRMAN CUTHBERTSON: Questions?

23 Okay. Do I have a motion to accept and approve
24 staff's recommendation to reject all bids for Item 9B as
25 presented?

1 MR. THOMPSON: So moved.

2 MR. KNIGHT: Second.

3 UNIDENTIFIED SPEAKER: So moved.

4 CHAIRMAN CUTHBERTSON: Moved by Board Member
5 Knight, seconded by Board Member Thompson. Any discussion?

6 All those in favor indicate by saying aye.

7 BOARD MEMBERS: Aye.

8 CHAIRMAN CUTHBERTSON: Opposed, nay. Ayes have
9 it. Motion passes.

10 MR. HAMMIT: Thank you, Mr. Chair.

11 Item 9C, this project is in the city of Maricopa.
12 It is a roadway widening going from two to four lanes. The low
13 bid was \$4,298,025. The State's estimate was \$3,189,522. It
14 was under -- over the State's estimate by \$1,108,503, or 34.8
15 percent. And again, the -- in talking with the City of
16 Maricopa, they would like us to reject all bids so they can look
17 to rescope and re-advertise.

18 And if I can add, on these last three projects,
19 the first one and this one had one bidder, and the other one had
20 two bidders. The economy, there's projects out there. We're
21 just not getting people coming to bid the work, and some of
22 these areas are tighter projects.

23 CHAIRMAN CUTHBERTSON: Questions?

24 Do I have a motion to accept and approve all bids
25 for Item 9C as presented?

1 MR. STRATTON: So moved.

2 CHAIRMAN CUTHBERTSON: Moved by Board Member
3 Stratton.

4 MR. SELLERS: Second.

5 CHAIRMAN CUTHBERTSON: Seconded by Vice Chair
6 Sellers. Any discussion?

7 All in favor indicate by saying aye.

8 BOARD MEMBERS: Aye.

9 CHAIRMAN CUTHBERTSON: Opposed, nay. Ayes have
10 it. Motion passes.

11 MR. HAMMIT: Thank you, Mr. Chair.

12 Item 9D is a traffic interchange project on
13 Interstate 10 in the west Phoenix area. On this project, the
14 department is asking the Board to postpone so that they -- we
15 can hold a hearing. We've been asked to review our
16 pre-qualification process, and we've agreed with the contractor
17 that we will hold the hearing. That hearing is set for next
18 Thursday, and we will hear one of the contractors make a case on
19 our pre-qualification process. But the staff would recommend
20 that we postpone action until a future board meeting.

21 CHAIRMAN CUTHBERTSON: Questions?

22 MR. ELTERS: I will move it first, and then I
23 have a question.

24 CHAIRMAN CUTHBERTSON: Okay. Okay. So -- so let
25 me say do I have a motion to accept and approve staff's

1 recommendation to postpone Item 9D as presented?

2 MR. ELTERS: And to that, I so moved, Mr. Chair.

3 CHAIRMAN CUTHBERTSON: Yeah. Moved by Board
4 Member Elters.

5 MR. SELLERS: Second.

6 CHAIRMAN CUTHBERTSON: Seconded by --

7 MR. STRATTON: Second.

8 CHAIRMAN CUTHBERTSON: -- Vice Chair Elters.

9 MR. ELTERS: Chairman.

10 Discussion? Discussion? Yeah. Thank you.

11 MR. ELTERS: Thank you, Dallas. I applaud your
12 decision. If you're meeting next week, what is the plan going
13 forward? And will this delay the project by any time, or do you
14 expect it to come to the Board at the next monthly meeting or
15 sometime in between?

16 MR. HAMMIT: Mr. Chairman, Member Elters, we
17 expect to --

18 MR. ROEHRICH: Mr. Chair and Mr. Elters, I guess
19 I do need to make a comment on that. I'm concerned that --

20 UNIDENTIFIED SPEAKER: Floyd.

21 MR. ROEHRICH: -- you're asking Dallas to talk
22 about what's going to be the outcome of the responsibility or
23 the hearing before he's had it, and that could be considered, in
24 my opinion, pre-decisional.

25 So Michelle, is there -- would there be an issue

1 regarding the request for -- from Board Member Elters for Dallas
2 to talk about the possible -- what's going to come out of that
3 hearing before he's had -- had that hearing?

4 MS. KUNZMAN: Yeah. I would agree. Can you hear
5 me?

6 UNIDENTIFIED SPEAKER: Yes.

7 MR. ROEHRICH: Yes.

8 MS. KUNZMAN: I would agree that -- with your --
9 with your analysis that that could be considered
10 pre-determination, also. I would recommend that perhaps after
11 the hearing, if the board chair and the board members would like
12 to perhaps have a telephonic meeting after that hearing, you
13 know, that could be something that would be possible to discuss
14 it, but I would not comment on anything that -- that may or may
15 not happen or set -- you know, said set an expectation of what's
16 going to happen after the hearing.

17 MR. ELTERS: Mr. Chairman, since I was the one
18 that asked the question, I guess it's important at least for the
19 record to clarify what I was asking, and what I was asking is
20 not pre-decisional. It has nothing pre-decisional about it.

21 What I'm asking is when do you expect to come
22 back to the Board with a decision? It doesn't imply -- you're
23 asking to postpone. That implies there's continuation. So does
24 it come back with a -- it could come back with advancing what --
25 what we usually do, which is award, reject or cancel.

1 I'm just asking when we -- when as -- we as a
2 board would we expect to handle it at some point, and does that
3 have an impact of delaying the project? I'm just -- I wasn't
4 asking for any specific decision. I was asking when will the
5 Board -- when do you expect to come back to the Board with some
6 kind of --

7 MS. KUNZMAN: And again, I -- Mr. Elters, if I
8 could, I think just the idea of -- and forgive me if I
9 misunderstood your comments. I'm hearing an -- I'm hearing a
10 little bit of a back feed, so it's a little bit difficult for me
11 to hear. But if I understand your comment correctly, what
12 you're -- what you're wanting the department to provide in terms
13 of timing, I think it does kind of presuppose what will happen
14 at the hearing. And so even commenting on the expectations of
15 when staff may, in fact, be able to bring it back to the Board,
16 I think, could be interpreted as presupposing what's going to
17 happen at the hearing.

18 MR. ELTERS: Okay. I understand your comment.
19 You are the counsel to the Board. I respect that. I disagree
20 with the fact that my question is leading. So we'll leave it at
21 that. I do appreciate the response, and I guess I withdraw the
22 question, Mr. Chairman.

23 CHAIRMAN CUTHBERTSON: Okay. Thank you.

24 MR. ROEHRICH: Mr. Chair, I do have one --

25 CHAIRMAN CUTHBERTSON: Yes.

1 MR. ROEHRICH: -- administrative point I wanted
2 to make. Originally we had received a request to speak as a
3 public input form by a gentleman named Mr. Tommy Fisher, who is
4 a party within this hearing that the -- Mr. Hammit will be
5 conducting. He has since withdrawn that request. Since we've
6 got the request officially, I will note on here that he has
7 withdrawn his request to speak at this time.

8 CHAIRMAN CUTHBERTSON: Okay. And I guess to
9 Michelle's point, I -- if we felt that the timing was going to
10 be an issue whenever this was resolved one way or the other, I
11 guess having a telephonic board meeting would be an option, but
12 I think it's too early to speculate on whether that happens or
13 not. But I think that would always -- the Board would always be
14 open to considering that if that was going to keep from really
15 negatively impacting the timing of the project.

16 MR. THOMPSON: Chair.

17 CHAIRMAN CUTHBERTSON: Yeah. Board Member
18 Thompson.

19 MR. THOMPSON: Could we -- I think what we're
20 looking for, some kind of a feedback. Would it be okay to say
21 that it will be brought back to the Board at an appropriate
22 time?

23 MR. ROEHRICH: Mr. Chair, Mr. Thompson, it
24 absolutely has to come back to the Board --

25 MR. THOMPSON: Right.

1 MR. ROEHRICH: -- because the Board will have to
2 make a final definitive action. We're only asking to postpone
3 so the state engineer can hold his hearing, discuss the
4 administrative issues with all parties so when we make a final
5 staff recommendation, we have completed all the steps necessary.
6 It must come back to the Board. And traditionally, these will
7 come back the very next meeting. But again, not knowing how
8 that hearing will go or some of the outcomes, requirements of
9 it, there's no guarantee. But it will come back as soon as we
10 have completed the process and staff is ready to make a
11 recommendation.

12 CHAIRMAN CUTHBERTSON: Okay. Thank you for all
13 that.

14 We have a motion on the table to postpone per
15 staff's recommendation. If there's no further discussion, all
16 in favor indicate by saying aye.

17 BOARD MEMBERS: Aye.

18 CHAIRMAN CUTHBERTSON: Opposed, nay. Ayes have
19 it. Motion passes.

20 MR. HAMMIT: Thank you, Mr. Chair.

21 Item 9E, another project. This one is a scales.
22 It will help our enforcement folks at the Topock port of entry.
23 And this is another one that the department is recommending
24 postponement. This one for a different -- this is a DBE issue.
25 The way the information came in, it was bid right -- the latest

1 date to make this board meeting, so there wasn't time to have a
2 hearing with the low bid. In past times when we've had issues,
3 we've given that opportunity. They asked for that opportunity,
4 and we felt it was right to give them that. That meeting is
5 scheduled next Friday. So we can do that. So the staff's
6 recommendation is to postpone to a future board meeting.

7 CHAIRMAN CUTHBERTSON: Questions?

8 Do I have a motion to accept and approve staff's
9 recommendation to postpone Item 9E as presented?

10 MR. KNIGHT: So moved.

11 CHAIRMAN CUTHBERTSON: Moved by Board Member
12 Knight.

13 MR. THOMPSON: Second.

14 CHAIRMAN CUTHBERTSON: Seconded by Board Member
15 Thompson. Discussion?

16 All in favor indicate by saying aye.

17 BOARD MEMBERS: Aye.

18 CHAIRMAN CUTHBERTSON: Opposed, nay? Ayes have
19 it. Motion passes.

20 MR. HAMMIT: Thank you, Mr. Chair.

21 The next project, and this one I'm going to
22 recommend -- I'll throw it out there early -- for award. So
23 this project is on US-60. It's a pavement preservation project.
24 The low bid was \$3,925,408. The State's estimate was
25 \$3,073,146. It was over the State's estimate by \$852,200 -- I

1 mean \$852,262, or 27.7 percent. The biggest areas where we saw
2 that we underestimated was in the asphalt binder and the asphalt
3 concrete, which include binder and the aggregates. The
4 department has reviewed the bid and believes that it is a
5 responsive and responsible bid and recommends award to FNF
6 Construction, Inc.

7 CHAIRMAN CUTHBERTSON: Questions?

8 Do I have a motion to accept and approve staff's
9 recommendation to award the contract for Item 9F to FNF
10 Construction, Inc., as presented?

11 MR. SELLERS: Move for approval.

12 CHAIRMAN CUTHBERTSON: Moved for approval by Vice
13 Chair Sellers.

14 MR. KNIGHT: Second.

15 CHAIRMAN CUTHBERTSON: Second by Board Member
16 Knight. Discussion?

17 Hearing none, all in favor indicate by saying
18 aye.

19 BOARD MEMBERS: Aye.

20 CHAIRMAN CUTHBERTSON: Opposed, nay? Ayes have
21 it. Motion passes.

22 MR. HAMMIT: Thank you, Mr. Chair.

23 Item 9G is an intersection improvement project on
24 US-70 in the Safford area. The low bid on this project was
25 \$767,472. The State's estimate was \$673,220. It was over the

1 State's estimate by \$94,253, or 14 percent. And again, the
2 biggest difference on this project was in the asphaltic cement.
3 The department has reviewed the bid and believes it is a
4 responsive and responsible bid and recommends award to Granite
5 Construction Company.

6 CHAIRMAN CUTHBERTSON: Questions?

7 Do I have a motion to accept and approve staff's
8 recommendation to award the contract to Item --

9 MR. STRATTON: So moved.

10 CHAIRMAN CUTHBERTSON: -- for Item 9G to Granite
11 Construction Company as presented?

12 Moved by Board Member Sellers.

13 MS. PRIANO: Stratton.

14 MR. ROEHRICH: Stratton.

15 CHAIRMAN CUTHBERTSON: Stratton. I'm sorry.

16 Moved by Board Member Stratton.

17 MR. ELTERS: Second.

18 CHAIRMAN CUTHBERTSON: Seconded by Board Member
19 Elters. Any discussion?

20 All in favor indicate by saying aye.

21 BOARD MEMBERS: Aye.

22 CHAIRMAN CUTHBERTSON: Opposed, nay? Item --
23 ayes have it. Motion passes.

24 MR. HAMMIT: Item 9H, this is a chip seal project
25 on State Route 92. On this project the low bid was \$1,987,382.

1 The State's estimate was \$1,655,767. It was over the State's
2 estimate by \$331,615, or 20 percent. On this project, looking
3 where we had the biggest differences were in the asphalt binder
4 and in mobilization. After talking to the contractor, the
5 department reviewed the bids and believes it is a responsive and
6 responsible bid and would recommend award to Cactus Transport,
7 Inc.

8 CHAIRMAN CUTHBERTSON: Questions?

9 Do I have a motion to accept and approve staff's
10 recommendation to award the contract for Item 9H to Cactus
11 Transport, Inc., as presented?

12 MR. HAMMOND: So moved.

13 CHAIRMAN CUTHBERTSON: Moved by Board Member
14 Hammond.

15 MR. ELTERS: Second.

16 CHAIRMAN CUTHBERTSON: Seconded by Board Member
17 Elters. Any discussion?

18 All in favor indicate by saying aye.

19 BOARD MEMBERS: Aye.

20 CHAIRMAN CUTHBERTSON: Opposed, nay? Ayes have
21 it. The motion passes.

22 MR. HAMMIT: Thank you, Mr. Chair.

23 And Item 9I, this is a statewide project. It
24 touches a number of our interstate port of entries, looking at
25 rehabilitating some of our weigh-in-motion scales. On the

1 project -- and Mr. Chairman, this was a design build project
2 where in the project not only were we asking for pricing. We
3 also asked for they are coming with the design on the project.
4 On this project, the low bid was \$5,786,319. The State's
5 estimate was \$7,450,000. It was under the State's estimate by
6 \$1,663,681, or 22.3 percent.

7 As I said, on this project, the contractor came
8 with a concept. They were given the opportunity to replace the
9 scales or to rehab them with certain criteria, and if you review
10 the bids, you'll see that the low bidder was substantially lower
11 than the other two. One reason, the other two bidders had bid
12 to bring in new equipment. The low bid looked at rehabbing.
13 The project team, we did a little more -- because there was such
14 a difference, investigation. The project team, the subject
15 matter expert for us, our enforcement division and the project
16 manager discussed it with the low bidder. They have reviewed
17 it, believe it is a responsive and responsible bid and would
18 recommend award to Roadway Electric, LLC.

19 CHAIRMAN CUTHBERTSON: Questions? Vice Chair
20 Sellers.

21 MR. STRATTON: Mr. Chairman.

22 CHAIRMAN CUTHBERTSON: Yeah. Just a second,
23 Board Member Stratton. I got Vice Chair Sellers on the table.

24 MR. SELLERS: Yes. Dallas, looking at the other
25 two bids, they're very close, and the fact that there's a huge

1 difference in between those two bids and the apparent low
2 bidder, do we really feel comfortable that this -- that the low
3 bidder here is, in fact, going to provide what we're asking for?

4 MR. HAMMIT: Mr. Chairman, Board Member Sellers,
5 in our investigation, we did give the opportunity to build
6 completely new or to rehab. The low bidder came in with a
7 rehabilitation. We did consult with our technical expertise,
8 the people who work with it, who know it better than I do, and
9 they did feel comfortable that the proposal put forth by the low
10 bidder was a reasonable proposal and they could meet the
11 department needs. So the question -- answer to your question
12 is, yes, we feel that they can do the work.

13 CHAIRMAN CUTHBERTSON: Okay. Thank you.

14 Board Member Stratton, do you have a comment?

15 MR. STRATTON: Thank you, Mr. Chair.

16 Dallas, being that they're rehabbing this rather
17 than new equipment, does it come with sufficient warranty for
18 the rehab? That the department is comfortable that they'll --
19 they will function properly for the same life as a new product?

20 MR. HAMMIT: Mr. Chairman, Member Stratton, one
21 of the challenges with using our funding sources is we can't
22 require workmanship warranties, not for our pavements, not for
23 anything other than manufactured items. So there are some
24 performance measures, and before it's accepted, it will be
25 meeting those criterias, but I don't think any of us could

1 predict that it would work as long. It could be longer than a
2 new one. It could be shorter. I don't have that information to
3 say that we would guarantee they would function for the same
4 life.

5 CHAIRMAN CUTHBERTSON: Vice Chair Sellers.

6 MR. SELLERS: So I guess my final question on
7 this is, though, this bid did meet the criteria that we asked
8 them to build?

9 MR. HAMMIT: Mr. Chairman, Mr. Sellers, yes, it
10 did.

11 MR. SELLERS: Okay.

12 CHAIRMAN CUTHBERTSON: Thank you. Good
13 discussion. Anything else?

14 MR. KNIGHT: Mr. Chairman.

15 CHAIRMAN CUTHBERTSON: Yes. Board Member Knight.

16 MR. KNIGHT: Dallas, I'm going to ask the
17 question about -- since this covers statewide port of entry. I
18 know that Yuma's port of entry on Interstate 8, they just did a
19 weigh-in-motion installation on Interstate 8. Is that similar
20 to what's -- or are you actually replacing or rehabbing the
21 scales at the weigh station itself?

22 MR. HAMMIT: Mr. Chairman, Board Member Knight,
23 these are scales that are as you approach the -- the port of
24 entries, and what they do is we use them for screening. If you
25 come across those scales, and if you follow trucks, you'll see

1 that they hit a point, and then there's a light that tells them
2 you need to come into the port or you can go forward. We use
3 these for screening so, one, we can keep the port moving very
4 well. We have transponders where they can pay their fees as
5 they go through with the transponder if their weight is within
6 the requirements. These scales are for the weigh-in-motion as
7 they approach.

8 I would have to go check and see exactly what
9 they did at the Yuma port, but if I remember right, those were
10 putting new scales at the port itself. These would be in
11 advance of the port so they can screen better, but I would have
12 to check to be sure.

13 MR. KNIGHT: No. They -- it would have to be
14 something else, because these were put in the pavement right
15 after the port, so -- but not before. That --

16 MR. HAMMIT: These are in advance of the port of
17 entry, so...

18 MR. KNIGHT: Yeah. That would bring up my other
19 question then. With all of the -- with the five ports that are
20 on here, and Yuma having two ports, one on Interstate 8 and one
21 on Business 8, as the trucks exit Interstate 8, are there any
22 plans to include at a later date to update the Yuma scales, or
23 is there no need or --

24 MR. HAMMIT: Mr. Chairman, Member Knight, I would
25 need to follow up with our folks to see where we're at with the

1 Business 8 port of entry there. I don't have that information
2 off the top of my head. I can check and I will follow up.

3 MR. SELLERS: Okay. Thank you.

4 CHAIRMAN CUTHBERTSON: Any other questions?
5 Comments?

6 Okay. Do I have a motion to accept and approve
7 staff's recommendation to award the contract for Item 9I to
8 Roadway Electric, LLC, as presented?

9 MR. KNIGHT: So moved.

10 MR. THOMPSON: Second.

11 CHAIRMAN CUTHBERTSON: Moved by Board Member
12 Knight, seconded by Board Member Thompson. Discussion?

13 All in favor indicate by saying aye.

14 BOARD MEMBERS: Aye.

15 CHAIRMAN CUTHBERTSON: Opposed, nay. Ayes have
16 it. Motion passes.

17 MR. HAMMIT: Thank you, Mr. Chair.

18 CHAIRMAN CUTHBERTSON: Yeah. Thank you, Dallas.

19 Okay. Moving on to Item 10. We've got a --
20 Floyd, I guess, will present a draft schedule for the 2019 State
21 Transportation Board meetings for discussion and possible
22 action.

23 MR. ROEHRICH: Thank you, Mr. Chair.

24 Working with the vice chair and incoming chair,
25 we have -- I worked with him to establish these dates with these

1 tentative locations pending the Board approval.

2 For next year, calendar year 2019, as you can see
3 we've traditionally again followed the third Friday of the
4 month. We did look at holding a break month in August, although
5 we would expect there would still be the telephonic meeting to
6 award the construction contracts.

7 And then there's -- Board Member Sellers had
8 mentioned earlier, two items that I do want to point out on
9 here. One of them is the April -- the April meeting.
10 Originally, we set it the third Friday being April 19th, not
11 considering -- not considering that Roads and Streets conference
12 is going on that same week, which is a very highly attended
13 conference for transportation professionals.

14 And as has been presented, would the Board
15 consider holding that off a different time, because Roads and
16 Streets is set, and it's pretty well already been coordinated,
17 and there's a lot of actions going on around that.

18 In discussing it with staff here, we thought that
19 if the Board would so choose, we would recommend that moving
20 that to April 12th, the Friday, April 12th, the week before.
21 Still hold it in Flagstaff, or the Board could just approve it
22 now as April 19th as is. We could go back, let members check
23 things. We could work and then address it and modify it later.

24 The second item would be the -- you see the
25 October location, October 18th. The location was not specified

1 yet. As Mr. Heiss, the SEAGO executive director had mentioned
2 earlier in the meeting, the Rural Transportation Summit had
3 identified dates, but they were working on a location. Since
4 we've prepared this, they have come back and said they've chosen
5 the Casino Del Sol location in Tucson, but again, in looking at
6 trying to find appropriate facilities adjacent to that, we would
7 have to go back and look at facilities where we could coordinate
8 -- hold the meeting.

9 So we're still recommending that we show the
10 location as to be determined, but we're closer into having that
11 determination, and we'll be able to bring that back pretty
12 quickly, maybe next month or the month after when we finalize it
13 on what that location will be now that the rural summit is
14 targeted in on their location.

15 So with that said, I'll either ask any questions
16 or ask the Board to adopt these with the possibility of
17 modifying the April 19th to the April 12th, or leave it and then
18 modifying it later.

19 CHAIRMAN CUTHBERTSON: Okay. So I'll -- I guess
20 Vice Chair and board members, would your pleasure be to try and
21 craft the motion to take into the -- take into account the
22 changes that we discussed, or would you rather table it and
23 address it next month?

24 MR. HAMMOND: I'm very comfortable with the
25 motion (inaudible).

1 CHAIRMAN CUTHBERTSON: Okay.

2 MR. ROEHRICH: And to make sure that -- so you
3 would approve the locations and the dates as presented, with the
4 exception of modifying the April board date to the April 12th?
5 That's all we're asking for today.

6 MR. HAMMOND: Yes.

7 CHAIRMAN CUTHBERTSON: Yes.

8 Okay. So do I have a motion to accept and
9 approve staff's recommended 2019 meeting location with the
10 modification that the April 19th board meeting be held to -- on
11 April 12th? Do I have a motion to accept and approve?

12 MR. THOMPSON: (Inaudible.)

13 MR. ROEHRICH: Mr. Chair, Mr. Thompson, at this
14 time we've had some preliminary discussions. We would have to
15 go back and finalize the location, but what we normally do is we
16 don't have the specific location. Sometimes it may be a city
17 chambers. Sometimes it may be a county chambers. So the exact
18 location outside of the city will be determined as we do the
19 coordination. So we didn't really have specified would it be at
20 the city or the county there. They both offer up the
21 facilities, and we try to kind of rotate between them.

22 CHAIRMAN CUTHBERTSON: Okay. So I have a motion
23 by Board Member Knight and seconded by Board Member Thompson.
24 Any further discussion?

25 All in favor indicate by saying aye.

1 BOARD MEMBERS: Aye.

2 CHAIRMAN CUTHBERTSON: Opposed, nay. Ayes have
3 it. Motion passes.

4 Okay. And Item 11, we've got suggestions for
5 future board meetings.

6 MR. ROEHRICH: Mr. Chair, just for consideration
7 for the board members, there's a couple of things coming up.
8 Originally we had scheduled a November 6th study session for the
9 Board. We've been tracking some different topics for that.
10 There's a number of issues that we've been working with staff
11 and administratively that we don't feel will be appropriate for
12 us to have ourselves prepared to hold the discussion.

13 So what we're recommending is -- and we don't
14 need the Board to action this, because we can just post a
15 cancellation -- but we are looking to cancel that, take our
16 topics which you want to move forward, the transportation
17 funding discussion, the discussion of our border coordination,
18 and coordination with the -- Mexico and specifically the state
19 of Sonora, and a discussion on our call to the audience process
20 that the Board does. Those were originally our three items. We
21 will move those to a future either board meeting or board study
22 session as we start preparing our alignment of those discussions
23 with what staff will be able to present.

24 So at this time we're looking to cancel the
25 November 6th study session, and then so the next board meeting

1 will be November 16th, which will take place in the city of
2 Wickenburg.

3 MR. HAMMIT: Okay. Any questions, comments by
4 board members? Okay. I think we're all -- sounds like we're
5 all comfortable with that approach.

6 (End of requested excerpt.)

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Adjournment

A motion to adjourn the October 26, 2018 State Transportation Board meeting was made by Board Member Sellers and seconded by Board Member Elters. In a voice vote, the motion carried.

Meeting adjourned at 11:23 a.m. MST.

William F. Cuthbertson, Chairman
State Transportation Board

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

STATE TRANSPORTATION BOARD MEETING
9:00 a.m., Friday, November 16, 2018
Wickenburg Town Hall Council Chambers
155 North Tegner Street, Suite A
Wickenburg, AZ 85390

Call to Order

Chairman Cuthbertson called the State Transportation Board meeting to order at 9:00 a.m.

Pledge

The Pledge of Allegiance was led by Board Member Knight.

Roll Call by Board Secretary Linda Priano

A quorum of the State Transportation Board was present. **In attendance:** Bill Cuthbertson, Jack Sellers, Mike Hammond, Steve Stratton, Jesse Thompson, and Gary Knight. **Absent:** Board Member Sam Elters and Board Attorney Michelle Kunzman were not present. There were approximately 40 members of the public in the audience.

Opening Remarks

Chairman Cuthbertson expressed his appreciation to Wickenburg Town Manager, Vince Lorefice, and Executive Director, Julie Brooks, of the Wickenburg Chamber of Commerce, for sponsoring and hosting the reception on Thursday evening, at Rancho de los Caballeros, with the support of Rusty Gant and his staff.

Chairman Cuthbertson added he looks forward in coming to Wickenburg and staying at the resort and it is great to catch up with former board members. Board Member Knight added he welcomed the opportunity to meet former members of the board and he really enjoyed this venue.

Title VI of the Civil Rights Act

Floyd Roehrich, Jr., reminded all attendees to fill out the optional survey cards to assist our Civil Rights Department.

Call to the Audience

An opportunity was provided to members of the public to address the State Transportation Board. Members of the public were requested not to exceed a three minute time period for their comments.

ARIZONA STATE TRANSPORTATION BOARD
STATE TRANSPORTATION BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Wickenburg Town Hall Council Chambers
155 North Tegner Street, Suite A
Wickenburg, Arizona 85390

November 16, 2018

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

CALL TO THE AUDIENCE

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Greg Henry.....	10
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Tom Jones.....	16
Kara Harris.....	17
Bell Lenhardt.....	20

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Floyd Roehrich, Junior.....87

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1 (Beginning of excerpt.)

2 CHAIRMAN CUTHBERTSON: Okay. We'll now move on
3 to call to the audience. To address the Board during the call
4 to the audience, please fill out a request for public input card
5 if you haven't already and give it to Secretary Priano. In --
6 kind of in fairness for all those wishing to speak -- I think we
7 have a number of people wishing to speak today -- we will limit
8 the time available to three minutes for each speaker. So at the
9 end of three minutes, you'll hear a little (inaudible) tone, and
10 that means it's time to wrap it up.

11 We -- the Board really gets a lot of information
12 from these -- from these comments and -- but since they are not
13 agendized, we are not able to really discuss them. They're not
14 discussion items. But it's good information for the Board, and
15 we welcome them.

16 So to begin with, we'll start with Vincent
17 Lorefice, the Town Manager for Wickenburg.

18 MR. LOREFICE: Mr. Chairman of the Board, board
19 members and our staff and our guests to our community, welcome
20 to the Town of Wickenburg. This is our official welcome to
21 Wickenburg. Thank you for taking the time to come and tour our
22 great community.

23 As I indicated last night, I really appreciate
24 everything that ADOT has done for the town of Wickenburg for
25 decades. The town is vitally connected with the transportation

1 systems, as we have Highway 60, Highway 93 coming through our
2 community, and in the future we will have I-11 just to the west
3 of our community as well. We are asking that we still
4 reconsider looking at reallocating our -- the western allocation
5 of I-11 at 60, closer to our town limits so we can take
6 advantage of some economic development opportunities.

7 Right now the tier one study shows that around
8 four to five miles outside of our town limits, and we're just
9 afraid we're going to get bypassed. So we really would like to
10 see that line curve closer towards the east, to our town limits,
11 within say a half mile or so of our current town limits that are
12 identified.

13 There has been memos that have been sent from our
14 -- from our mayor, and beyond that, we want to thank you for
15 what we're currently doing, which is the gap project, the
16 Highway 93 that's in the five-year plan. I am very thankful
17 that the -- Alvin Stump and Andy Roth, our district engineer and
18 deputy engineer, have been working diligently with the staff,
19 and they have done an amazing job in helping us get that project
20 to completion. So we are excited to see that project continuing
21 to move toward forward and completed in 2020.

22 So thank you very much. Have a great day. As
23 the town manager, it would be wrong of me not to ask everyone to
24 please shop our local downtown community. We have a lot of
25 great gas stations. Please fill up on the way out of town.

1 Grab a sandwich, grab a drink. And if you stayed here last
2 night, you ended up going to any of our local saloons and you
3 need to buy a gift for your spouse to say sorry, we have a lot
4 of great places as well. So thank you very much, and if you
5 need anything, we are here to serve, and thank you for coming to
6 Wickenburg.

7 CHAIRMAN CUTHBERTSON: Thank you.

8 Next, Charlie Odegaard, Flagstaff Councilmember.

9 MR. ODEGAARD: Good morning, Chair, and good
10 morning board members and director. Thank you for having me
11 speak this morning.

12 I've got a lot of good news for you here this
13 morning concerning things that are happening in the city of
14 Flagstaff. One, because of our partnerships with ADOT, we got a
15 right turn lane in on Milton Road, which is the most busiest
16 corridor there in Flagstaff, and with city dollars and FMPO
17 dollars, that right turn lane was able to happen. And I travel
18 that road quite often, and it's so much nicer not to see the
19 backup traffic like we were seeing there on Milton because of
20 that turn lane.

21 Another thing that's happening with ADOT and
22 working together is a sewer line construction. It's gone
23 through the permit process right now with ADOT and the City of
24 Flagstaff, and where it's going to be at is where I-17 dumps
25 right into the city of Flagstaff there on Milton.

1 Another thing, of course, why you've seen me so
2 many times in the past is concerning four street bridges over
3 I-40, and next Tuesday at the city council, we'll be approving
4 an IGA for the construction of four street bridges and -- over
5 there on I-40. And that's such a good partnership experience
6 between ADOT and the City of Flagstaff, and the City of
7 Flagstaff was able to come in with a 50/50 match as far as
8 dollars. And with a \$10 million project, for the City of
9 Flagstaff with -- coming in with 5 million, that's pretty
10 incredible for our community to be able to do that.

11 Another thing that's -- I'm so pleased to talk to
12 you about is I was here last time I spoke in front of you about
13 some transportation sales tax questions we had with the city,
14 and we had given you news that we hired a firm, our polling, to
15 see how they were doing, and they were saying the passage was 80
16 percent. Well, it didn't quite happen at 80 percent, but it
17 happened at 65 percent, which is great to hear that the City of
18 Flagstaff, the community recognized the importance of
19 transportation. And so we're going to have \$400 million in the
20 next 20 years to bring to the table of helping our community and
21 matching with ADOT and doing some construction projects in the
22 future.

23 And one of the most exciting things is dollars
24 are being set aside to help with that. We -- we told the
25 citizens, we want to set dollars to come in and match with your

1 dollars, and the citizens said, okay. Let's do that. And so it
2 makes sense, to have a partnership like that.

3 And I just want to -- and with that, we've been
4 having discussions with our North Central District manager,
5 Audra Merrick, and so she's excited. Our city staff is excited
6 for the future, for the Flagstaff community, and I just wanted
7 to say, again, thank you for those partnership opportunities.
8 We really appreciate it, and I just want to wish everyone a
9 happy Thanksgiving, a merry Christmas, and enjoy your holidays.
10 Thank you.

11 CHAIRMAN CUTHBERTSON: Thank you.

12 Travis Lingenfelter, Kingman City Councilman.

13 MR. LINGENFELTER: Good morning, board members
14 and staff. My name is Travis Lingenfelter. I'm a city
15 councilman with the city of Kingman, Arizona. I need to extend
16 our mayor-elect Jen Miles, she was not able to come this
17 morning, and she wished she could, but we look forward to
18 hosting you all in January of this next year.

19 I wanted to just say thank you for the inclusion
20 of the West Kingman interchange in the five-year plan. That's
21 going to help tremendously with the traffic coming into town and
22 merging onto I-40 and the soon Interstate 11. In the future,
23 Kingman will be at the crossroads of major north/south and
24 east/west trade routes, Interstate 40 and Interstate 11.

25 We'd also continue to request ADOT's support and

1 partnership in what we're calling the I-11 East Kingman
2 Connection Project, which is a second main entrance into our
3 industrial park. The industrial park in Kingman, it's the
4 Kingman Airport and the industrial park. It's the single
5 latest industrial concentration in rural Arizona outside of
6 Phoenix. Phase 2, we have phase 2. It's another 1,400 acres,
7 and just some incredible companies in phase 1 that are already
8 at work.

9 If you've ever been to Las Vegas and you've seen
10 the High Roller there, all of the observation pods there were
11 constructed at Laron in Kingman. If you've taken a flight out
12 of Vegas or Phoenix, chances are the tires on your airplane came
13 through Goodyear Aviation in Kingman. So just some tremendous
14 companies.

15 We look forward to really sitting down and
16 meeting with you in January, and thank you for your time. Happy
17 holidays, and have a good meeting. Thank you.

18 CHAIRMAN CUTHBERTSON: Thank you.

19 Greg Henry, City Engineer for the City of
20 Kingman.

21 MR. HENRY: Good morning, Mr. Chairman and board
22 members. Thank you for the opportunity to come and speak.

23 I wanted to speak a little bit on the East
24 Kingman I-11 Connection Project, or what we also know as the
25 Rancho Santa Fe traffic interchange east of Kingman. The

1 project was on the ADOT five-year plan some 13 years ago. There
2 was a 70/30 partnership letter of intent that ADOT had signed,
3 and the City of Kingman had signed. We're just looking to
4 rekindle that partnership that kind of fell by the wayside
5 because of the recession. The need for the project is certainly
6 still there. The airport park, as has been mentioned, is
7 growing and expanding, and this would provide a second entrance
8 into that park. And really I just want to see about -- let you
9 know that we're working with Alvin on getting this back on the
10 five-year plan, and appreciate your attention.

11 And again thank you for the consideration of a
12 January board meeting in Kingman as well. We look forward to
13 seeing you there. Thank you.

14 CHAIRMAN CUTHBERTSON: Thank you.

15 John Hansen, President of the Kingman and Mohave
16 Manufacturing Association.

17 MR. HANSEN: Good morning. Thanks for the
18 opportunity to speak. I'd like to thank the Board and all the
19 members for letting me come again and speak.

20 The message is the same, so consistency is a good
21 thing, I guess. But the idea of manufacturing in northern
22 Arizona, I think, is something that the state benefits from, no
23 matter -- no matter which part of the state it is. Opening up
24 that area, which is -- which is kind of lonesome right now to
25 manufacturing, I think it would be a great thing.

1 So I just want to say that we're trying to
2 approach this with private industry. I mean, the -- I represent
3 the voice of industry in Kingman, and you know, we really need
4 to have this built. So we're looking at ways that we can
5 support this from a private industry standpoint, and we just
6 would like to encourage the Board and the Department of
7 Transportation to keep that in the front of their mind when
8 they're working on that. So I thank you very much again for the
9 opportunity.

10 CHAIRMAN CUTHBERTSON: Thank you.

11 Next, Michael Halse of -- representing
12 Freeport-McMoran at Bagdad.

13 MR. HALSE: Good morning, Mr. Chairman, members
14 of the Board. Appreciate your time this morning. I'd like to
15 come and do some initial requests for some planning cycle work
16 on doing some spot improvements on State Route 97 that services
17 the Bagdad mine.

18 Freeport-McMoran has been operating large scale
19 mining operations in Bagdad since 1976. We make about 200
20 million pounds of copper a year, and that's two -- it's about
21 half a million pounds that has to be shipped out every day.
22 We've got about 200 trucks that are coming in and out on State
23 Route 97. That is the artery. That's the main -- the main show
24 for doing business in Bagdad.

25 The economic benefit that Bagdad provides to the

1 state of Arizona and the surrounding communities is on the order
2 of about \$225 million benefit to the state of Arizona, with
3 \$109 million that benefits Yavapai County. Those numbers come
4 from the Arizona State University William Seidman Research
5 Institute from 2017.

6 The future of Bagdad is bright. We have proven
7 reserves of 7 billion pounds of copper in the ground. That
8 translates to over a 40-year mine life. We also have an
9 additional 10 billion pounds that is indicated beyond that 7
10 billion pounds that makes Bagdad a very long-term operation. So
11 with that, Freeport views Bagdad as an opportunity location for
12 a growth project.

13 We're presently engaging in studies to
14 potentially double the size of the Bagdad operation, which
15 translates to State Route 97 being a very strategic and critical
16 part of that work. In our studies that we funded, we've funded
17 a \$275,000 study to look at the road. What's going on there?
18 What can it do? You know, how is that going to play into the
19 story of a mine expansion? Along the way of that study, we have
20 assessed present conditions, and in that have seen that there
21 are -- is opportunity today to do some spot improvements. We've
22 worked with the Northwest District office and appreciate
23 Mr. Stump and his team for helping guide us on what we can do to
24 have a very cost effective solution for those spot improvements.
25 And Alvin, he'll be ready to tell you more about those later on

1 today.

2 State Route 97 contains many curves that do not
3 meet the current highway speed and geometric standards. So
4 combined with our commercial trucking, the result has been
5 adverse to our community and operations with some of the
6 incidents that happen out on the roadway. We do have
7 opportunity to address those. In essence, Freeport, with our --
8 with our partners, we are willing to come to the table with a
9 shared -- a shared -- cost share to go make those improvements.

10 So I appreciate the attention to the State Route
11 97 project and the interest that it has to support the community
12 and mining operation of Freeport Bagdad. Thank you.

13 CHAIRMAN CUTHBERTSON: Thank you. (Inaudible.)

14 Next is Anthony Tunis. He's Deputy Chief of
15 Bagdad Fire District.

16 MR. TUNIS: Good morning, Chair. Good morning,
17 Board. Like you said, my name's Anthony Tunis. I'm the deputy
18 fire chief for the Williamson Valley Bagdad Fire District.

19 I'm here today to -- additionally to advocate for
20 the modernization of State Route 97. Our fire station out of
21 Bagdad, our Station 95 operates emergency response for fire,
22 medical, ambulance and hazardous material response for over 232
23 square miles. So we average under -- just under 1,000 calls for
24 service per year out of that station. We're the only emergency
25 service for 60 miles, with the only paramedic service in Yavapai

1 County for 72 miles. And then in the southern Mohave County
2 area, we're the only paramedics for 100 miles.

3 21 percent, roughly 200 a calls a year that we
4 respond to, we respond to via State Route 97. That gives us
5 response times in excess of 45 minutes to our far reaching areas
6 like Wikieup, which we -- I can say we're the only paramedic
7 response unit for that area. We're the only medical response
8 unit for that area.

9 I -- I'm here, honestly -- the State Route 97
10 comes up on our strategic plan all the time as a primary hazard
11 when it comes to responding. That section there, 97, is only 11
12 miles long, but it takes our response via ambulance or fire
13 truck, lights and sirens, over 20 minutes. That's huge. Twenty
14 minutes is a long time when you're dealing with somebody who's
15 choking or having a heart attack or motor vehicle accident.

16 Additionally, I haven't done a study on this, but
17 I would venture to say the majority of most hazardous material
18 calls for service runs in the entire state probably come from --
19 from that area. The way the road is set up right now, we have
20 some -- we'll call them hot spots, but some major target areas
21 that concern us. We ended up having hazardous materials roll
22 over on that area, which is dangerous for the environment. It
23 stops traffic, and it ties up our resources for on an average of
24 11 hours, meaning that our response time in Bagdad for someone
25 who's got a kid who's choking and/or a fire is going to be at 20

1 minutes when it's normally about four minutes.

2 So I'm very excited to be able to speak to you
3 guys today. Like I said, this comes up as a target hazard for
4 us quite frequently, and hopefully you guys can maybe take some
5 time to take a closer look at State Route 97. I believe there's
6 a lot of incidents that could be prevented, including faster
7 response times to State Route 93, which keep us very, very busy.
8 So thank you for your time.

9 CHAIRMAN CUTHBERTSON: Thank you.

10 MR. TUNIS: (Inaudible.)

11 CHAIRMAN CUTHBERTSON: Tom Jones, President of
12 CTI, Inc.

13 MR. JONES: Good morning -- good morning,
14 Chairman, and members of the Board. Thank you for having me.
15 As you said, my name is Tom Jones. I am the president of CTI.

16 CTI, for those of you who don't know, we've been
17 operating since the early '30s as an aggregate hauler, and in
18 the '40s when the cement plant was built in Clarkdale, we began
19 moving cement. And then later, towards the '70s, we started to
20 market and haul fly ash. All important ingredients that you
21 guys specify in your road work.

22 So over the years, CTI has done a majority of all
23 the road work that you guys authorize, and then as we got in the
24 '70s, we began doing work with mines. So we're today 500
25 employees strong, about six or seven locations in Arizona.

1 We're the largest transporter for the mining industry, and the
2 ready mix and power industry.

3 I think you guys all have the packet that I had
4 distributed to you guys. I've seen a few of you thumb through
5 it. I'm not going to make anybody walk through this, but on the
6 cover, you can see a beautiful picture of State Route 97, and
7 you can see a nice wide space to the right of it. But as you
8 thumb through the accident photos, you'll see where the accident
9 that Anthony and Michael have talked about, the hot spots.
10 There isn't enough road -- there's not enough room on the side
11 of the road to travel through that when there is an oncoming
12 vehicle coming. So these accidents actually happen because the
13 rear wheel of the trailer, if it gets off the edge of that road,
14 you can see from the photos there's no -- there's no point of
15 recovery. So I'm here to advocate the spot improvements that
16 Michael and Anthony are asking for. Thank you for your time.
17 Have a great day.

18 CHAIRMAN CUTHBERTSON: Thank you.

19 Okay. Kara Harris. She's a citizen, and she's
20 speaking for herself about the widening of Highway 82 between
21 Sonoita and 90.

22 MS. HARRIS: Well, as I follow you all over the
23 state on my own dime, because I don't work for any kind of
24 construction company. I'm not an engineer. I'm just an old bag
25 who rides a bike.

1 It takes me a mile and a half to get -- in
2 Cochise County to get from my street, which is off Highway 82,
3 to Highway 90 where I'm safer. I have four lanes, although
4 people are hit all the time in those lanes, too. I respect the
5 traffic. I've seen an exponential increase in traffic since
6 NAFTA, and my county supervisor, who by the way this morning,
7 Peggy Judd, is on the SEAGO Committee. She is in Safford, I
8 think, and they are meeting, and I've told her do not forget me.
9 I want SEAGO to partner with you. She gave me some little
10 misinformation. I missed -- there was no board meeting on
11 Tuesday in Bisbee, and I drove down for that. I will go to the
12 county supervisors. I will ask. I will plead.

13 I just don't want to get killed on 82. I have
14 about 18 inches to ride my bike, and as I hear engineers and
15 people talk about different needs in the state, I feel like it's
16 a little drop in the bucket for you guys, because there are
17 bigger needs, like the highway where the trucks are going off
18 the road. But when these 18-wheelers who are now coming from
19 Nogales to 90 come by, I have 18 inches with two 18-wheelers,
20 one coming and going, or 18-wheel trucks, commercial vehicles.
21 And that's real scary for me, and I try to stay on my 18 inches.

22 For the immediate, the one thing that was just
23 mentioned, I would just like the eastbound 18 inches repaired.
24 The fissures on the road are so bad, they'll jar my teeth in my
25 mouth. And I do try to stay on the right side of that white

1 line. People traveling up and down that road don't do 65 miles
2 an hour coming out of Sonoita. They are doing in excess of 70
3 to 80 miles an hour, and when we try to turn off our streets in
4 a vehicle, they're right on us.

5 So I would just like to ask you to consider
6 widening 82 from Sonoita or even just into Whetstone so we have
7 a place to ride, and so our cars are safer, because as they've
8 opened up the subdivision across from my street, we have a
9 double solid line that the vehicles don't even respect. And DPS
10 even tells me it's a problem, because I give pie to my DPS
11 officers. Not to buy them off or anything, but because I like
12 them out there, and I wish they were on 82 more. But they have
13 to spend a lot of their time on 90 where, you know, the traffic
14 accidents are, and it's a bigger highway.

15 So, you know, I have nothing but respect for all
16 these engineers that are bringing all these needs before you,
17 and again, I feel like it's a little drop in the bucket, but I
18 hope you consider my hide. I'm 65 years old, raising my
19 great-granddaughter, and I don't want to leave her
20 grandmotherless, or motherless. And I can't even let her ride
21 her bike between my house and 90, because it's too scary, and
22 there's no off the road place for us. So thank you for your
23 time. I'll see you in Morenci next month.

24 CHAIRMAN CUTHBERTSON: Bill Lenhardt, the Manager
25 from Sunbelt Development in Kingman. (Inaudible.)

1 MR. LENHARDT: Close enough. I brought props.

2 Thank you very much. Bill Lenhardt with Sunbelt
3 Development, and we own a large tract of land in Kingman,
4 Arizona. I'm speaking for the I-11 Kingman connector project.

5 So we assembled this large tract of land over a
6 period of 10 years with the intent to develop. There's been a
7 barrier for development in Kingman. It's the lack of
8 infrastructure. (Inaudible.) So you can see this. So this is
9 the area that we affected by the Rancho Santa Fe interchange and
10 parkway. The area in red represents the area that's -- the land
11 that's currently developable. The area in yellow represents the
12 land that is not developable due to a lack of infrastructure.
13 The infrastructure deficiencies are access and utilities.

14 So with ADOT's support, we get access. The
15 Kingman connector project will include this interchange and the
16 parkway. That's a big step in the right direction. That gives
17 us access to our property. It also will service the Kingman
18 Industrial Airport.

19 The landowners -- and that's who I'm speaking for
20 is the landowners -- the landowners would like to expand the
21 project with the City, and what we'd like to do is we'd like to
22 add infrastructure, and we'll do that through a public-private
23 partnership. We've had conversations with the City and the
24 County, and we are working on our financing solutions, but we
25 believe that we can obtain our financing. But it starts with

1 access, ADOT.

2 So when we get access and infrastructure, we get
3 this. We get massive land developments. So this is our
4 proposed project. It's 1,000 acres, mixed use, industrial,
5 residential. You see along here, here's our interchange, here's
6 our parkway. We have been, as I mentioned, working with the
7 City. We've pledged to contribute 20 acres of land for a park,
8 four acres for police and fire station, and we own 1.25 miles of
9 frontage where these improvements will eventually go. And we've
10 agreed -- pre-agreed to donate that right-of-way, as has the
11 other landowners, the ones that we don't own, have expressed
12 their willingness to cooperate with ADOT as well. But it starts
13 with access. It starts with you guys.

14 So Kingman has never needed ADOT's support more
15 than it does right now. One thing I would like to mention is
16 that the City of Kingman hired a consultant, an economic
17 development consultant that (inaudible) -- okay. Thank you.
18 Thank you -- to examine the Kingman economy or the market and
19 how to improve economic development. I happened to hear on the
20 same agenda as they did when they presented their findings to
21 the City. Their definition of the number one thing that would
22 help Kingman described our project identically. Thank you, sir.

23 CHAIRMAN CUTHBERTSON: Thank you.

24 Okay. So we've worked our way through the stack
25 of public input forms. Do we have any more?

1 UNIDENTIFIED SPEAKER: (Inaudible.)

2 CHAIRMAN CUTHBERTSON: Okay. So that will
3 conclude the call to the audience.

4 UNIDENTIFIED SPEAKER: (Inaudible.)

5 CHAIRMAN CUTHBERTSON: Yeah. Okay. Yeah. We do
6 have a couple more comments associated with later in the
7 contracts section. So we'll hold off on those for now.

8 So we'll move on to Item 1 on the agenda, the
9 director's report. Director John Halikowski will provide the
10 director's report for information and discussion only.

11 MR. HALIKOWSKI: Actually, Mr. Chairman, in the
12 interest of time, I don't really have anything new for the Board
13 today. So with your permission, I'd like to (inaudible).

14 CHAIRMAN CUTHBERTSON: Sure. So we'll go on to
15 Item 2 on the agenda, which is the district engineer's report.
16 Alvin Stump, the Northwest District Engineer, will provide an
17 update and overview of regional issues for -- of significance
18 for information and discussion.

19 MR. STUMP: All right. Well, good morning
20 Mr. Chair, Board, Director. I'm going to give a quick update on
21 upcoming projects here locally.

22 Right now we have a pavement preservation project
23 kind of winding down through town, and then also about 30 miles
24 north of here we have a a little bridge rehabilitation project
25 underway, and then we've also been doing some flushing both on

1 US-60 and US-93. And then later on next year, we'll be --
2 expect to start the Carrow-Stephens widening project just north
3 of Wikieup. And then, also, we have some chip seal projects
4 coming up between Wenden and Aguila as well.

5 This is just -- kind of shows you the -- our
6 outlook for expansion projects in the next few years. You know,
7 obviously starting with Carrow-Stephens, and then the gap
8 project would be the next one in '20, and then followed by Cane
9 Springs and the West Kingman TI in -- up there, and then Big Jim
10 Wash. And then, of course, we've got a lot -- a lot of focus on
11 I-17 as well.

12 We do have a couple of planning studies. The one
13 that you've already heard about if you -- if you haven't been on
14 97, it's a pretty windy road, and the mine's paid for the study
15 to look at, you know, what happens if they expand their
16 operation, looking to get a normal high speed roadway to US-93,
17 no swales. Looking at the -- you know, some of these sharp
18 curves, can they be softened to help out a little bit there? So
19 -- and then here on US-60 between Wickenburg and 74, we're just
20 kicking off a corridor profile study to look at future safety
21 improvements and capacity needs as well.

22 And then our big project here, the gap project,
23 we're moving along nicely. This project has been divided into
24 two projects. Basically, north of Wickenburg Ranch is Project
25 A. Project B is everything to the south. Both projects are

1 roughly at 60 percent designed. Project A will -- it's planning
2 to advertise in June. Project B, while the design will be done,
3 there's a lot more right-of-way acquisition that will take
4 place. So it will follow by a year.

5 And we have -- signing the joint project
6 agreement between ADOT, the Town and the developer in the
7 summer, and that's -- the developer's bringing almost \$10
8 million to the -- to the overall projects. Most of that's going
9 to fund Project A, but whatever's left over will contribute to
10 Project B. So that's it for my update.

11 CHAIRMAN CUTHBERTSON: Yes. Thank you.

12 MR. STUMP: Questions?

13 CHAIRMAN CUTHBERTSON: Comments? Questions?
14 Board Member -- Board Member Thompson.

15 MR. THOMPSON: Can you explain to me what's
16 involved in flushes?

17 MR. STUMP: Yeah. That's the -- spraying the oil
18 that rejuvenates the surface of the roadway.

19 MR. THOMPSON: Okay.

20 MR. STUMP: Fogging. It's a -- you know --

21 MR. THOMPSON: I'm kind of thinking in terms of
22 culvert washout (inaudible).

23 MR. STUMP: No. I got you. Different type of
24 flushing.

25 CHAIRMAN CUTHBERTSON: Okay.

1 MR. STUMP: Yeah.

2 CHAIRMAN CUTHBERTSON: Other questions? Board
3 Member Stratton.

4 MR. STRATTON: Alvin, you said the developer's
5 contributing 9.8 million. What's the total cost?

6 MR. STUMP: Between the two projects, it's
7 probably close to about 45, you know, looking at the two
8 estimates. One's a -- I think when we get to 60 percent
9 estimate on Project A, we're going to see it around 7, 7 and a
10 half million, and the other one's around 38.

11 MR. STRATTON: Thank you.

12 CHAIRMAN CUTHBERTSON: Okay.

13 MR. STUMP: Thank You, sir.

14 CHAIRMAN CUTHBERTSON: Thank you.

15 Okay. Moving on to Item No. 3 on the agenda is
16 the consent agenda. So board members consider items included in
17 the consent agenda, for information and possible action. Are
18 there any items the board members would like to have pulled for
19 individual discussion from the consent agenda?

20 Okay. Hearing none, is there a motion to approve
21 the consent agenda as presented?

22 MR. HAMMOND: So moved.

23 MR. KNIGHT: Second.

24 CHAIRMAN CUTHBERTSON: Moved by Board Member
25 Hammond, seconded by Board Member Knight. Any discussion?

1 All in favor indicate by saying aye.

2 BOARD MEMBERS: Aye.

3 CHAIRMAN CUTHBERTSON: Opposed, nay. Ayes have
4 it. Motion passes.

5 Okay. Item 4, this is the legislative report.
6 Floyd, are you presenting the legislative report today?

7 MR. ROEHRICH: Actually, Mr. Chair we have Bill
8 Fathauer from the legislative (inaudible).

9 CHAIRMAN CUTHBERTSON: Oh, okay.

10 MR. ROEHRICH: Bill will be presenting the
11 legislative report.

12 CHAIRMAN CUTHBERTSON: Yeah. Pardon me,
13 Mr. Fathauer.

14 MR. ROEHRICH: But since he isn't here very
15 often, by no means you have to take it easy on him.

16 MR. FATHAUER: Thank you, Floyd.

17 MR. ROEHRICH: If he says something you don't
18 agree with, make sure he knows about it.

19 MR. FATHAUER: Mr. Chairman, board members, thank
20 you. In the interest of time, I'll just give a very brief
21 update about the recent legislative election and what that could
22 possibly mean for transportation going forward into the next
23 session.

24 As of right now we expect the state Senate to
25 remain the same balance between parties that it was last

1 session. However, there are some developments in membership
2 that are very beneficial for -- for ADOT and for transportation.
3 Two of the three top positions in the chamber will now be
4 occupied by former transportation committee chairmen, including
5 incoming Senate president Karen Fann, who represents part of the
6 town of Wickenburg. In the -- as well as Senator Rick Gray, who
7 also is a state -- or committee chairman of ours, a very good
8 relationship with the department.

9 In the House, the division -- or the Republicans
10 have kept the majority by only a single vote. One of the new
11 incoming members is actually a former transportation board
12 member, Arlando Teller. But because of that very narrow
13 majority, we expect there to be much fewer -- much fewer bills
14 introduced and a much more narrow focus on big issues like
15 education and transportation. So that could be very beneficial
16 to us as well.

17 Because of that narrow majority, we've also been
18 asked -- all agencies have been asked to pare down our
19 legislative requests to the governor by quite a bit. So we've
20 introduced -- or proposed a very narrow group of bills targeted
21 mainly towards compliance with federal regulations and the
22 furtherance of the department strategic plan.

23 We've not received confirmation on which
24 proposals that we've given the governor will be included in his
25 executive agenda for next year; however, we expect to hear very

1 soon, and I will have more information about exactly what we
2 will be pursuing legislatively at the next board meeting in
3 December.

4 But beyond that, I'm happy to answer any general
5 questions about the -- about the upcoming legislative session
6 and how it relates to the priorities of the Board.

7 MR. KNIGHT: Mr. Chair.

8 CHAIRMAN CUTHBERTSON: Yes. Board Member Knight.

9 MR. KNIGHT: Bill, is there any proposal for the
10 Legislature to consider raising the gas tax?

11 MR. FATHAUER: Board Member Knight, we have --
12 the department is not pursuing that specifically, but that has
13 been a topic of discussion amongst both leadership in the
14 Legislature and the membership in general. That was a big
15 discussion -- topic of discussion last year. It didn't end up
16 going through, but it's probably very likely that that will be
17 proposed in some fashion at some point during the next session.

18 MR. KNIGHT: Thank you.

19 MR. HALIKOWSKI: Mr. Chairman.

20 CHAIRMAN CUTHBERTSON: Yes.

21 MR. HALIKOWSKI: To Mr. Knight's point, I just
22 want to keep board members informed. We often talk about
23 raising the gas tax, but if you're following trends in the
24 commercial vehicle industry, and in the passenger vehicle arena,
25 also, the proliferation of alternative fuel vehicles continues.

1 A number of Class A vehicle manufacturers -- those are your big
2 18-wheelers -- are developing fully electric power units, and
3 the number of compressed natural gas facilities to fuel trucks
4 across the country continues to grow. So one caution for our
5 Legislature is as we move forward, we have to be able to look at
6 a myriad of propulsion units and forms. The gas tax continues
7 to be a shrinking part of that for the future.

8 CHAIRMAN CUTHBERTSON: Thank you. Board Member
9 Hammond.

10 MR. HAMMOND: Wouldn't the, you know, solution,
11 John, be kind of a combination of revenue sources that would be
12 there to -- for the gas cars?

13 MR. HALIKOWSKI: Based on my research, I believe
14 that is the correct answer, but you really have to look at a
15 myriad of funding sources, because as we've learned with the
16 gasoline tax, when those revenues begin to go down, our HURF is
17 affected, and obviously that affects our capital on preservation
18 programs.

19 So the question isn't really one of necessarily
20 just how much money needs to be generated. We could give you
21 those numbers. It's what will policymakers and the public
22 support as far as a revenue system? I know that D.C. continues
23 to play around with the ideas of a vehicle miles traveled for a
24 revenue system. ADOT stays at the forefront of that as part of
25 a consortium of Western states following Oregon's pilot.

1 Getting the big brother issue out of that continues to be
2 problematic somewhat. And if you look at the gasoline tax, it's
3 an excellent way to collect revenue, because it's involuntarily.
4 You basically pay at the pump. With the vehicle miles traveled,
5 tax collection becomes more problematic.

6 So these are the questions that not only D.C.,
7 but Arizona continues to wrestle with as it moves into the
8 future. What's the right combination of revenue sources that
9 the public would support if you buy into the fact that revenue
10 -- or transportation needs more revenue? I would say that
11 people seem to agree more revenue's needed, but actually getting
12 that prospect put into -- into some form of law seems to still
13 be quite a discussion.

14 CHAIRMAN CUTHBERTSON: Thank you. Thanks. Any
15 comments (inaudible) Board Member Thompson.

16 MR. THOMPSON: There's an increase in the state
17 revenue funds that's anticipated. What is the chance of that
18 (inaudible) being used for transportation? In your experience,
19 how has that worked out?

20 MR. FATHAUER: Board Member Thompson, it is
21 certainly a possibility that members of the Legislature could
22 utilize that -- that additional revenue to provide funding to
23 various different projects, but I would anticipate based on what
24 I'm -- I've heard from -- from the Legislature that education is
25 also going to be a very big priority for that money as well as

1 several other major issues.

2 So as per the usual, we're going to be
3 competing -- transportation would be competing with a myriad of
4 other state priorities for whatever portion of that money would
5 be spent on them. And I think certainly, also, the
6 Legislature's going to be very cautious because of what they've
7 experienced in the past with the cyclical economy to not spend
8 -- certainly not spend all of that -- that additional revenue
9 that we have. They're definitely going to want to bank some of
10 that for -- for -- effectively for a rainy day in the future, in
11 case -- in case the economy does not continue to grow at the
12 pace it is right now.

13 MR. THOMPSON: Chairman, one other question.

14 CHAIRMAN CUTHBERTSON: Sure.

15 MR. THOMPSON: Or a comment. Where I'm coming
16 from is that (inaudible) and just make sure -- and the governor,
17 and in order to achieve (inaudible) performance for our young
18 people, especially on the rural area, we've got to have a better
19 transportation system. We have to have an (inaudible), because
20 there's about several -- 8, 10 school districts that have to
21 bring the kids from the (inaudible.) So that's where I'm coming
22 from. Thank you.

23 MR. FATHAUER: Understood.

24 MR. KNIGHT: Mr. Chair.

25 CHAIRMAN CUTHBERTSON: Yes. Board Member Knight.

1 MR. KNIGHT: One thing that did come out at the
2 Rural Transportation Summit and along those lines, in lieu of a
3 gas tax, but something that would be fair and cover all vehicles
4 would be tire, tire tax, which doesn't matter what kind of
5 vehicle you drive. You have to have tires. So anyway, that
6 would be a fair -- that would encompass everybody that uses our
7 highways, no matter what type of fuel they use to get around.

8 MR. HALIKOWSKI: Well, and to that point
9 Mr. Knight, certainly, again, it's not a matter of how -- what
10 the number is. It's how you want to get there. And a tire tax
11 is certainly something that you can look at, but when you look
12 at something like gasoline or vehicle miles traveled, you're not
13 depending on people who are just buying tires in Arizona.
14 You're depending on, also, all the people that come in to visit,
15 and with the tire tax, if I'm not buying my tires in the state,
16 I'm still using the infrastructure, but not necessarily paying
17 for it. So when we look at revenue sources, we try to spread
18 out that base to encompass all of the traffic that we get
19 through the state.

20 MR. KNIGHT: Certainly. And I didn't -- it
21 wasn't put out as a single revenue source. Part of all of the
22 above.

23 MR. HALIKOWSKI: Thank you.

24 CHAIRMAN CUTHBERTSON: Thank you. Okay. Good
25 discussion.

1 Thank you, Mr. Fathauer.

2 MR. FATHAUER: Thank you.

3 CHAIRMAN CUTHBERTSON: Okay. Continuing on to
4 Item 5 on the agenda. Kristine Ward, Chief Financial Officer,
5 will provide an update on the financial report, for information
6 and discussion.

7 MS. WARD: (Inaudible.) Well, good morning.
8 It's a pleasure to see you all.

9 CHAIRMAN CUTHBERTSON: Good morning.

10 MS. WARD: Let's start off with HURF. We are a
11 little out of our target zone. We're in the yellow because our
12 forecast isn't -- we're actually 1 percent above forecast. The
13 key drivers to that are diesel fuels. Diesel fuel use tax has
14 come in above -- above forecast, as well as our VLT revenues.
15 We are pleased to say that the average cost of a new car has now
16 topped \$30,000, which we have -- we have not experienced up
17 until now.

18 I threw -- I had asked our team -- you know, I
19 come in here and I provide you forecasts every -- every month,
20 and I had asked the team to go back and take a look at how we
21 fared when we looked at our forecasts over a long term. What
22 you see in front of you is a look at -- on the X axis, it shows
23 you every year the panel, the forecasting panel gets together
24 and forecasts future revenues. And we forecast 20 years out on
25 the Highway User Revenue Fund. What you see here is each year's

1 forecast -- each panel's forecast of FY 2018. After we get past
2 the fiscal crisis of 2008 and 2009, you'll see we fall right
3 into our target range of plus or minus 5 percent of forecast.

4 This is -- this is important, and I wasn't -- I
5 didn't actually have this done to show you, but rather to give
6 myself comfort that we were actually performing -- performing
7 well. And so what you see is in 2010, we were just a little
8 less than 3 percent when we forecasted 2018, which was 18 years
9 in the future. So our forecast, I just wanted to demonstrate
10 for you that -- thought I'd share that we're doing fairly well
11 on our forecast, and this folds in quite a bit to our bond
12 ratings.

13 In terms of our Regional Area Road Fund, we're a
14 little -- just a little above forecast. Revenues are right
15 within target range, and I have nothing significant to report on
16 Regional Area Road Fund.

17 Like HURF, we are also running -- when we examine
18 our long-term accuracy, accuracy of our long-term forecasts,
19 we're running right within range except for when those pesky
20 great recessions occur like in 2008 and 2009. Please forgive
21 us. We didn't get that one right.

22 In terms of -- I'd like to spend a minute now and
23 talk to you about something we discussed last month. So last
24 month I spoke to you about the fact that Standard & Poor's, one
25 of the rating agencies that we use to rate our bonds, was

1 redoing their -- their methodology for evaluations for rating
2 issuers and credits. And I also gave you -- I let you know that
3 in doing so, we were very concerned about a potential downgrade.

4 Well, yesterday S & P issued their new ratings.
5 Now, remember we have three credits. We issue HURF bonds,
6 Highway User Revenue Bonds. We issue RARF bonds, Regional Area
7 Road Fund bonds, and we issue GAN, Grant Anticipation Notes.
8 Grant Anticipation Notes are not impacted by this. They are
9 associated with bonding against future federal revenues.

10 So the two credits we need -- we were most
11 concerned about were our HURF bonds and our RARF bonds. So each
12 rating agency has its own methodology for developing ratings for
13 -- for bonds. S & P re-evaluated theirs, and what they were
14 particularly focusing on is how insulated a particular bond is
15 against legislatures and -- basically, operating risks. What is
16 the risk that the revenues that will be used to pay the debt
17 service to support these bond issues, what is the risk that
18 those revenues will be diverted?

19 When they come in, and we had a couple of
20 conversations with them trying to guide them and educate them on
21 our HURF and our RARF credit, what we have here with our HURF
22 credit is that the bulk of our -- the revenue sources that flow
23 into HURF are protected through the Constitution. But there is
24 one portion of the HURF revenues that represents 30 percent of
25 the overall revenues, vehicle license tax, which is not

1 protected. And as you were probably aware, I know we've
2 discussed it before, there have been diversions, sweeps,
3 transfers of VLT funds.

4 So right now our HURF credit prior, as rated by
5 Standard & Poor's, was a AAA. They have downgraded our HURF
6 credit to a AA plus. The State -- the State's rating, which is
7 which is who they are linking us with, is a AA. So we got
8 downgraded from a AAA to a AA plus. We are still above the
9 State's rating, because we have 70 percent -- the gas -- the
10 fuel tax revenues are protected, but because we have that 30
11 percent, that's why we got the downgrade.

12 Does that make sense? Are there any questions
13 there?

14 Okay. With regards to the Regional Area --

15 MR. HALIKOWSKI: Kristine. I'm sorry.

16 MS. WARD: Yes, sir.

17 MR. HALIKOWSKI: Mr. Chairman, I just want the
18 folks to understand what the 30 percent is. So the HURF is the
19 70 percent, the gasoline tax?

20 MS. WARD: So I apologize. Let me -- let me
21 rephrase that --

22 MR. HALIKOWSKI: Thank you.

23 MS. WARD: -- a little if I may. So if you look
24 at overall revenues flowing into HURF -- actually, I misstated
25 the percent -- there are -- 50 percent of the revenues flowing

1 into HURF are from fuel taxes. They are protected by the
2 Constitution. 30 percent of the revenues flowing into HURF are
3 VLT taxes. They are not protected, and they have been subject
4 to sweeps in the past.

5 Does that answer your question, sir?

6 MR. HALIKOWSKI: It does. I just wanted folks to
7 understand that the VLT is a general fund source in the HURF.

8 MS. WARD: It is most certainly a risk that the
9 general fund has --

10 MR. HALIKOWSKI: And the other 20 percent is then
11 various fees --

12 MS. WARD: It's made up --

13 MR. HALIKOWSKI: -- and driver's license --

14 MS. WARD: Registrations.

15 MR. HALIKOWSKI: -- vehicle registration, license
16 plates, (inaudible). Okay. Thank you.

17 MS. WARD: Okay. Any other questions before I
18 move on? So back to Regional Area Road Fund.

19 MR. KNIGHT: Mr. Chair.

20 CHAIRMAN CUTHBERTSON: Yes. Board Member Knight.

21 MR. KNIGHT: I do have one question. I know that
22 the director was given the authority to adjust the VLT tax to
23 pay for DPS, I think.

24 MR. HALIKOWSKI: Well, let me clarify. I was not
25 given authority to adjust the vehicle license tax. There are a

1 couple of things you pay for at the time of registration.
2 Vehicle license tax fee, one of them based on the manufacturer's
3 base retail price of the vehicle at the time of purchase. The
4 other things that you pay are a registration fee, which is
5 \$8.25. You pay an air quality fee. So there are a couple of
6 different fees that are collected at the time of registration.

7 What the legislation gave me the authority to do
8 was to establish by administrative rule a highway safety fee.
9 It's not part of the VLT, but it would be a separate fee
10 collected at the time of registration, essentially to cover DPS
11 highway patrol costs to avoid the shift out of the -- the HURF
12 and the highway fund to govern those costs. (Inaudible.)

13 MR. KNIGHT: Okay. And basically my question is
14 then that amount that you are entitled to do for (inaudible),
15 can that -- that can't be swept, is that correct, for DPS?

16 MR. HALIKOWSKI: So any transportation-related
17 fee that we collect is Constitutionally protected. So fees
18 generated for transportation use. Unfortunately, the vehicle
19 license tax, when it was put into effect, I think, in the 1930s,
20 it was actually collected by county assessors. It's an in lieu
21 property tax, and because it's a property tax, it's available
22 for General Fund use.

23 So when you ask the question would the DPS fee be
24 subject to being swept, the question is then are you just simply
25 taking it out of one pocket and putting it into another?

1 So really what the (inaudible) was trying to
2 avoid is taking an inordinate amount out of that VLT to fund
3 General Fund purposes. If you look at history, it hasn't been
4 just DPS. VLT's been used to fund other General Fund gaps under
5 other administrations over my past 30 years.

6 MS. WARD: Uh-huh.

7 MR. HALIKOWSKI: Historically, revenues and
8 bonding have filled those gaps, but (inaudible) we are
9 (inaudible) revenue (inaudible) forecast are pretty flat and
10 have not recovered fully from the recession. So that's why
11 things are very tight at this point, and the VLT becomes such a
12 hot issue as to what it's used for, and 100 percent of it, if
13 you look at it -- originally, when it was founded, it was for
14 education, and over the years the VLT by statute was distributed
15 to other purposes. So now the State collects the VLT at the
16 time of registration. The county assessor doesn't come to your
17 house anymore and look at your cars and write up the bill. But
18 it's still able to be swept out in the future. (Inaudible.)
19 Did I get that right, financial officer?

20 MS. WARD: Yes, sir.

21 MR. HALIKOWSKI: She teases me.

22 UNIDENTIFIED SPEAKER: (Inaudible.)

23 MS. WARD: With regard to the Regional Area Road
24 Fund, we were fortunate there because that fee, that -- I'm
25 sorry -- that tax is the result of a voter initiative. So it is

1 protected by the Voter Protection Act. And so what Standard &
2 Poor's did on that one is we were able to educate them enough
3 that we did not experience a change in our rating on the
4 Regional Area Road Fund credit.

5 In terms of what we anticipate as an impact to
6 future bond issues, we actually don't anticipate much of an
7 impact. Moody's has already -- had already, a couple of years
8 ago, incorporated this into their rating, and this actually will
9 bring Standard & Poor's in line with what our Moody's rating is.

10 The other reason is the underlying fundamentals
11 of this credit have not changed a bit. This has been the
12 circumstance for years, and then we have -- in our official
13 statements that we provide with each issue, we make clear and
14 depict for potential investors that there have been sweeps in
15 the past and that that is still a potential. So we don't
16 anticipate any significant impact in terms of additional costs.

17 I'd also like to point out that ADOT was not the
18 only one in Arizona, only issuer in Arizona, that got --
19 experienced this downgrade. The School Facilities Board also
20 went -- had the same experience of moving from a AAA to a AA
21 plus.

22 So with that, I'd be happy to take any questions.
23 This is -- this is not great news, but fortunately the
24 underlying fundamentals of the credit remain sound, and this is
25 solely the result of a rating agency changing their methodology.

1 It is certainly, however, in our best interest to watch and be
2 cautious of any future diversions.

3 I will send out to you the S & P write-up and
4 what they state about the credit. I think it -- it might be
5 interesting to you if you're mildly an insomniac. But it
6 outlines very clearly what they have looked at in this
7 downgrade, and it has -- it is solely based on how protected
8 those revenue sources are. Thank you.

9 CHAIRMAN CUTHBERTSON: Okay. Thank you.

10 Okay. We'll move on Item 6, Multimodal Planning
11 Division report. Greg Byers, Division Director of the
12 Multimodal Planning Division will present an update on the
13 current planning activities pursuant to ARS §28-506, for
14 information and discussion.

15 MR. BYRES: Thank you, Mr. Chair, board members.
16 Just to -- I'll make this real short.

17 We have completed our P2P process, which is the
18 prioritization of projects going from planning to programming.
19 That was completed yesterday, and it actually worked out really
20 well. Out of the top 20 projects that were prioritized, nine of
21 those projects were -- made the top 20 last year, but did not
22 make it into the program. So our prioritization is staying very
23 consistent. So they will hit in the top ten this -- during this
24 period. So there's a good chance that those are going in.

25 So these projects that are coming through the P2P

1 process, they're not only new projects, but they're projects
2 that have come through the process in the past but didn't get
3 into the program. So it's good to see that these projects, if
4 they -- as they were prioritized in the past are hitting and
5 going through the entire process as we go through year to year.
6 So it was a good check to see that our process is working well,
7 and it -- and it is.

8 So over the next couple of months, we will take
9 those prioritized projects and start looking at putting them
10 into the program. So we'll -- we'll go through the process.
11 One of the big things that we're doing now is our planning level
12 scoping. We'll take the top 20, 25 projects that went through.
13 Nine of those projects were -- went through our planning level
14 scoping last year. They will be updated to the current year to
15 make sure that our costs are sufficient and have gone through
16 all of the requirements that we have in our current planning
17 level scoping, as well as all of the new projects that came
18 through as well. So that takes about two or three months to get
19 all those done.

20 Upon completion of that, we will have a true
21 scope for the project as well as a unit cost estimate for each
22 of those projects. So that's -- that's a big thing to make sure
23 that as these projects get put in the program, they're accurate
24 for cost and they're accurate for scope. And so that's --
25 that's what we're trying to do.

1 CHAIRMAN CUTHBERTSON: Okay. Board Member
2 Stratton.

3 MR. STRATTON: Thank you, Mr. Chairman. Since
4 your process is complete for this year, will you be supplying
5 the Board with the top 20 list?

6 MR. BYRES: What will be done is as we put the
7 program together, come the end of December when we have a
8 tentative program put together, we'll -- we can -- we'll have
9 those listed out in that program. But we can give you a list of
10 the priority projects as well.

11 MR. STRATTON: I was just interested in seeing
12 what the top 20 was.

13 MR. BYRES: We can certainly do that.

14 MR. STRATTON: Thank you.

15 MR. BYRES: So that was all I had.

16 CHAIRMAN CUTHBERTSON: Okay. Okay. Thank you.
17 We'll move on to Item 7 then, Priority Planning
18 Advisory Committee. Greg will present recommended PPAC action,
19 including consideration of changes to the 2019-2023 Statewide
20 Transportation Program, for discussion and possible action.

21 MR. BYRES: Thank you.

22 Mr. Chair, board members, PPAC brings forth -- we
23 have a total of five projects. Three of them are project
24 modifications. Those are Items 7A, 7B and 7C, and PPAC brings
25 those to you with a recommendation for approval.

1 CHAIRMAN CUTHBERTSON: Okay. Can I entertain or
2 do we have a motion to accept and approve --

3 MR. KNIGHT: Chair.

4 CHAIRMAN CUTHBERTSON: -- project modifications
5 items -- new project modification Items 7A through 7C as
6 presented?

7 MR. KNIGHT: I do have a question on 7A.

8 MR. BYRES: Yes.

9 CHAIRMAN CUTHBERTSON: Yes.

10 MR. KNIGHT: When I read through the increase
11 that you're asking for, in item -- on Item 26, on page 157,
12 you've listed consultant, staff, ICAP, which -- which totals
13 267K, yet you're asking for 287K. Is that just a typo or is
14 there a reason there's \$20,000 difference or?

15 MR. BYRES: I'm trying to go through. You're
16 talking about the -- the consultant, staff and ICAP?

17 MR. KNIGHT: Yes.

18 MR. BYRES: Totals?

19 MR. KNIGHT: That -- yeah. That -- yeah. That
20 all totaled 267K, which is -- but your -- you know, the total
21 you're asking for increases, but I thought what we were looking
22 at in Item 26 was why were the items that caused it to need the
23 additional 287? Maybe that's not correct. I don't know, but --

24 MR. BYRES: Unless we have an error in the
25 addition here. The total amount -- there's an arithmetic error

1 down on the bottom down there, or actually, just a -- an item
2 that is incorrect. The 287 is the amount that we're looking
3 for.

4 MR. KNIGHT: Okay.

5 MR. BYRES: So there's just a -- there's an error
6 in the amount. That's -- that's dedicated, and that should be
7 the amount that's under the consultant.

8 MR. KNIGHT: Okay. Thank you.

9 MR. BYRES: So...

10 CHAIRMAN CUTHBERTSON: Any other questions on any
11 items or any new items you want pulled for individual discussion
12 of the new projects?

13 MR. THOMPSON: Chairman, I would move for
14 approval.

15 CHAIRMAN CUTHBERTSON: Okay.

16 MR. KNIGHT: Second.

17 CHAIRMAN CUTHBERTSON: Okay. We've got a motion.
18 I think -- we've got a motion approve items -- new project items
19 9 -- 7A through 7C as presented by Board Member Thompson,
20 seconded by Board Member Knight. Further discussion?

21 All in favor indicate by saying aye.

22 BOARD MEMBERS: Aye.

23 CHAIRMAN CUTHBERTSON: Opposed, nay? Ayes have
24 it. The motion passes.

25 MR. BYRES: Okay. We have two more items. This

1 is Items 7D and 7E. These are two new projects. These are
2 airport projects that are funded through the Aviation Fund.
3 These are projects that were beyond that that were listed in the
4 current program. And PPAC is bringing these to you with a
5 recommendation for approval.

6 CHAIRMAN CUTHBERTSON: Questions from board
7 members on any of the items? Pull for further discussion?

8 If not, do I have a motion to approve items --
9 new project Items 7D through 7E as presented?

10 MR. SELLERS: So moved.

11 MR. KNIGHT: Second.

12 CHAIRMAN CUTHBERTSON: Moved by Vice Chair
13 Sellers, seconded by Board Member Knight. Any discussion?

14 All in favor indicate by saying aye.

15 BOARD MEMBERS: Aye.

16 CHAIRMAN CUTHBERTSON: Opposed, nay. The motion
17 -- I say the motion passes.

18 MR. BYRES: Thank you.

19 CHAIRMAN CUTHBERTSON: Okay. Moving on to Item 8
20 on the agenda. Dallas Hammit, the Director of
21 Transportation/State Engineer will provide the report showing
22 the status of highway projects under construction for
23 information and discussion.

24 MR. HAMMIT: Thank you, Mr. Chair.

25 Currently ADOT has 105 projects under

1 construction totaling \$1.7 billion. In October we finalized 11
2 projects, totaling 21.2 million, and year to date, we have
3 finalized 34 projects.

4 One thing that I -- I guess want to bring up to
5 the Board and remind everyone, what our folks do out on the
6 roadways, ADOT and our contractor partners, is very dangerous
7 work and that hit home today. While I've been sitting in the
8 audience, I got an email. The industry lost a person out on the
9 roadway today. It was a contractor employee. They were hit
10 while working on a project. It's very sobering that -- what
11 we're asking our folks, both ADOT and our industry partners,
12 that it is dangerous work, and we need to appreciate those
13 folks. But I did want to let the Board know it happened in the
14 Phoenix area. We're still waiting on more details, but that's
15 things we have to watch every day as we move forward.

16 With that I have no more in the state engineer's
17 report.

18 CHAIRMAN CUTHBERTSON: My heart certainly goes
19 out to (inaudible).

20 Any questions or comments?

21 Okay. As we move on to construction contracts,
22 the board members have had a chance to look at it, and just
23 before we get into this, you'll -- you'll have recognized one of
24 the items on the -- in the contracts, Item 9C is listed, and
25 that should look familiar. You'll recall in the October meeting

1 we postponed the award of this contract to allow the state
2 engineer the opportunity to conduct a hearing regarding the
3 contractor prequalification process. That hearing has taken
4 place.

5 It's my understanding that in the audience we
6 have some folks that were contractors involved in the bid
7 process that would like to address the Board, and I would like
8 to give them the opportunity to talk at the appropriate time.
9 So -- but I think kind of in the interest of continuity of this,
10 I would like to take Item 9C and just bump it to the end. And
11 so we'll do the Items 9A and B, and then we'll go on to Items E
12 and G, and then we'll leave C at the end, because -- so we don't
13 lose some of that continuity, if that's okay. Will that work?

14 MR. ROEHRICH: Yeah.

15 MR. HAMMIT: For me, Mr. Chairman, I was going to
16 make that recommendation. So thank you.

17 CHAIRMAN CUTHBERTSON: Okay. Okay. All right.
18 Well, good. Good. So if you will, then just proceed, I guess,
19 with Item 9A.

20 MR. HAMMIT: Thank you, Mr. Chair.

21 Item 9A is a project it's an intersection
22 improvement in Santa Cruz County. The low bid was \$2,932,000.
23 The State's estimate was \$2,334,471. It was under the State's
24 estimate by \$597,529, or 25.6 percent. As we reviewed the bid,
25 we did have better than expected pricing in -- excuse me --

1 higher than expected pricing in mobilization and asphaltic
2 concrete as well as aggregate base. The department has reviewed
3 the bid and believes it is a responsive and responsible bid and
4 would recommend award to KE & G Construction, Inc.

5 CHAIRMAN CUTHBERTSON: Okay. Questions by board
6 members?

7 Okay. Hearing none, is there a motion to accept
8 and -- accept staff's recommendation to award Item 9A to KE & G
9 Construction as presented?

10 MR. HAMMOND: So moved.

11 MR. KNIGHT: Second.

12 CHAIRMAN CUTHBERTSON: Moved by Board Member
13 Hammond, seconded by Board Member Knight. Any discussion?

14 Hearing none, all in favor indicate by saying
15 aye.

16 BOARD MEMBERS: Aye.

17 CHAIRMAN CUTHBERTSON: Opposed, nay. Ayes have
18 it. Motion passes.

19 MR. HAMMIT: Thank you, Mr. Chair.

20 Item 9B, this project is in Yavapai County at
21 various locations. It's a sign project. The low bid was
22 \$199,626. The State's estimate was \$257,646. It was under the
23 estimate by \$58,021, or 22.5 percent. We saw the biggest
24 differences in installation of the signpost and mobilization.
25 The department has reviewed the bid and believes that it is a

1 responsive and responsible bid and recommends award to Sunline
2 Contracting, Inc., or excuse me, Sunline Contracting, LLC.

3 CHAIRMAN CUTHBERTSON: Okay. Any questions?

4 All right. Do I have a motion to accept staff's
5 recommendation for Item 9B and award contract to Sunline
6 Contracting, LLC, as presented?

7 MR. KNIGHT: So moved.

8 MR. STRATTON: Second.

9 CHAIRMAN CUTHBERTSON: Moved by Board Member
10 Knight, seconded by Board Member Stratton. Any discussion?

11 All in favor indicate by saying aye.

12 BOARD MEMBERS: Aye.

13 CHAIRMAN CUTHBERTSON: Opposed, nay. The ayes
14 have it. Motion passes.

15 So we'll skip 9C and go to 9D.

16 MR. HAMMIT: Thank you Mr. Chair.

17 Item 9D is a project on Interstate 10. It
18 involves ADA improvements along that corridor, mainly on ramps,
19 curb improvements, sidewalks and pedestrian signals. The low
20 bid was \$9,956,306. The State's estimate was \$8,204,690. It
21 was over the State's estimate by \$1,748,616, or 21.3 percent.
22 We saw higher than expected pricing in the roadway excavation,
23 the (inaudible) concrete and the concrete barrier used on the
24 project. The department has reviewed the bid and believes it is
25 a responsive and responsible bid and recommends award to FNF

1 Construction, Inc.

2 CHAIRMAN CUTHBERTSON: Okay.

3 MR. SELLERS: Mr. Chair.

4 CHAIRMAN CUTHBERTSON: So -- Vice Chair Sellers,
5 do you have a question?

6 MR. SELLERS: Is there any concern at all that
7 there's only bid on this contract?

8 MR. HAMMIT: Mr. Chair, Member Sellers, we would
9 have liked to have seen more, but as we reviewed the bid, we do
10 think it was a responsive and responsible bid. So we think we
11 got a good bid. But like a lot of -- we would have liked to
12 seen more, but we don't see any anomaly with the one bid.

13 MR. SELLERS: Thank you.

14 CHAIRMAN CUTHBERTSON: Board Member Knight, you
15 also had a question.

16 MR. KNIGHT: Yes. Thank you.

17 In looking at -- and I know we're going to do 9C
18 separate, but in looking at 9C and 9D, they -- 9D encompasses
19 the area that 9C does and more. It looks like there are a lot
20 of common elements in both of them other than the bridges. I
21 was just wondering with only one bidder, would it -- and both 9D
22 and 9C came in over, would -- would it might have been better to
23 -- to lump both of those together? I mean, we've got six
24 bidders for 9C. Might it have been better to lump the two
25 together and -- and that way we would have gotten more bidders,

1 perhaps more interest in doing the entire project, including the
2 bridges? Just an observation from looking at what we're doing.

3 MR. HAMMIT: Right. Mr. Chairman, Member Knight,
4 on this, it may have drawn in the project on 9C, specifically a
5 new interchange. Another difference in there, the current
6 project in front of you uses state and federal funds. The item
7 9C is strictly state funds or regional freeway funds, and we
8 kept them separate. They were developed on a different time
9 line. It was coincident that they came together. In hindsight,
10 we definitely could have looked at that, but the -- the work on
11 9D is not on the main line itself. It's on different
12 intersections, as well as the TI, the interchange, but that's
13 how it came about. We may have got more bidders if we'd have
14 had it on one, but we didn't develop it that way.

15 CHAIRMAN CUTHBERTSON: No questions?

16 Okay. Do I have a motion to accept staff's
17 recommendation to award the contract for Item 9D to FNF
18 Construction, Inc., as presented?

19 MR. SELLERS: So moved.

20 MR. STRATTON: Second.

21 CHAIRMAN CUTHBERTSON: Moved by Vice Chair
22 Sellers, seconded by Board Member Stratton. Any discussion?

23 All in favor indicate by saying aye.

24 BOARD MEMBERS: Aye.

25 CHAIRMAN CUTHBERTSON: Opposed, nay. Ayes have

1 it. Motion passes.

2 MR. HAMMIT: Thank you, Mr. Chair.

3 Item 9E, this is a bridge scour retrofit project
4 on Interstate 17. The low bid was \$1,835,514. The State's
5 estimate was \$1,472,318. It was over the State's estimate by
6 \$363,196, or 24.7 percent. And the sole difference in this, it
7 is over the Verde River, and dewatering to put in the concrete
8 slab for the scour retrofit was the difference. The department
9 has reviewed the bid and believes it is a responsive and
10 responsible bid and recommends award to NGU Contracting, Inc.

11 CHAIRMAN CUTHBERTSON: Questions?

12 Do I have a motion to accept staff's
13 recommendation to award the contract to NGU Contracting, Inc.,
14 as presented?

15 MR. THOMPSON: So moved.

16 CHAIRMAN CUTHBERTSON: Moved by Board Member
17 Thompson.

18 MR. STRATTON: Second.

19 CHAIRMAN CUTHBERTSON: Seconded by Board Member
20 Stratton. Any discussion?

21 All in favor indicate by saying aye.

22 BOARD MEMBERS: Aye.

23 CHAIRMAN CUTHBERTSON: Opposed, nay. Ayes have
24 it. The motion passes.

25 MR. HAMMIT: Thank you, Mr. Chair.

1 Item 9F is a project that we talked about last
2 month as well, and staff had recommended a postponement to have
3 a hearing. This project is a weigh-in-motion project near the
4 Topock port of entry. On the project, the low bid was \$869,604.
5 The State's estimate was \$678,448. It was over the State's
6 estimate by \$191,156, or 28.2 percent. The department did hold
7 a hearing. The issue was DBE goal on the project. It was found
8 that the low bid -- and there was on this one only one bidder --
9 did not meet the DBE goal, and so the department's
10 recommendation is to reject all bids and re-advertise.

11 CHAIRMAN CUTHBERTSON: Questions?

12 Okay. Do I have a motion to accept staff's
13 recommendation to reject all bids for 9F as presented?

14 MR. KNIGHT: So moved.

15 CHAIRMAN CUTHBERTSON: Moved by Board Member
16 Knight.

17 MR. SELLERS: Second.

18 CHAIRMAN CUTHBERTSON: Seconded by Vice Chair
19 Sellers.

20 All in favor indicate by saying aye.

21 BOARD MEMBERS: Aye.

22 CHAIRMAN CUTHBERTSON: Opposed, nay. Ayes have
23 it. Motion passes.

24 MR. HAMMIT: Thank you, Mr. Chair.

25 Item 9G this is a pavement preservation project

1 on State Route 95, out north of Lake Havasu, or in the Lake
2 Havasu area. The low bid was \$9,177,450. The State's estimate
3 was \$7,209,910. It was over the estimate by \$1,967,540. Where
4 we saw the biggest difference was in the asphalt binder. Higher
5 than expected pricing there. The guardrail, and we had higher
6 than expected pricing in our slow paving. The department has
7 reviewed the bid and believes it is a responsive and responsible
8 bid and recommends award to Fann Contracting, Inc.

9 CHAIRMAN CUTHBERTSON: Questions?

10 Do I have a motion accept and approve staff's
11 recommendation to award the contract to -- for Item 9G as
12 presented to Fann Contracting, Inc.?

13 MR. HAMMOND: Mr. Chair, I'll move approval, but
14 I have a question after we vote on this.

15 CHAIRMAN CUTHBERTSON: Okay. You want to wait
16 until after we vote?

17 MR. HAMMOND: We can (inaudible.)

18 CHAIRMAN CUTHBERTSON: Okay. All right.

19 MR. STRATTON: Second.

20 CHAIRMAN CUTHBERTSON: Moved by Board Member
21 Hammond, seconded by Board Member Stratton. All in favor
22 indicate by saying aye.

23 BOARD MEMBERS: Aye.

24 CHAIRMAN CUTHBERTSON: Opposed, nay? Ayes have
25 it. Motion passes.

1 Mr. Hammond, your question.

2 MR. HAMMOND: Dallas, I think I've asked you this
3 question before, but I'd like an update on how this -- these
4 overruns, which are huge, are affecting or could affect our
5 five-year plan, ten-year plan. I mean, are we looking at that,
6 and are there any preliminary observations that can be made?

7 MR. HAMMIT: I'm going to go to this slide here.
8 And we are looking at that, and as you can see, year to date, we
9 are 7 and a half percent over our estimate. So we are watching
10 this carefully, and if this trend continues, I will be working
11 with the Planning Division, and we may have to reprogram the
12 projects so we stay in fiscal constraint. We're not in crisis
13 mode yet, but if it continues throughout the year, we're going
14 to have to re-evaluate and see how we're doing. So yes, to
15 answer your question, it could affect the program as we move
16 forward.

17 MR. HAMMOND: Okay. Thank you.

18 MR. HALIKOWSKI: Mr. Chairman to that point,
19 Dallas, we met with the Association of General Contractors on
20 this issue, also.

21 MR. HAMMIT: Mr. Chairman, Director, yes, we
22 have. We -- it was a basically a discussion. It was -- as
23 prices are going up, what are the trends in the industry? Is
24 there something that the department can do to better stimulate
25 our projects, and is there something we could do to mitigate

1 those prices. And I think I reported last time what we're
2 seeing, we're seeing some of the asphalt oils at higher prices.
3 I did look. Oil prices are going down, so hopefully we will see
4 relief in that side.

5 But some of our biggest challenges right now are
6 the labor. We're -- we do not have a lot of people in the
7 industry. We have some very big projects in our state and in
8 neighboring states that are pulling the labor force away. And
9 there's also just a demand on -- from the development areas. As
10 development grows, they pull away from our workforce as well.
11 So those are some of the challenges that we're seeing that's
12 driving some of those prices up.

13 CHAIRMAN CUTHBERTSON: Okay. Thank you, Dallas.

14 Anything -- any other questions on the item?

15 Okay. That brings us back to Item 9C, and I
16 think this is a little out of the ordinary, so this is kind of
17 how I would like to proceed. Dallas can provide an overview of
18 the contracting bid process.

19 We do have folks that would like to comment on
20 that. So I will allow each contracting firm that was a bidder a
21 total of 10 minutes. So that's a total composite time of 10
22 minutes. If you have three or four folks that want to speak
23 from that firm, you need to compress it to 10 minutes, because I
24 don't want to spend a lot of time here going over. But just to
25 give the Board a sense of what -- what some of the discussion

1 was on this particular contract.

2 And once -- once they've all had a chance to
3 speak, so if -- if you have -- I have a couple of request for
4 input cards here already. If there's anybody else that hasn't
5 filled one that represents a different contractor, please see
6 Secretary Priano. And after they've had a chance to speak, I'll
7 ask Dallas to come back and provide staff's recommendation for
8 the Board's consideration.

9 So does that sound -- okay. Okay. Please
10 proceed, Dallas.

11 MR. HAMMIT: Thank you, Mr. Chair.

12 Item 9C is a project on Interstate 10. It is a
13 traffic interchange project. We're adding a new interchange.
14 On the project, the low bid as of today was 20 million 807
15 dollars -- or excuse me -- \$807,745. The State's estimate was
16 17 million -- let me start over, because I think I said that
17 wrong. The low bid was \$20,807,745. The State's estimate was
18 \$17,770,463. It was over the State's estimate by \$3,037,282 or
19 17.1 percent.

20 On this project, as you remember last month, I
21 asked the Board to postpone, to hold the hearing. The question
22 at the hearing was: Was the -- did the department follow proper
23 process when they prequalified one of the bidders who ended up
24 as the apparent low. The department held a hearing this past
25 Tuesday, and discussion from both sides went forward, and the

1 department did make a recommendation that the process is
2 consistent with past methods of the department, and recommended
3 moving forward with that. But I would like the Board to -- I
4 guess turn my time over and let the contractors speak, and then
5 I can reply at the end.

6 CHAIRMAN CUTHBERTSON: Okay. Yeah. That sounds
7 good. Any questions brought up from Dallas before we listen to
8 these folks?

9 Okay. Okay. Thanks.

10 So I'd like to invite -- so from Fisher Sand &
11 Gravel Company, I have a couple folks. Tim Priebe, General
12 Counsel, and also Tommy Fisher, President and CEO. So Tim and
13 Tommy, however you want to split your time up. Go ahead and
14 start the clock, Linda, and -- thank you.

15 MR. PRIEBE: Mr. Chairman, board members, thank
16 you for the opportunity. I am Tim Priebe, General Counsel.
17 Tommy Fisher, President and CEO of Fisher is also here. I'm
18 going to try to keep my comments to five minutes.

19 Just to start out, we really appreciate the
20 partnership that Fisher Sand & Gravel and the contractors have
21 with ADOT. You know, we don't take the privilege of being here
22 lightly to you folks. We don't come here often. We're second
23 place bidders a lot. But this is a very important issue, and
24 this is not a typical bid protest. The most important issue
25 here isn't whether Sunland or Fisher bid -- builds this project.

1 The most important issue for you today is the prequalification
2 process that ADOT goes through.

3 ADOT has rules they're required to follow. Those
4 rules haven't been updated for about 20 years. Over the course
5 of the last 20 years, it appears that their practices have
6 gotten a little looser, a little looser, a little looser.

7 So just in very quick summary, their rules
8 require a contractor to have a prequalification application.
9 There is one application allowed under their rules. I'm holding
10 it right here, and that was in the packet. I'm the guy that
11 sent you the big stack of stuff yesterday. So I apologize for
12 that. The only way you can get prequalified under ADOT's rules
13 is to fill out this application. As part of their rules, it
14 needs to be filled out and completed 15 days before the bid
15 date. That's clear under their rules.

16 And what happened here is, you know, the way it
17 came to light is we bid on this project like we do. We found
18 out we're second. Sometimes you do some research. We go on the
19 internet of -- the website of ADOT, and Sunland bid it. So you
20 look at it. They're only prequalified for four of the maybe 10
21 items of work. So we did some further research on that and
22 found out that ADOT has a more informal process for
23 prequalifying bidders. They have a one-page -- it's Exhibit 2
24 in your exhibits -- a one-page form that says you can do a
25 job-by-job request. That's not anywhere in their rules. It's

1 not authorized anywhere in their rules. But what they do is
2 they allowed this contractor to come in, and with this one-page
3 request, get prequalified seven days before the bid and be
4 prequalified on this project.

5 All we're asking for, and the contractors we've
6 talked to are asking for, is a fair playing field. And we don't
7 think -- with the practice that ADOT has gotten more and more
8 away from their rules, it's not a fair playing field anymore.

9 The big thing that's different that they did
10 here, which I think you really need to think about, is the rules
11 require in order to be prequalified for a type of work that you
12 build a project with that type of work. The contractor
13 experience is what counts. In this case, even though the files
14 are confidential, it appears clear that they used resumes and
15 people, their experience rather than the contract experience.

16 And I think in Mr. Hammit -- in his letter after
17 the hearing, clarified that, that they actually did use resumes
18 from people rather than contractors.

19 So our point is we think ADOT is really swaying
20 from what their rules allow, in what the practice has been in
21 the past. So now if a contractor comes in, they've never built
22 a bridge before, but they hire Tommy Fisher or someone else
23 who's built a bridge. ADOT has to prequalify them, because
24 that's what they did in this instance. So we think it's a
25 really dangerous precedent for ADOT to go down this practice.

1 So like I said, we would love to build the
2 project. The more pressing issue, which we would urge you to
3 take a serious look at, is their -- their practices for
4 prequalifying contractors. I'm not sure I'm out of time, but
5 I'll turn it over to Tommy Fisher.

6 MR. FISHER: Tim, thank you.

7 Chairman, members of the Board, I'm Tommy Fisher.
8 My dad started the company, shoveling sand by hand, and I was
9 fortunate enough to take over 25 years ago. For the last 15
10 years, I've built a half a billion dollars worth of work for
11 ADOT, and we've qualified, you know, fair and square where we
12 had to prove in our experience, how we could get there and
13 prequalify.

14 So again, I've been second in ADOT's jobs almost
15 a billion dollars, and this is the first time we've ever taken
16 it to the Board. So it's not an issue of being first or second.
17 So here's the most important part: Is that not even a job-by-
18 job request that we don't feel that ADOT followed the rules. It
19 was specific that you have three ways that you can prequalify
20 for a type of work. Way number one is, is you have to prove to
21 ADOT -- before you can bid it, you have to prove you built it.
22 It's almost impossible do rule number one, because what came
23 first, the chicken or the egg?

24 But ADOT gives you two other ways, just how every
25 other contractor in this state has been prequalified on big,

1 major jobs. You have a chance to be a subcontractor to a
2 qualified contractor. So if I was a sub, as I grew my company
3 from a crushing company to a heavy civil, I was a sub, and I
4 presented that, and I showed that I built this bridge. I PCC
5 paved. I did this.

6 Or the third reason or way that ADOT allows that
7 to gain is you could joint venture. So in this case, Sunland,
8 who's basically only paved asphalt roads, knew the rules,
9 because two years prior, they joint ventured with bridge
10 contractors, with Vasco, who you've got a copy in there, and
11 with Hunter, and if they were fortunate enough to be low in that
12 joint venture, they would have managed the job with someone who
13 was prequalified. They would have gained experience.

14 Now, there's several instances that we will show
15 that -- in the packet where other companies that have asphalt
16 paved, and they have people that worked for me that did one
17 million tons for ADOT, and the experience way above, could not
18 get prequalified for ADOT. I have another company that I own,
19 for 10 years, Southwest Concrete, that has not been prequalified
20 in all of the other aspects because they simply didn't build the
21 work first.

22 So here's a major thing. As a contractor, we
23 cannot see what the files are, but by law, you have the right to
24 see the files. And so what I said at the hearing, even though
25 the hearing -- it was already determined before the hearing

1 started that the State was going to rule that they could
2 basically prequalify on experience of an individual, not a
3 company. That's what they went with.

4 So what I would like to leave that with you guys
5 is think about this: ADOT does not enter into a contract with
6 an employee. They enter into a contract with a contractor. If
7 you hire an employee and he's gone tomorrow, how could you have
8 any basis? And if -- and only you guys can see. I had asked
9 them at the hearing, no different than I ask you, if they only
10 presented experience from employees that they hired, but they
11 actually did not build, I think that's in direct violation, that
12 you guys could see through that and look.

13 So what I would ask the Board is to actually look
14 at the prequalification packet that was sent seven days before
15 our bid, even though it was out three months earlier. And I'm
16 all for Sunland getting qualified, but they've got to do it just
17 like everybody else.

18 And so if this is allowed to stand, I believe
19 that every company that's prequalified fair and square with
20 building the work the way ADOT has always ruled is
21 disenfranchised, and all our blue sky is gone from the work that
22 we've done, and any one of you can hire any one of us, and you
23 can bid work for ADOT the next day.

24 In closing, too, one more thing is we are
25 prequalified in 11 states. Not one state allows this. Now,

1 some states would allow if the job's 200,000 to \$1 million that
2 you can get your start there. But here, this is completely
3 contrary to what I believe the rules are, and we look forward to
4 hopefully that you guys will actually look into that, and we
5 feel that you're the last stop to see if ADOT did it right or
6 not. It's very hard.

7 And like I said, I have the utmost respect for
8 ADOT. We've built \$500 million worth of work for them over 15
9 years. I like Dallas. I like Barry. I like Floyd. Everywhere
10 else. But I just think this is more than who's first and who's
11 second. This is did they follow it right or not. So I
12 appreciate the time and the opportunity to speak today.

13 CHAIRMAN CUTHBERTSON: Okay. Thank you.

14 Now I'll ask John Sestak. I'm sorry if I
15 mispronounced your name.

16 MR. SESTAK: No. Yes, Mr. Chairman.

17 CHAIRMAN CUTHBERTSON: Okay. He's the attorney
18 for Sunland.

19 MR. SESTAK: Yes. Mr. Chairman, thank you, and
20 board members, thank you.

21 I want to say very briefly we fully support the
22 engineer's -- state engineer's decision. We believe the
23 prequalification process has been in place for many, many years,
24 more than two decades, and has -- has been widely known to
25 everybody. It comes as a surprise to me to hear Mr. Fisher act

1 like he's never heard of prequalification on a project-by-
2 project basis. That has been in process and in -- a policy for
3 many, many years. And my client has been prequalified before,
4 has been declined prequalification, as Mr. Fisher's sister
5 company has been denied prequalification, and has been
6 prequalified.

7 So we believe the process is entirely accurate,
8 valid and appropriate. ADOT is within its -- within the rules,
9 within its authority. It's within its jurisdiction to have a
10 project-by-project prequalification process.

11 In terms of the actual prequalification of
12 Sunland, we're fine with your honor's -- or with your -- board
13 members exploring a record as a whole. Sunland submitted an
14 extensive prequalification application. The board --
15 prequalification board reviewed it carefully and made a decision
16 based on the entirety of that application, which includes
17 people. I mean, it's like this is a board, but the board is
18 comprised of people. A contractor, a corporation, a
19 partnership, is comprised of people. The people, and who have
20 the experience in projects like this, were part of the
21 submission, as was the financial condition, and the experience
22 of the contractor as a whole through the people it employs are
23 all in that submission, and they were all approved within the
24 discretion and the authority of the board -- the
25 prequalification board. So we believe the process is valid.

1 The process should be upheld, and that the prequalification of
2 Sunland was entirely appropriate and valid. Thank you very
3 much.

4 CHAIRMAN CUTHBERTSON: Okay. Thank you.

5 Dallas, can you come back up and kind of wrap it
6 up and give us your recommendation?

7 MR. HAMMIT: Mr. Chairman, as was mentioned, we
8 did hold a hearing, and I think it was established that there
9 were two major concerns in that hearing. One, does ADOT have
10 authority to do a job-by-job prequalification, and did ADOT
11 evaluate when they evaluated that prequalification properly.

12 On the first case of the job-by-job, as was
13 mentioned, this has been going on -- been going on for more than
14 20 years. And why do I say 20 years? The chairman of the
15 prequal. board, who's still with us, I went back -- when they
16 took that over, it was a standing process. So it's gone on well
17 beyond 20 years. So it isn't a change in process or loosening
18 up anything. It has been the way ADOT's done business for at
19 least two decades, but even before that.

20 We believe that it is appropriate. You know, the
21 regulations give a lot of discretion to the project -- or to the
22 department. The regulations are intent to make sure we have
23 qualified bidders. We -- it is a long-standing practice. The
24 industry has relied on this practice. There's been just in the
25 last two years a number of submittals for job-by-job, some for

1 work, some for financial. We have approved the majority of
2 them, but we have denied them when we didn't -- the prequal.
3 board did not feel they met the prequalification process. And
4 this promotes competition. As a -- contractors come in, this
5 gives an opportunity for someone to demonstrate that they are
6 capable.

7 On the second issue of the prequal. board's
8 decision, in itself, one of the things that's a challenge for
9 other areas, the prequal. submittal is confidential. So when
10 you compare to -- one contractor to another, you can't really do
11 that unless you've seen what they've submitted. The prequal.
12 board consists of three people. A -- an accountant based --
13 because you have to look at financials. It has our state
14 construction engineer, and a deputy state engineer. They're not
15 in any chain of command. Well, once you get very high up, they
16 are, but one does not report to the other. So they are
17 independent voices on that prequalification board. And it is
18 right, the department does look at the total capability of the
19 contractor, including what the contractor's done and what their
20 folks can do.

21 So moving that forward, the department has
22 reviewed the bid, believes it is a responsive and responsible
23 bid, and we believe that to have that, we believe that the --
24 Sunland is a responsible and responsive bidder and would
25 recommend award to Sunland Asphalt Construction, Inc.

1 MR. HALIKOWSKI: Mr. Chairman.

2 CHAIRMAN CUTHBERTSON: Yes.

3 MR. HALIKOWSKI: Before you move forward, I was
4 wondering, because there's been a lot of terminology thrown
5 around here. There's been statute. There's been regulations.
6 There's been rules. There's been policy. Could we ask the
7 department's attorney just to clarify those different things for
8 the Board?

9 CHAIRMAN CUTHBERTSON: Yes. That would be -- I
10 think that would be helpful.

11 MR. HALIKOWSKI: So if I could ask you to bring
12 Mr. Acosta up.

13 CHAIRMAN CUTHBERTSON: Sure. Sure. Mr. Acosta,
14 could you please kind of...

15 MR. ACOSTA: Good morning -- I think it's still
16 morning -- Mr. Chairman and members.

17 CHAIRMAN CUTHBERTSON: Good morning.

18 MR. ACOSTA: My name is Joe Acosta, Junior. I'm
19 an Assistant Attorney General, and I represent -- I have been
20 representing ADOT for a long time, over 20 years. I don't
21 remember -- I don't know how long the job-by-job
22 prequalification has been going on, but it's been going on for a
23 very long time.

24 You heard Mr. Priebe tell you that there's
25 nothing in the rules that could be read to allow this. And I

1 think if you look at the regulations for prequalification of
2 contractors, it's attached to the -- in the big stack of papers
3 that Fisher has supplied to you.

4 There's an application form, and I'll call it the
5 long form application, because it's the one that has a lot of
6 questions about the firm, about the people in the firm, have you
7 ever run into trouble, you know, a lot of questions that you
8 would expect a form like that to -- to be used for when you're
9 trying to evaluate what the contractors can bid on.

10 The result of the process, the normal process is
11 that the prequalification board reviews the application and the
12 supporting documents and issues a decision, and the decision has
13 two parts. One, largely based on the financial condition, of
14 course, is what's the maximum size job the firm can bid on. And
15 the other -- and the other part of it is what types of work are
16 allowed.

17 There's an application form that -- this long
18 form application form, and I think -- I think it's been a little
19 bit -- I shouldn't say misrepresented, but I think there's a
20 couple things that were left out of the -- of the presentation
21 here. The application form itself, when you get to the
22 contractor's experience, and you might have heard Mr. Sestak's
23 point that contractors are made of people as much as the
24 equipment or the office or the ownership.

25 The first question that's asked under the

1 statement of experience on this form, which is one of the first
2 things in the Fisher submission, number one, list the
3 construction experience of the principal individuals of the
4 applicant. And then there's room to list several people, and
5 you're invited to go on and add resumes or other descriptions of
6 the qualifications of these people. And then only after that do
7 you get to list the major projects completed by the applicant
8 and other questions regarding work that was done under the flag
9 of the -- of the applicant firm.

10 So the form -- the long form itself tells you
11 that the prequal. board should be considering the people, not
12 just the fact that the company has been in business for a number
13 of years and they've done certain projects. And it might be
14 compared to a football team. I mean, what happens to the
15 Patriots? If Tom Brady retires, Bill Belichick retires, several
16 other players get old and they have to start over, they won't be
17 as good. Now, obviously I don't want to go too far, because a
18 contractor is not going to go from the best to the worst. But
19 the people are important, and that's what's asked for in the
20 long form.

21 Now, we do have the short form job-by-job
22 prequalification. And the -- I think what Fisher is relying on
23 is that we have the long form application which every contractor
24 fills out. And admittedly, the job-by-job isn't specifically
25 described in detail in the prequalification regulations. But

1 there's nothing in those regulations that limits the right of
2 the contractor to supplement their information or to give
3 additional information at any time. What the rules -- what the
4 regulation does provide for is that the prequalification does
5 expire annually. So there's an intent that information be given
6 from time to time to update the qualification of the firm,
7 because we want to know what the firm's going to do tomorrow
8 when they get the job, not what they used to do 20 years ago or
9 even 10 years ago.

10 So the -- so the long form gives the hint that
11 what ADOT is very interested in is the people. The short form
12 tells the contractors give us information that supports your
13 application to perform this particular project. That's how this
14 all works together, and it all makes sense.

15 Now, in Fisher's letter, they refer to the
16 regulation that says contract prequalification is a process of
17 review and evaluation of a contractor's work history and current
18 financial condition, blah, blah, blah, and then before the
19 contract can be accepted as prequalified.

20 In Regulation 17-3-202, there are 10 items that
21 are listed. If you read Fisher's letter, November 15th letter
22 closely, they've taken the position that those 10 items are only
23 relevant to how much you can bid on. In other words, the
24 maximum money size of the project, and the Board doesn't
25 consider that in determining the types of work that the

1 contractor will be allowed to do. It doesn't make sense. The
2 form itself, the long form itself puts the lie to that, as does
3 the fact that the job-by-job prequalification form wants to know
4 what you're doing right now and why are you qualified right now
5 to perform the job you want to perform.

6 There are several other points that they made,
7 and I don't know that we need to get into all that, but I think
8 that this brief summary can show you that, number one, it's
9 undisputed that ADOT's been doing this for a long time, and
10 numerous contractors have taken advantage of it. As a matter of
11 fact, just in the last two years, there have been close to 20
12 projects where contractors have applied. Not all were accepted.
13 Many were denied. But that's the point. The point is the
14 prequalification board has to make these decisions, not the
15 Transportation Board.

16 The Transportation Board can look at a
17 prequalification package, but why? The regulations say that if
18 the contractor who's applied isn't happy with what the
19 prequalification board has decided, that they can go to the
20 state engineer. That's the appeal process as provided for in
21 the regulations that Fisher's making such a -- such a big point
22 about. You don't go to the Transportation Board.

23 Now, the regulations do say the Transportation
24 Board can look at a prequalification file. And I'll give you an
25 example of one where the Board might have decided to do that.

1 Not too many years ago, there was a contractor that had an
2 employee that had misrepresented a lot of work. A lot of items
3 of work on more than one job, and the low bidder was questioned
4 as to whether that -- there was a question whether that low
5 bidder was a responsible bidder, and there was a hearing before
6 the Board on this. This was before any of you were on the
7 Board.

8 But what the contractor said is, well, this guy
9 was a rather low level employee and is -- we've gotten rid of
10 him. You know, we found out he was a bad guy. We got rid of
11 him. The Board could -- the Transportation Board could have
12 said we want to see the prequalification records to see if --
13 what is the role of this person as presented in their
14 application for prequalification. And the Board might have
15 said, hey, it looks like this guy's an important guy on the
16 application for prequalification. So how -- why are you saying
17 now that he was just a low level guy that, you know, was a liar
18 and we got rid of him?

19 So yes, there could be a reason that this board
20 would look at a file. But not to be an appeal board for the
21 prequalification board. By regulation, the prequal. board has
22 to have a certified public accountant or public accountant, and
23 it has to have a knowledgeable engineer. So it's presumed, as
24 is the case in many statutes, that we've got substantial
25 qualifications required, and that board is entitled to respect

1 and have the final word of -- except you can go to the state
2 engineer. So this is all provided for. And the fact that this
3 is a longstanding practice and has not been overturned, it
4 should bear a lot of weight in your decision making.

5 I'll hear questions if you --

6 CHAIRMAN CUTHBERTSON: Okay. Board members, do
7 you have questions for Mr. Acosta or for Dallas?

8 Board Member Hammond.

9 MR. HAMMOND: I think you answered it, but
10 (inaudible) approvals, what's the -- does the contractor have an
11 appeal process in regulation or law?

12 MR. ACOSTA: The contractor who applied has an
13 appeal process.

14 MR. HAMMOND: The one that did not get the bid?

15 MR. ACOSTA: The one who does not get the bid and
16 is challenging the other guy, no. That -- these files are
17 confidential by regulation.

18 MR. HAMMOND: Okay.

19 MR. ACOSTA: The very regulations that Fisher is
20 trying to rely on to say the department can't do what it's
21 doing, it's very clear. They're confidential. The other --
22 other contractors don't get to see the information that is
23 submitted for prequalification.

24 MR. HAMMOND: Okay. I'm not sure you answered
25 the question, though. Is if we vote to approve this contract,

1 does the losing bidder have any more recourse, or is this the
2 last word?

3 MR. ACOSTA: They could conceivably go to court.

4 MR. HAMMOND: Okay.

5 MR. ACOSTA: Just like just about any decision
6 there is.

7 MR. HAMMOND: Sure.

8 MR. ACOSTA: Conceivably, it could be taken to
9 court.

10 CHAIRMAN CUTHBERTSON: Good question.

11 MR. THOMPSON: I guess the question in my mind is
12 there's -- (inaudible) losing any dollars continue this type of
13 a situation. Is there any way that this could be resolved at
14 the local rather than what is recommended, you know, going to
15 court?

16 MR. ACOSTA: Well --

17 MR. THOMPSON: I mean, I'm thinking about
18 arbitration. Is there something in that area that could --

19 MR. ACOSTA: Well, here's the problem. If you're
20 going to have arbitration, all the people have to agree to it.

21 MR. THOMPSON: Right.

22 MR. ACOSTA: So I don't know whether everyone
23 would agree to it. What the -- the court process is rather
24 quick, though, in these kinds of situations. It's designed to
25 be -- you've got to go down there, and you've got to stop the

1 department from signing the contract, and you have to go to
2 court and get an order stopping -- stopping the process. And if
3 you don't do that as the contractor, as the unsuccessful bidder,
4 then you can't come in later and say, well, I should have made
5 money on this job. I want lost profits or something else.

6 So what we -- what we do in these situations is
7 that we give the contractor, the unsuccessful bidder, time to go
8 try to get an order from the court stopping the signing of the
9 contract. And it's a process that I've gone through personally,
10 luckily not too many times, but it has happened.

11 So what we're going to do after your decision is
12 we would meet with the contractors and talk about how long a
13 period of time it's going to be for the department to wait so
14 that the -- whoever doesn't get the job, if they want to go to
15 court, they can go to court and try to get this thing stopped.

16 MR. STRATTON: Mr. Chairman.

17 CHAIRMAN CUTHBERTSON: Yes. Board Member
18 Stratton.

19 MR. STRATTON: We've been given a great deal of
20 information today all at once.

21 CHAIRMAN CUTHBERTSON: Yeah. I appreciate that.
22 Yeah.

23 MR. STRATTON: Personally, I'd like to open for
24 discussion, with your permission, but personally I would like to
25 defer this. I would like to study the information. I'd like a

1 copy of all the statements of the people that have spoke today
2 on this issue, and allow us to look at it. And I do believe --
3 this is two things. One, we are missing a member of our board
4 today. I think it's a key issue, that we should have a full
5 board. We are also -- and no disregard to Mr. Acosta, but we
6 are missing our normal attorney, and I believe that it would be
7 an item I would like for Michelle and Mr. Acosta to be in this,
8 and in my mind, there is a potential for an executive session on
9 this matter.

10 CHAIRMAN CUTHBERTSON: No. I think those are all
11 excellent observations, Mr. Stratton. So, I mean, I think
12 that's -- the hearing, I think it was Tuesday. So just a couple
13 days ago. We've got a packet we haven't really had a chance to
14 really look at, and there are a lot of issues for us to weigh in
15 on.

16 So I guess a couple questions. One, you know,
17 defer -- if we were to defer, say, this one more month into
18 December, how does that impact the schedule? Does that impact
19 things? Would we -- we would be -- it does sound to me like
20 maybe an executive -- you know, a special executive session
21 would probably be in order, but you know, at the outcome of
22 that, would we need another public meeting to award the
23 contract? And then -- and would it wait until December? Would
24 we want to do another one, you know, another special public
25 meeting to award the contract? I guess those are questions I

1 would have.

2 MR. HAMMIT: Mr. Chair, the specifications say we
3 have to -- the Board has to act in 75 days, and that's there to
4 protect the bid, because you bid on conditions at one point and
5 things change. If both parties agree, it can go beyond that 75
6 days. I have spoken with both parties this morning, and both of
7 them have told me that they would agree. If the Board needed
8 time, they would honor their bid beyond the 75 days. So if the
9 Board chose to hear it at the Morenci -- I believe it's December
10 21st board --

11 MR. ROEHRICH: December 21st. Sorry.

12 MR. HAMMIT: -- board meeting, they would both
13 honor their bids, and they're here. I believe that was the
14 case.

15 CHAIRMAN CUTHBERTSON: Okay.

16 MR. HAMMIT: I see nods. Yes, sir.

17 CHAIRMAN CUTHBERTSON: That's good information.

18 Thank you.

19 Board Member Hammond.

20 MR. HAMMOND: You know, first of all, I have no
21 issue with postponing, but it does suggest something that is
22 kind of unique, and I think it was alluded to. I don't know
23 that I want to get, you know, three pounds of information to
24 review and make a decision on this. We rely as board members on
25 staff and process. And so my question is what would change

1 between now and then, and what is our task as board members if
2 we postpone it? I don't mind the postponing, but I don't want
3 to be the decider --

4 CHAIRMAN CUTHBERTSON: Yeah.

5 MR. HAMMOND: -- without reviewing very technical
6 and historical processes and data. So we have to be clear what
7 -- what's going to happen between now and Morenci as board
8 members.

9 CHAIRMAN CUTHBERTSON: Good comment.

10 Vice Chair Sellers.

11 MR. SELLERS: Did I understand correctly what the
12 attorney said, that the Board really does not play a role in
13 deciding prequalification? Is that correct?

14 MR. HALIKOWSKI: Mr. Chairman, I want to be very
15 clear. Mr. Acosta is the staff's attorney for the department.
16 Your attorney, regular attorney, Michelle Kunzman, is not here,
17 and she represents the Board. So if you were seeking legal
18 advice, that would be your attorney. Mr. Acosta is the
19 department's attorney. So I just want to be clear on that.

20 CHAIRMAN CUTHBERTSON: Yeah. Okay. Thank you.

21 MR. ACOSTA: And with that caveat, so I'm sort
22 of, like, representing a party in a dispute before you. We'd --
23 we believe that the Board has -- this board has no say in
24 prequalification itself. Your job -- from the staff standpoint,
25 your job is to determine lowest responsible bidder, but it's not

1 to review the prequalification.

2 MR. STRATTON: Mr. Chairman.

3 CHAIRMAN CUTHBERTSON: Yeah. Mr. Stratton.

4 MR. STRATTON: I still have multiple questions
5 that need to be answered by our attorney, I believe.

6 CHAIRMAN CUTHBERTSON: Okay.

7 MR. STRATTON: And it's not --

8 CHAIRMAN CUTHBERTSON: Yeah.

9 MR. STRATTON: -- things that I would wish to
10 discuss --

11 CHAIRMAN CUTHBERTSON: Yeah.

12 MR. STRATTON: -- at this point on the floor.

13 CHAIRMAN CUTHBERTSON: No. I appreciate that.

14 And Mr. Hammond. Well, Board Member Hammond.

15 MR. HAMMOND: Yeah. The reason to delay, I
16 think, is to get a legal opinion from our board counsel, and if
17 the parties have agreed to hold the bid for 30 days and no one
18 sees the cost going from umpteen million to umpteen plus ten
19 million in the next 30 days, I don't see a reason not to delay
20 it. I do not want to be the arbitrator of this contract
21 (inaudible) board member.

22 CHAIRMAN CUTHBERTSON: Yes. Good point.

23 Okay. With that, any other comments?

24 Do -- okay. I entertain a motion to defer Item
25 9C to the December board meeting.

1 MR. STRATTON: So moved.

2 MR. THOMPSON: Second.

3 CHAIRMAN CUTHBERTSON: Okay. I have a motion by
4 Board Member Stratton, a second by Board Member Thompson. Any
5 further discussion?

6 All in favor indicate by stating aye.

7 BOARD MEMBERS: Aye.

8 CHAIRMAN CUTHBERTSON: Opposed, nay? Ayes have
9 it.

10 MR. STRATTON: Mr. Chair.

11 CHAIRMAN CUTHBERTSON: We'll defer that. Thank
12 you, Dallas. Thank you both, both Fisher Industries [sic] and
13 Sunland for...

14 MR. STRATTON: Mr. Chairman.

15 CHAIRMAN CUTHBERTSON: Yes.

16 MR. STRATTON: I don't know if this is the
17 appropriate time. We're talking about dates in December.

18 CHAIRMAN CUTHBERTSON: Yes. Go ahead.

19 MR. STRATTON: Are we going to hold the meeting
20 on the 21st, being that it's very close to Christmas, and
21 there's a chance we may not have board members there? I will be
22 there, but I want to make sure -- I didn't know if --

23 CHAIRMAN CUTHBERTSON: Yeah.

24 MR. STRATTON: -- it would make sense to move it
25 a week earlier.

1 CHAIRMAN CUTHBERTSON: Yeah. I think --

2 MR. STRATTON: And if so, I think we need to make
3 sure that these parties involved know that date --

4 CHAIRMAN CUTHBERTSON: Yeah.

5 MR. STRATTON: -- so that there's no
6 miscommunication.

7 CHAIRMAN CUTHBERTSON: Yeah. It's a good
8 comment. I think maybe had we thought about that in January or
9 February of this year, we could have done it, but the folks I
10 know in Greenlee County have probably already -- it would be
11 difficult for them to shuffle that from -- at this late date.

12 In fact, I think a month ago, Floyd asked me the
13 same thing, and they were already -- you know, there's limited
14 facilities there for them to schedule things. So I do
15 appreciate the fact that it's so late and close to the holidays,
16 that it's tough, but you know, we'll -- hopefully we'll have a
17 quorum or they'll be set up for teleconferencing, I suspect,
18 so...

19 UNIDENTIFIED SPEAKER: I wouldn't miss your going
20 away party.

21 CHAIRMAN CUTHBERTSON: We have a fitness center
22 with lots of treadmills. So you can't get there first this
23 time. Okay. So --

24 MR. ROEHRICH: Mr. Chair --

25 CHAIRMAN CUTHBERTSON: Yeah.

1 MR. ROEHRICH: -- before we get off this, I just
2 want to make sure that Lynn and staff were ready to follow up.
3 So we'll defer the item to December 21st as to the board
4 meeting.

5 Prior to that, I heard the comment about an
6 executive session, which is not open to the public. We could
7 schedule that. Realizing that within the confines of that, you
8 get legal advice. You don't debate the issue, but you ask legal
9 questions. You have a chance to consult with the attorney.
10 Then the board members together at that -- hear all the same
11 information, and then we bring it back in December.

12 So my question is going to be, especially with
13 next week being the holiday, should we as staff be prepared to
14 schedule that executive session let's say the last week of the
15 more or the first week of December? I guess I'm asking is there
16 a better preference in time that you want us to start working
17 on?

18 CHAIRMAN CUTHBERTSON: Board members, you can
19 look at your calendars and see if there's --

20 UNIDENTIFIED SPEAKER: Both work for me.
21 (Inaudible) three or four times we can get seven people to
22 agree.

23 MR. ROEHRICH: And we could do that. We could
24 still pull some dates --

25 CHAIRMAN CUTHBERTSON: Yeah.

1 MR. ROEHRICH: -- and we'll start pulling -- and
2 again, we'll look at scheduling a facility in Phoenix, as well
3 as on the phone so we can make sure that people have access
4 within that, and then we will look to establish that date.
5 We'll send something around to everybody. We'll get it set up.
6 In the meantime, I'll go back and consult with Ms. Kunzman and
7 make sure that she's prepared with her ability to look at all
8 this information and be prepared to come in and address the
9 situation and start answering questions.

10 CHAIRMAN CUTHBERTSON: Okay.

11 MR. ROEHRICH: Yeah.

12 MR. STRATTON: Mr. Chairman.

13 CHAIRMAN CUTHBERTSON: Yes.

14 MR. STRATTON: I would prefer the latter of the
15 two dates in order to be able to review the information. I will
16 ask again that we get copies of everything that was stated here
17 today on this item so that we could review those again.

18 CHAIRMAN CUTHBERTSON: Yes, sir.

19 MR. STRATTON: Again, we've seen a lot of
20 information.

21 CHAIRMAN CUTHBERTSON: Yeah. We've seen a ton of
22 information. Okay. That's good. Thank you.

23 MR. HALIKOWSKI: I just want to state for the
24 record, Mr. Chairman, that Board Secretary Priano is looking
25 forward to coordinating all of your schedules (inaudible).

1 MR. KNIGHT: Mr. Chair.

2 CHAIRMAN CUTHBERTSON: Yes. Board Member Knight.

3 MR. KNIGHT: Just sitting here listening to all
4 this, it looks like it's a good possibility either way it goes
5 down ADOT could be facing a lawsuit. But that being said, what
6 if we -- and I'm just throwing this out for a suggestion. What
7 if we were to reconsider 9D, refuse all bids in that one and
8 refuse the bid in this one and combine the two, put it out for a
9 re- -- have it rebid as one project. It will be totally
10 different than either one and could solve problems. Just a
11 suggestion.

12 MR. ROEHRICH: Mr. Chair, Mr. Knight, my concern
13 would be on 9D is we have declared it as a responsive and
14 responsible bid. The Board had awarded it. So now what would
15 be the justification to not move forward with that? I think
16 that brings in a more complicated issue that brings in potential
17 for even more lawsuits or at least more issues with that.

18 I think at this point we have two viable projects
19 that we have dealt with, but we have an issue with one of them,
20 and I think we need to address that -- that issue.

21 MR. HALIKOWSKI: Mr. Chairman.

22 CHAIRMAN CUTHBERTSON: Yes.

23 MR. HALIKOWSKI: Mr. Knight, I think that's a
24 good question for your board attorney if you decide to go into
25 executive session, that you may want to look at what your

1 options are and what the effects are of those.

2 CHAIRMAN CUTHBERTSON: Okay. Thank you.

3 Okay. Any other questions?

4 Okay. Thank you, Dallas, for the consent agenda
5 contracts.

6 Item 10, Floyd will open discussion on the
7 request for the Town of Sahuarita has extended an invitation for
8 the October 2019 board meeting in their council chambers.

9 MR. ROEHRICH: Thank you, Mr. Chair.

10 So last month when the Board approved the FY --
11 or calendar year '19 board meeting dates and locations, we had a
12 to-be determined for October, because we were coordinating with
13 the SEAGO executive director on where the Rural Transportation
14 Summit will be. They've now set a location. The date was fine
15 on October 18th, but they now have a location. It's going to be
16 at the Casino Del Sol right outside of Tucson on the Tohono
17 O'Odham Nation.

18 In conjunction with that, since Friday has been
19 traditionally the location adjacent to where the rural summit
20 is, the Town of Sahuarita said, hey, you're coming to our
21 vicinity. We'd like to host it here in our city. So now we're
22 back to update the Board of locations to show that the October
23 18th meeting -- board meeting will be held at the City of
24 Sahuarita.

25 CHAIRMAN CUTHBERTSON: Okay. Do they have a

1 hotel? What's the hotel for the Board? I mean, what
2 (inaudible) we got here. A 45-minute drive?

3 MR. ROEHRICH: Mr. Chair, Mr. Hammond, I think
4 the hotel will be at the conference center so that we'll be
5 there at the Casino Del Sol resort area if you stay for the
6 summit, but I do think it's probably a 30-minute drive, I think.

7 MS. PRIANO: I think so.

8 MR. ROEHRICH: About from there.

9 MR. HAMMOND: Now, Linda's previous person said
10 we could never go to a casino as a board, so (inaudible).

11 MS. PRIANO: That's for the summit. That's for
12 the summit.

13 MR. ROEHRICH: Mr. Board, Mr. Hammond, that's
14 exactly right. The Board is not meeting at that location. That
15 is the rural summit's choosing to do that. The Board will be
16 meeting at the City of Sahuarita.

17 So with that, Mr. Chair, we're asking the Board
18 to approve --

19 CHAIRMAN CUTHBERTSON: Okay.

20 MR. ROEHRICH: -- the location for the October
21 18th meeting as the City of Sahuarita.

22 CHAIRMAN CUTHBERTSON: Discussion? Questions?

23 MR. SELLERS: So moved.

24 MR. THOMPSON: Second.

25 CHAIRMAN CUTHBERTSON: Okay. Moved (inaudible)

1 I've got a motion to move the location of the October 2019 board
2 meeting to the Town of Sahuarita, as presented by staff, and
3 moved by Vice Chair Sellers. Was there a second?

4 MR. THOMPSON: Second.

5 MR. ROEHRICH: Seconded by Mr. Thompson.

6 CHAIRMAN CUTHBERTSON: Seconded by Mr. Thompson.

7 Okay. Any discussion?

8 All in favor indicate by saying aye.

9 BOARD MEMBERS: Opposed, nay? Ayes have it. The
10 motion passes.

11 Okay. Last item, suggestions. Are there any
12 suggestions to be placed on future board agendas?

13 MR. ROEHRICH: So Mr. Chair, as we identified,
14 the next month, the December 21st meeting will be in the
15 Clifton/Morenci location, and it as well will be the last
16 meeting of the -- for yourself after six years, and I guess
17 (inaudible) because Mr. Stratton said I realize it's close to a
18 holiday, but I do guarantee there will be a short, fat guy
19 there, so... I just don't know how jolly he will be. I will
20 intend to be there.

21 MR. HALIKOWSKI: (Inaudible.)

22 MR. ROEHRICH: I intend to be there, so there
23 will be at least one short, fat guy (inaudible).

24 CHAIRMAN CUTHBERTSON: (Inaudible.)

25 MR. ROEHRICH: So Mr. Chair, we have obviously

1 the normal agenda issues, and this will come there. Are there
2 any other items that the Board would want staff to be prepared?

3 CHAIRMAN CUTHBERTSON: Okay.

4 (End of recording.)

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Adjournment

A motion to adjourn the November 16, 2018 State Transportation Board meeting was made by Board Member Stratton and seconded by Board Member Sellers. In a voice vote, the motion carried.

Meeting adjourned at 11:17 a.m. MST.

William F. Cuthbertson, Chairman
State Transportation Board

John S. Halikowski, Director
Arizona Department of Transportation

December 21, 2018

RES. NO. 2018-12-A-055
 PROJECT: 101L MA 023 F0121 / 101-B(213)S
 HIGHWAY: PIMA FREEWAY
 SECTION: Jct. I-17 - Pima Road
 ROUTE NO.: State Route 101 Loop
 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 of new right of way as a state route and state highway for the improvement of the Pima Freeway within the above referenced project.

Being the Preliminary Transportation Corridor recommended by the Regional Council of the Maricopa Association of Governments, the alignment was originally adopted and approved as the State Route Plan for the Outer Loop Freeway, a future controlled access highway, by State Transportation Board Resolution 83-03-A-11 of February 18, 1983; and Resolution 83-04-A-18 of March 18, 1983. Advance acquisition was authorized by Resolution 84-10-A-60 of October 26, 1984; and by Resolution 85-09-A-64 of September 20, 1985, the latter also established a refined State Route Plan Corridor as a controlled access state route, and designated it State Route 117. Thereafter, Resolution 87-11-A-105 of December 18, 1987, renumbered and redesignated State Routes 117, 417, 218 and part of State Route 220, then collectively known as the Outer Loop, as State Route 101 Loop. Prior to construction, Resolution 97-11-A-064 of November 21, 1997; Resolution 98-06-A-016 of June 19, 1998; and Resolutions 2000-02-A-012, and 2000-02-A-013 of February 18, 2000, designated segments of the Pima Freeway Corridor as an access controlled state highway. For various improvements, other resolutions established additional rights of way. Among them are: Resolution 2000-01-A-003 of January 21, 2000; Resolution 2006-02-A-006 of February 17, 2006; and Resolution 2014-08-A-030 of August 08, 2014. Resolution 2018-04-A-018, dated April 20, 2018, established new right of way as a state route for the above referenced project.

December 21, 2018

RES. NO. 2018-12-A-055
PROJECT: 101L MA 023 F0121 / 101-B(213)S
HIGHWAY: PIMA FREEWAY
SECTION: Jct. I-17 - Pima Road
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Central
COUNTY: Maricopa

New right of way is now needed to accommodate design change and facilitate the imminent construction phase of this project entailing the construction of sound walls and safety improvements 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, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the PIMA FREEWAY, Jct. I-17 - Pima Road, Project 101L MA 023 F0121 / 101-B(213)S".

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

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

December 21, 2018

RES. NO. 2018-12-A-055
PROJECT: 101L MA 023 F0121 / 101-B(213)S
HIGHWAY: PIMA FREEWAY
SECTION: Jct. I-17 - Pima Road
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Central
COUNTY: Maricopa

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

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

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

December 21, 2018

RES. NO. 2018-12-A-055
PROJECT: 101L MA 023 F0121 / 101-B(213)S
HIGHWAY: PIMA FREEWAY
SECTION: Jct. I-17 - Pima Road
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Central
COUNTY: Maricopa

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on December 21, 2018, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the establishment and acquisition of new right of way as a state route and state highway for the improvement of the Pima Freeway, 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 project entailing the construction of sound walls and safety improvements 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, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the PIMA FREEWAY, Jct. I-17 - Pima Road, Project 101L MA 023 F0121 / 101-B(213)S".

December 21, 2018

RES. NO. 2018-12-A-055
PROJECT: 101L MA 023 F0121 / 101-B(213)S
HIGHWAY: PIMA FREEWAY
SECTION: Jct. I-17 - Pima Road
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Central
COUNTY: Maricopa

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

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

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

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

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

December 21, 2018

RES. NO. 2018-12-A-055
PROJECT: 101L MA 023 F0121 / 101-B(213)S
HIGHWAY: PIMA FREEWAY
SECTION: Jct. I-17 - Pima Road
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Central
COUNTY: Maricopa

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

RESOLVED that written notice be provided to the County Board of Supervisors in accordance with Arizona Revised Statutes § 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; and that this resolution is the conveying document for such existing county, town and city roadways; and no further conveyance is legally required; be it further

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

December 21, 2018

RES. NO. 2018-12-A-055
PROJECT: 101L MA 023 F0121 / 101-B(213)S
HIGHWAY: PIMA FREEWAY
SECTION: Jct. I-17 - Pima Road
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Central
COUNTY: Maricopa

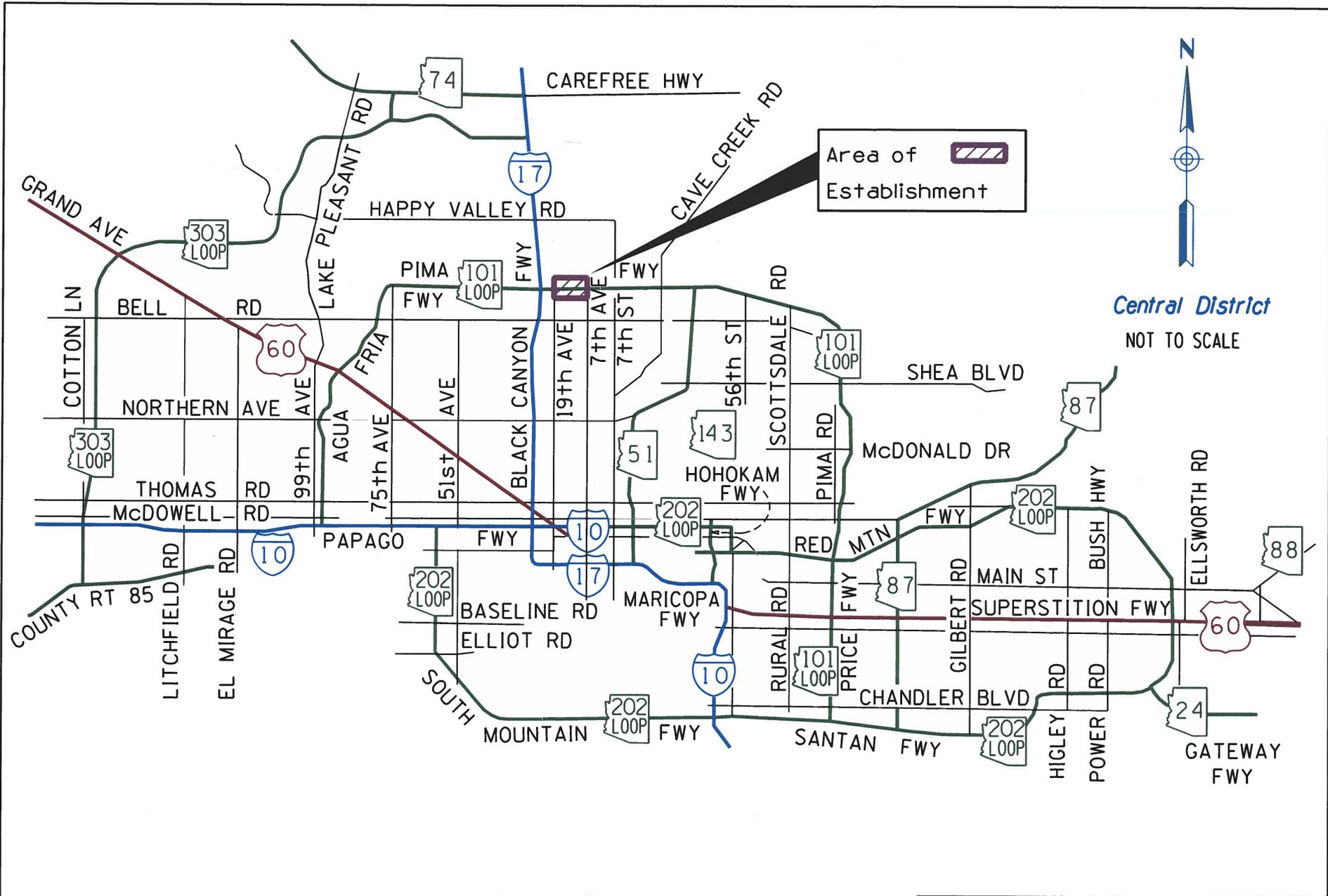
CERTIFICATION

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 21, 2018.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on December 21, 2018.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

Ron J. Achenbach 12/5/18
Assistant Attorney General
Approved as to Form



2018-12-A-055
 December 21, 2018
 Sheet 1 of 1

APPENDIX "A"

101L MA 023 F0121 / 101-B(213)S
 PIMA FREEWAY
 Jct. I-17 - Pima Road
 Maricopa County

December 21, 2018

RES. NO. 2018-12-A-056
PROJECT: 040 CN 224 H8928 / 040-D(235)T
HIGHWAY: FLAGSTAFF - HOLBROOK
SECTION: Babbitts Tank Wash Bridge, Str. #1385
ROUTE NO.: Interstate Route 40
ENG. DIST.: Northcentral
COUNTY: Coconino

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 Interstate Route 40 within the above referenced project.

This portion was previously established as a controlled access state highway, designated Interstate Route 40, by Arizona State Highway Commission Resolution 68-90, dated December 11, 1968.

This project involves improvement of the existing right of way. Temporary construction easement right of way outside the existing right of way is needed for bridge rehabilitation and deck replacement to enhance convenience and safety for the traveling public. Accordingly, it is now necessary to establish and acquire the temporary construction easement right of way needed.

The area of temporary construction easement right of way required for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Stage IV Design Plans, dated June 2018, FLAGSTAFF - HOLBROOK HIGHWAY, Babbitts Tank Wash Bridge & Buffalo Range Road T.I., Project 040 CN 224 H8928 / 040-D(235)T".

In the interest of public safety, necessity and convenience, I recommend that the temporary construction easement right of way depicted in Appendix "A" be acquired in order to improve this portion of Interstate Route 40.

December 21, 2018

RES. NO. 2018-12-A-056
PROJECT: 040 CN 224 H8928 / 040-D(235)T
HIGHWAY: FLAGSTAFF - HOLBROOK
SECTION: Babbitts Tank Wash Bridge, Str. #1385
ROUTE NO.: Interstate Route 40
ENG. DIST.: Northcentral
COUNTY: Coconino

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

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

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

December 21, 2018

RES. NO. 2018-12-A-056
PROJECT: 040 CN 224 H8928 / 040-D(235)T
HIGHWAY: FLAGSTAFF - HOLBROOK
SECTION: Babbitts Tank Wash Bridge, Str. #1385
ROUTE NO.: Interstate Route 40
ENG. DIST.: Northcentral
COUNTY: Coconino

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on December 21, 2018, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the establishment of temporary construction easement right of way necessary for the improvement of Interstate Route 40.

This project involves improvement of the existing right of way. Temporary construction easement right of way outside the existing right of way is needed for bridge rehabilitation and deck replacement to enhance convenience and safety for the traveling public. Accordingly, it is now necessary to establish and acquire the temporary construction easement right of way needed.

The area of temporary construction easement right of way required for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Stage IV Design Plans, dated June 2018, FLAGSTAFF - HOLBROOK HIGHWAY, Babbitts Tank Wash Bridge & Buffalo Range Road T.I., Project 040 CN 224 H8928 / 040-D(235)T".

WHEREAS temporary construction easement right of way is needed beyond the existing right of way to be utilized for bridge rehabilitation including scour retrofit; 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 21, 2018

RES. NO. 2018-12-A-056
PROJECT: 040 CN 224 H8928 / 040-D(235)T
HIGHWAY: FLAGSTAFF - HOLBROOK
SECTION: Babbitts Tank Wash Bridge, Str. #1385
ROUTE NO.: Interstate Route 40
ENG. DIST.: Northcentral
COUNTY: Coconino

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 §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 easement right of way to be acquired. Upon failure to acquire said lands by other lawful means, the Director is authorized to initiate condemnation proceedings.

December 21, 2018

RES. NO. 2018-12-A-056
PROJECT: 040 CN 224 H8928 / 040-D(235)T
HIGHWAY: FLAGSTAFF - HOLBROOK
SECTION: Babbitts Tank Wash Bridge Str. #1385 and
Buffalo Range Road T. I.
ROUTE NO.: Interstate Route 40
ENG. DIST.: Northcentral
COUNTY: Coconino

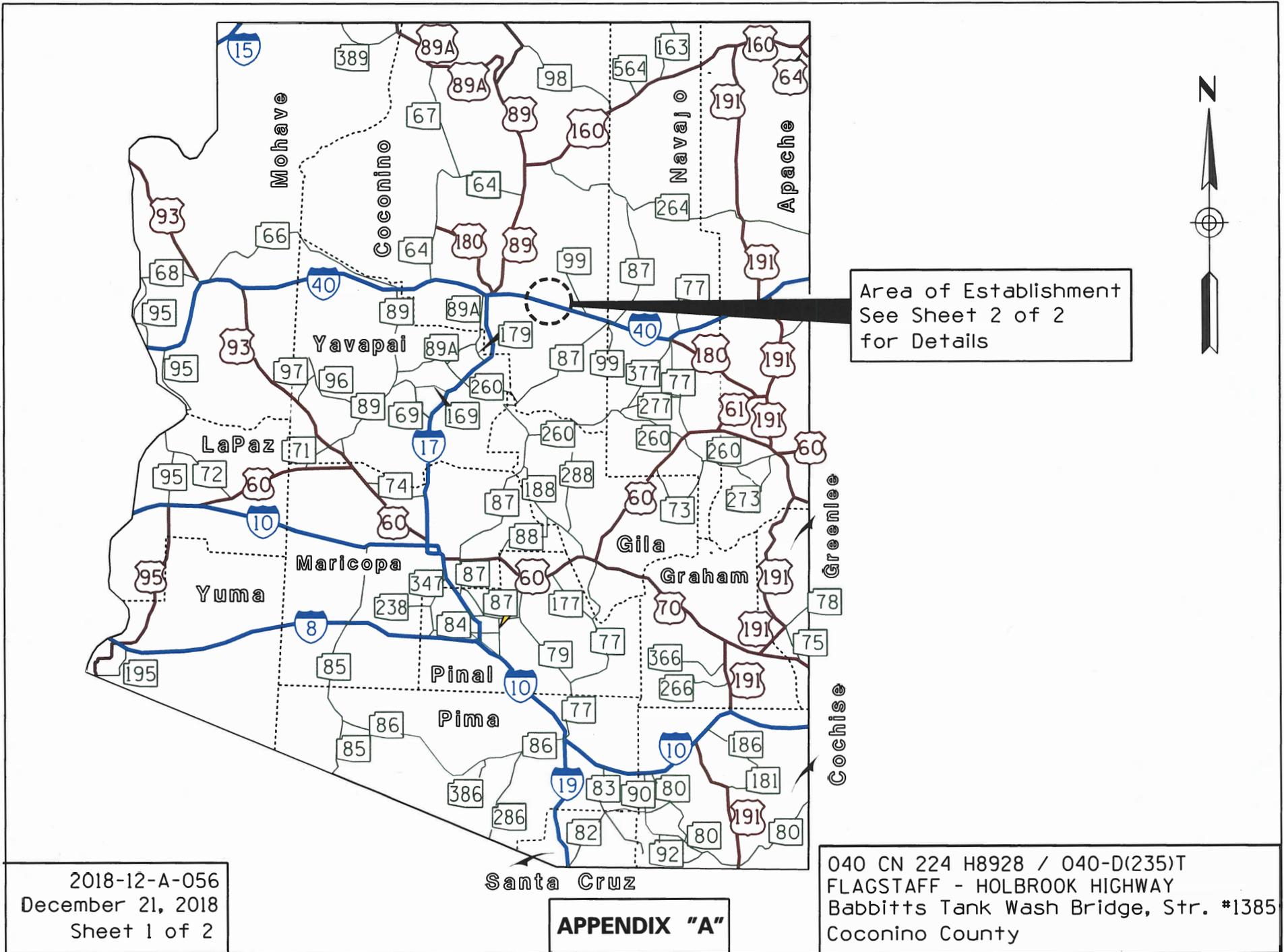
CERTIFICATION

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 21, 2018.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on December 21, 2018.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

Ron J. Aschenbach 12/5/18
Assistant Attorney General
Approved as to Form

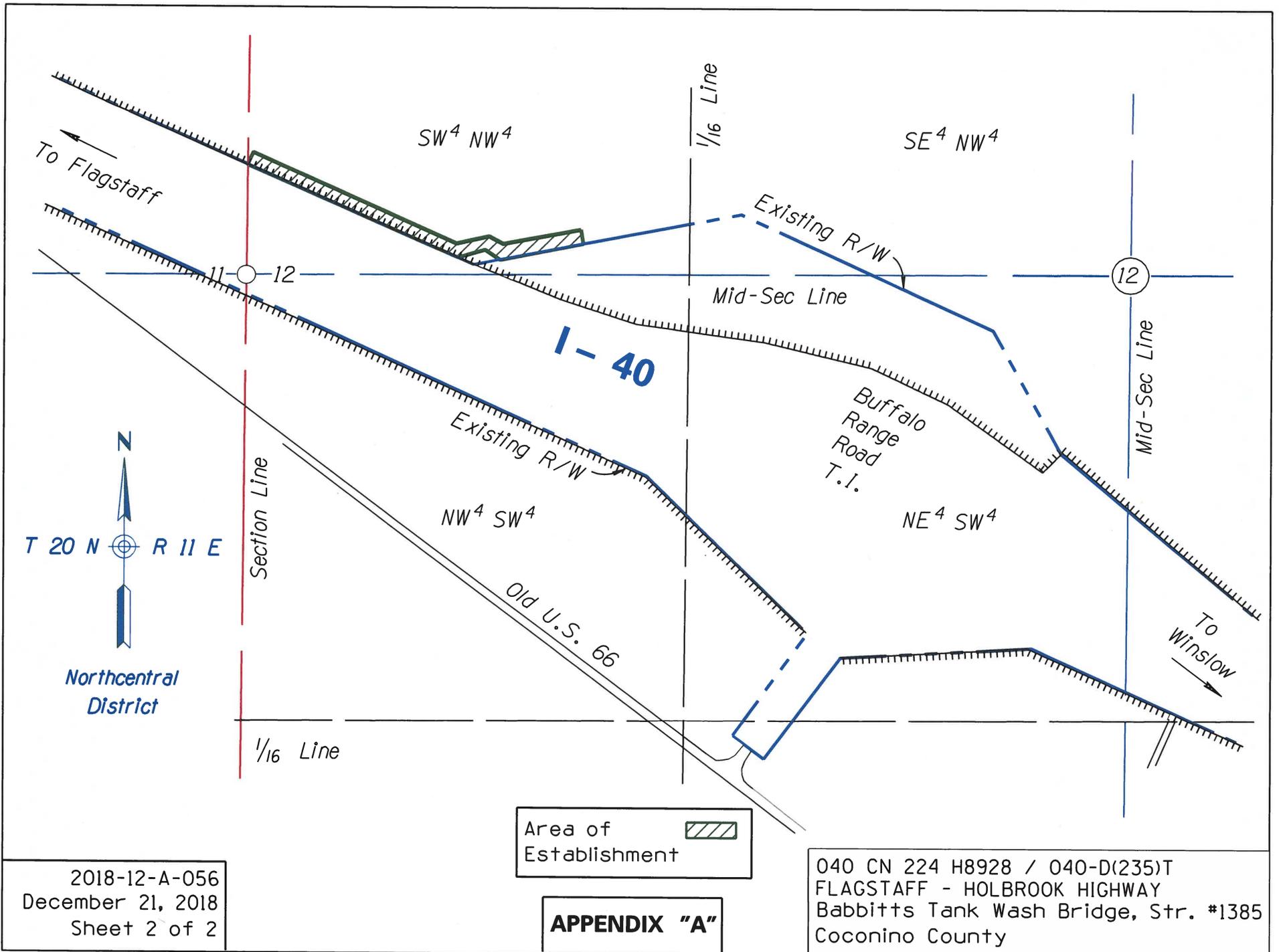


Area of Establishment
See Sheet 2 of 2
for Details

2018-12-A-056
December 21, 2018
Sheet 1 of 2

APPENDIX "A"

040 CN 224 H8928 / 040-D(235)T
FLAGSTAFF - HOLBROOK HIGHWAY
Babbitts Tank Wash Bridge, Str. #1385
Coconino County



December 21, 2018

RES. NO. 2018-12-A-057
PROJECT: 040B CN 196 M6975 01X / F-008-4(6)
HIGHWAY: FLAGSTAFF - HOLBROOK
SECTION: Flagstaff Streets (The Hub)
ROUTE NO.: State Route 40B
ENG. DIST.: Northcentral
COUNTY: Coconino
PARCEL: 3 - 1723

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 40B within the above referenced project.

The existing alignment was first shown as a realigned portion of U. S. Routes 66 and 89 on that certain Arizona Highway Department Map Showing Right of Way of Flagstaff Underpass, Project N. R. M. 21, dated, February 07, 1934. Establishing new right of way for widening, the State Highway Commission Resolution dated April 05, 1957 established this segment as a state highway. Arizona State Transportation Board Resolution 84-10-A-65, dated October 26, 1984, established the overlapping designations of U. S. Route 66, U. S. Route 89, U. S. Route 89 Alternate, and State Route Business 40 for this section of the Flagstaff - Holbrook Highway. This resolution also disclosed that the American Association of State Highway and Transportation Officials had given its approval to eliminate the U. S. Route 66 designation, and therein redesignated all remaining portions of said right of way throughout Coconino County as State Route 66. Thereafter, Resolution 94-12-A-66, dated December 16, 1994, additionally designated this portion of State Route 40B as an Arizona Historic Highway.

December 21, 2018

RES. NO. 2018-12-A-057
PROJECT: 040B CN 196 M6975 01X / F-008-4(6)
HIGHWAY: FLAGSTAFF - HOLBROOK
SECTION: Flagstaff Streets (The Hub)
ROUTE NO.: State Route 40B
ENG. DIST.: Northcentral
COUNTY: Coconino
PARCEL: 3-1723

In conjunction with that certain Map of Dedication for THE HUB ON CAMPUS FLAGSTAFF, recorded February 15, 2017, in Instrument No. 3777226, records of Coconino County, Arizona, a donation of easement right of way is now being established, encompassing recently completed roadway and A.D.A. compliant curb and sidewalk improvements constructed by a developer under ADOT Permit 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 with the existing improvements described 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 FLAGSTAFF - HOLBROOK HIGHWAY, Flagstaff Streets Section, Project F-008-4(6)"; and is shown on the aforementioned Map of Dedication for THE HUB ON CAMPUS FLAGSTAFF, recorded February 15, 2017, in Instrument No. 3777226, records of Coconino County, Arizona.

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

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

December 21, 2018

RES. NO. 2018-12-A-057
PROJECT: 040B CN 196 M6975 01X / F-008-4(6)
HIGHWAY: FLAGSTAFF - HOLBROOK
SECTION: Flagstaff Streets (The Hub)
ROUTE NO.: State Route 40B
ENG. DIST.: Northcentral
COUNTY: Coconino
PARCEL: 3 - 1723

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

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

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

December 21, 2018

RES. NO. 2018-12-A-057
PROJECT: 040B CN 196 M6975 01X / F-008-4(6)
HIGHWAY: FLAGSTAFF - HOLBROOK
SECTION: Flagstaff Streets (The Hub)
ROUTE NO.: State Route 40B
ENG. DIST.: Northcentral
COUNTY: Coconino
PARCEL: 3 - 1723

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on December 21, 2018, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 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 40B, as set forth in the above referenced project.

In conjunction with that certain Map of Dedication for THE HUB ON CAMPUS FLAGSTAFF, recorded February 15, 2017, in Instrument No. 3777226, records of Coconino County, Arizona, a donation of easement right of way is now being established, encompassing recently completed roadway and A.D.A. compliant curb and sidewalk improvements constructed by a developer under ADOT Permit 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 with the existing improvements described 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 FLAGSTAFF - HOLBROOK HIGHWAY, Flagstaff Streets Section, Project F-008-4(6)"; and is shown on the aforementioned Map of Dedication for THE HUB ON CAMPUS FLAGSTAFF, recorded February 15, 2017, in Instrument No. 3777226, records of Coconino County, Arizona.

December 21, 2018

RES. NO. 2018-12-A-057
PROJECT: 040B CN 196 M6975 01X / F-008-4(6)
HIGHWAY: FLAGSTAFF - HOLBROOK
SECTION: Flagstaff Streets (The Hub)
ROUTE NO.: State Route 40B
ENG. DIST.: Northcentral
COUNTY: Coconino
PARCEL: 3-1723

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

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended 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 this resolution is considered the conveying document for such existing county, town and city roadways; and no further conveyance is required; therefore, be it

RESOLVED that the recommendation of the 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 21, 2018

RES. NO. 2018-12-A-057
PROJECT: 040B CN 196 M6975 01X / F-008-4(6)
HIGHWAY: FLAGSTAFF - HOLBROOK
SECTION: Flagstaff Streets (The Hub)
ROUTE NO.: State Route 40B
ENG. DIST.: Northcentral
COUNTY: Coconino
PARCEL: 3-1723

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

RESOLVED that written notice be provided to the County Board of Supervisors in accordance with Arizona Revised Statutes § 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; and that this resolution is the conveying document for such existing county, town and city roadways; and no further conveyance is legally required; be it further

RESOLVED that the 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 21, 2018

RES. NO. 2018-12-A-057
PROJECT: 040B CN 196 M6975 01X / F-008-4(6)
HIGHWAY: FLAGSTAFF - HOLBROOK
SECTION: Flagstaff Streets (The Hub)
ROUTE NO.: State Route 40B
ENG. DIST.: Northcentral
COUNTY: Coconino
PARCEL: 3 - 1723

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 21, 2018.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on December 21, 2018.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

Ron J. Ankenbach 12/5/18
Assistant Attorney General
Approved as to Form

APPENDIX A

THAT PORTION OF LOT 5 BLOCK 1X, PLAT OF TOWN SITE OF FLAGSTAFF, LOCATED WITHIN SECTION 16, TOWNSHIP 21 NORTH, RANGE 7 EAST, GILA AND SALT RIVER MERIDIAN, COCONINO COUNTY, ARIZONA, AS DELINEATED ON PLANS ON FILE IN THE OFFICE OF THE STATE ENGINEER, INFRASTRUCTURE DELIVERY AND OPERATIONS, ARIZONA DEPARTMENT OF TRANSPORTATION, PHOENIX, ARIZONA ENTITLED RIGHT OF WAY MAP FLAGSTAFF – HOLBROOK PROJECT F-008-4(6) AND RESULTS OF SURVEY SOUTH MILTON ROAD, FLAGSTAFF PROJECT 089A CN 402 H8399, MORE PARTICULARLY DESCRIBED AS FOLLOWS;

COMMENCING AT A RAILROAD RAIL STAMPED WITH "X", MARKING THE NORTH QUARTER CORNER OF SECTION 21, TOWNSHIP 21 NORTH, RANGE 7 EAST, FROM WHICH A BRASS CAP FLUSH MARKING THE CENTER QUARTER CORNER OF SAID SECTION 21, BEARS SOUTH 00°38'55"EAST, 2695.61 FEET;

THENCE SOUTH 00° 38'55"EAST, ALONG THE NORTH-SOUTH MID-SECTION LINE OF SAID SECTION 21, 767.31 FEET TO THE EXISTING RIGHT OF WAY CENTERLINE OF STATE ROUTE 40B AT STATION 2224+98.79;

THENCE NORTH 46°41'22"EAST, ALONG SAID EXISTING RIGHT OF WAY CENTER LINE, 680.24 FEET TO THE BEGINNING OF A CURVE AT STATION 2231+79.03;

THENCE CONTINUING ALONG SAID EXISTING RIGHT OF WAY CENTER LINE, ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 763.97 FEET, A LENGTH OF 344.07 FEET TO THE EXISTING CONSTRUCTION CENTERLINE OF STATE ROUTE 40B AT STATION 2235+23.10;

THENCE CONTINUING ALONG SAID CONSTRUCTION CENTER LINE, NORTH 20°53'06"EAST, 495.96 FEET TO THE INTERSECTION WITH THE PROTRACTED NORTHERLY LINE OF SAID LOT 5 BLOCK 1X AT STATION 2240+19.06;

THENCE ALONG SAID PROTRACTED NORTHERLY LINE OF LOT 5 BLOCK 1X, SOUTH 75°48'50"EAST, 40.27 FEET TO THE EXISTING EASTERLY RIGHT OF WAY LINE OF SAID STATE ROUTE 40B AND **THE POINT OF BEGINNING**;

THENCE ALONG THE NORTHERLY LINE OF SAID LOT 5, SOUTH 75°48'50" EAST 10.57 FEET;

THENCE SOUTH 20°53'06"WEST, 98.10 FEET TO THE SOUTHERLY LINE OF SAID LOT 5;

THENCE ALONG SAID SOUTHERLY LINE, NORTH 70°19'10"WEST, 10.50 FEET TO THE EXISTING EASTERLY RIGHT OF WAY LINE OF SAID STATE ROUTE 40B;

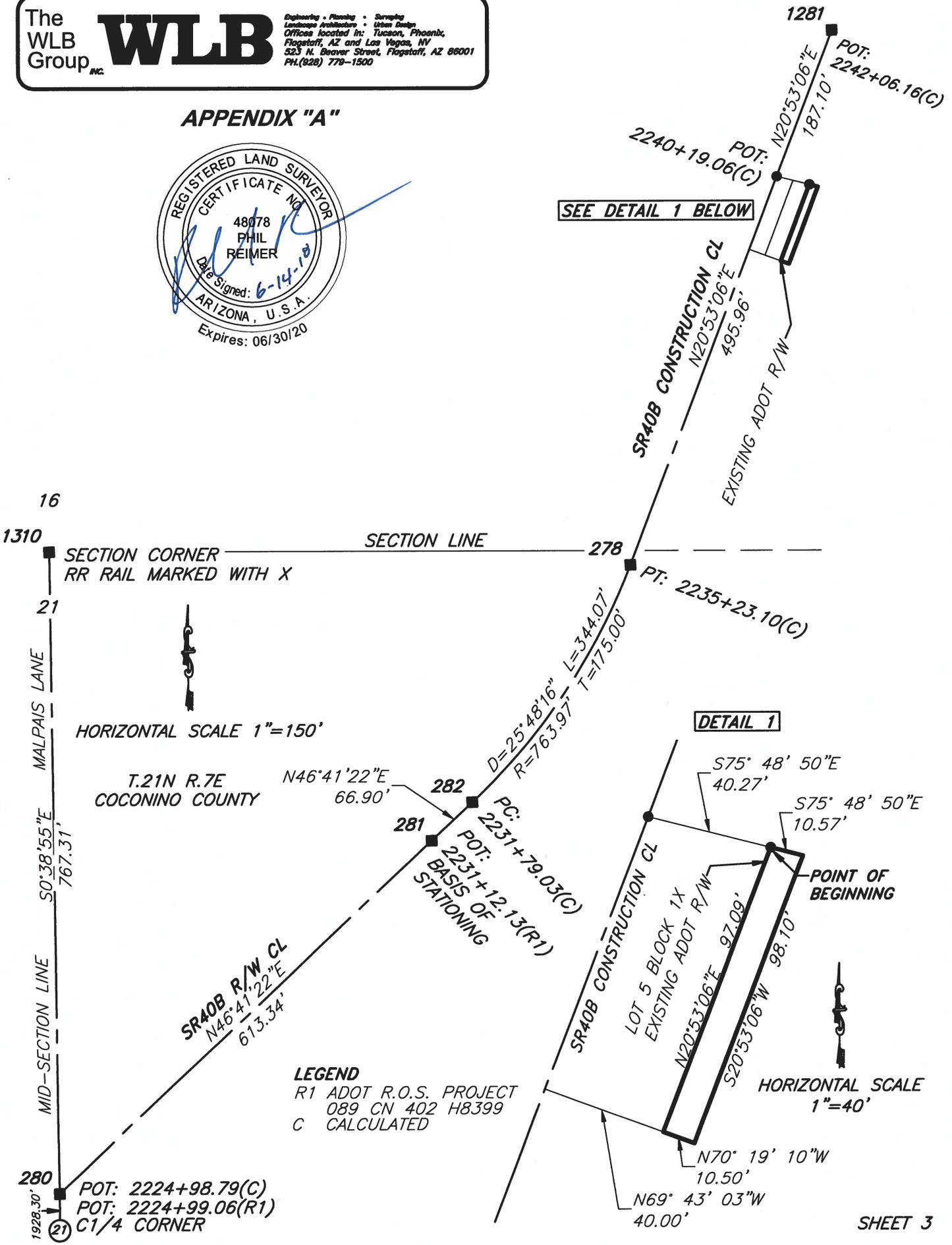
THENCE ALONG THE EXISTING EASTERLY RIGHT OF WAY LINE OF SAID STATE ROUTE 40B, NORTH 20°53'06"EAST 97.09 FEET TO **THE POINT OF BEGINNING**.

1025 SQUARE FEET MORE OR LESS



SHEET 2

APPENDIX "A"



December 21, 2018

RES. NO. 2018-12-A-058
PROJECT: 024 MA 001 H8915 / 024-A(200)T
HIGHWAY: GATEWAY FREEWAY
SECTION: Ellsworth Road - Ironwood Road
ROUTE NO.: State Route 24
ENG. DIST.: Central
COUNTY: Pinal
PARCEL: 11-1072

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment, approval and adoption of a portion of the State Route Plan for the Gateway Freeway, and the advance acquisition of land within the above referenced project.

This project is included in the Department's Five Year Construction Program.

The owners of Parcel 11-1072 have requested advance acquisition by the State. Pursuant to Arizona Revised Statutes § 28-7094, it has been determined that a reasonable need exists for this land. It has also been determined that advance acquisition will forestall development and result in a substantial savings to the State.

The area of establishment, the location of the State Route Plan, and the land to be acquired by advance acquisition 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: "Right of Way Plans of the GATEWAY FREEWAY, Ellsworth Road - Ironwood Road, Project 024 MA 001 H8915 / 024-A(200)T".

Accordingly, I recommend that the parcel of land depicted in Appendix "A" be established as a state route, and designated State Route 24.

December 21, 2018

RES. NO. 2018-12-A-058
PROJECT: 024 MA 001 H8915 / 024-A(200)T
HIGHWAY: GATEWAY FREEWAY
SECTION: Ellsworth Road - Ironwood Road
ROUTE NO.: State Route 24
ENG. DIST.: Central
COUNTY: Pinal
PARCEL: 11-1072

I further recommend the parcel of land depicted in Appendix "A" be approved and adopted as a portion of the State Route Plan for the Gateway Freeway and that advance acquisition of the parcel be authorized.

In the interest of public safety, necessity, and convenience, and pursuant to Arizona Revised Statutes § 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, Arizona 85007-3212

December 21, 2018

RES. NO. 2018-12-A-058
PROJECT: 024 MA 001 H8915 / 024-A(200)T
HIGHWAY: GATEWAY FREEWAY
SECTION: Ellsworth Road - Ironwood Road
ROUTE NO.: State Route 24
ENG. DIST.: Central
COUNTY: Pinal
PARCEL: 11-1072

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on December 21, 2018, presented and filed with the Arizona State Transportation Board his written report recommending the establishment and the approval and adoption of a portion of the State Route Plan for the Gateway Freeway and the advance acquisition of land within the above referenced project.

This project is included in the Department's Five Year Construction Program.

The owners of Parcel 11-1072 have requested advance acquisition by the State. Pursuant to Arizona Revised Statutes § 28-7094, it has been determined that a reasonable need exists for this land. It has also been determined that advance acquisition will forestall development, and result in a substantial savings to the State.

The area of establishment, the location of the State Route Plan and the land to be acquired by advance acquisition 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: "Right of Way Plans of the GATEWAY FREEWAY, Ellsworth Road - Ironwood Road, Project 024 MA 001 H8915 / 024-A(200)T".

Accordingly, it is recommended that the parcel of land depicted in Appendix "A" be established as a state route, and designated State Route 24.

December 21, 2018

RES. NO. 2018-12-A-058
PROJECT: 024 MA 001 H8915 / 024-A(200)T
HIGHWAY: GATEWAY FREEWAY
SECTION: Ellsworth Road - Ironwood Road
ROUTE NO.: State Route 24
ENG. DIST.: Central
COUNTY: Pinal
PARCEL: 11-1072

WHEREAS the above referenced project is included in the Five Year Construction Program; and

WHEREAS it has been determined that a reasonable need exists for the above referenced parcel, and that advance acquisition would forestall development and result in substantial savings to the State; and

WHEREAS that portion of Parcel 11-1072, as depicted in Appendix "A" should be established as a state route and adopted and approved as part of the State Route Plan for the Gateway Freeway; and

WHEREAS because of these premises, this Board finds public safety, necessity, and convenience require the recommended establishment and the approval and adoption of the portion of the State Route Plan, and advance acquisition of the land needed for this improvement; therefore, be it

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

RESOLVED that the portion of the Gateway Freeway, as depicted in Appendix "A" is hereby established as a state route and designated State Route 24; be it further

RESOLVED that the State Route Plan for the location of a portion of the Gateway Freeway, as depicted in Appendix "A" is hereby approved and adopted; be it further

December 21, 2018

RES. NO. 2018-12-A-058
PROJECT: 024 MA 001 H8915 / 024-A(200)T
HIGHWAY: GATEWAY FREEWAY
SECTION: Ellsworth Road - Ironwood Road
ROUTE NO.: State Route 24
ENG. DIST.: Central
COUNTY: Pinal
PARCEL: 11-1072

RESOLVED that the Director is authorized to proceed with advance acquisition to acquire an estate in fee and/or easement and the appropriate rights of access needed for the parcel of land depicted in Appendix "A", in accordance with Arizona Revised Statutes §28-7094; be it further

RESOLVED that the Director secure an appraisal of the land 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 21, 2018

RES. NO. 2018-12-A-058
PROJECT: 024 MA 001 H8915 / 024-A(200)T
HIGHWAY: GATEWAY FREEWAY
SECTION: Ellsworth Road - Ironwood Road
ROUTE NO.: State Route 24
ENG. DIST.: Central
COUNTY: Pinal
PARCEL: 11 - 1072

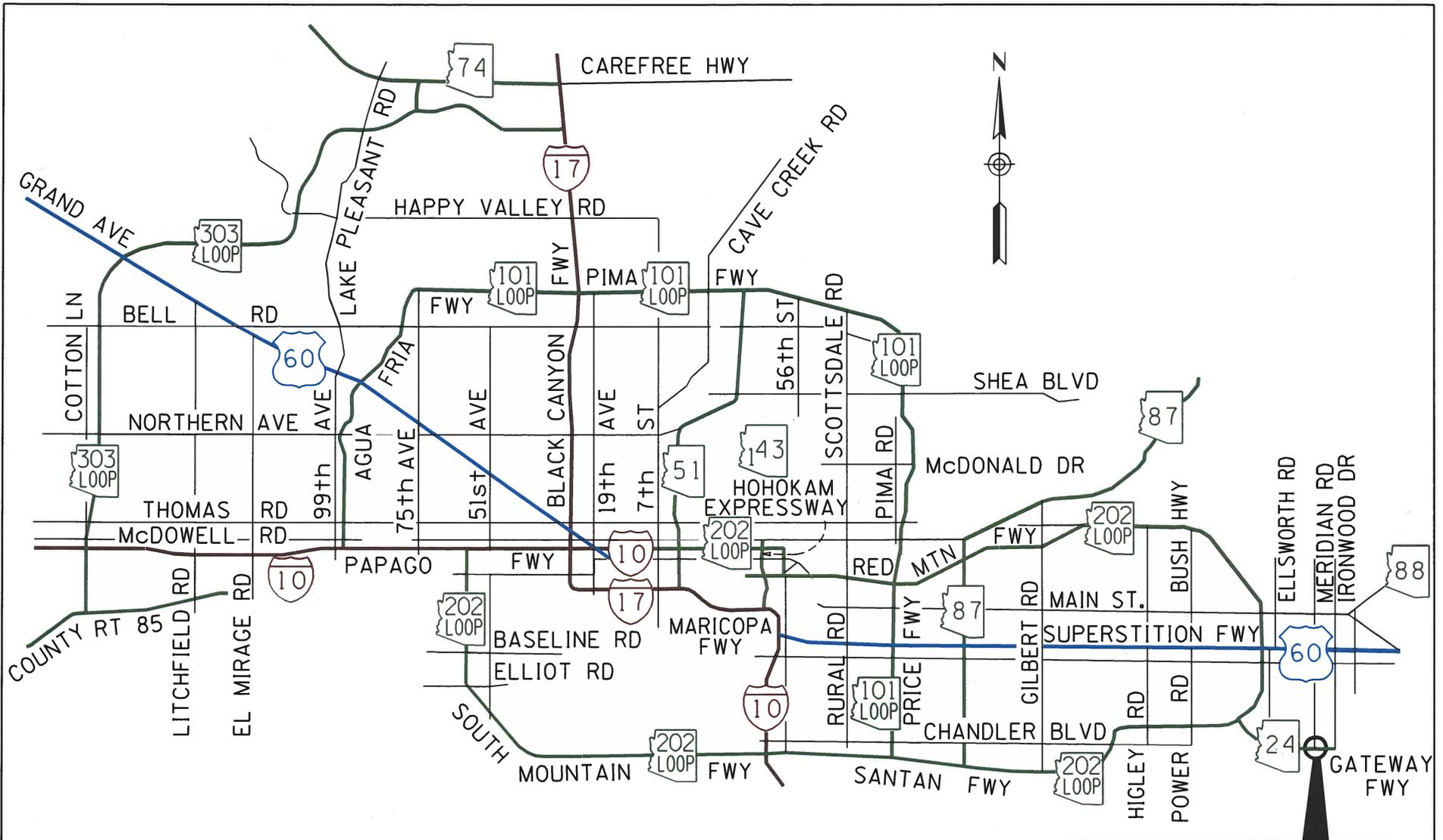
CERTIFICATION

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 21, 2018.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on December 21, 2018.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation


Assistant Attorney General
Approved as to Form



Area of Establishment
See Sheet 2 of 2
for Details

2018-12-A-058
December 21, 2018
Sheet 1 of 2

APPENDIX "A"

024 MA 001 H8915 / 024-A(200)T
GATEWAY FREEWAY
Ellsworth Road - Ironwood Drive
Pinal County

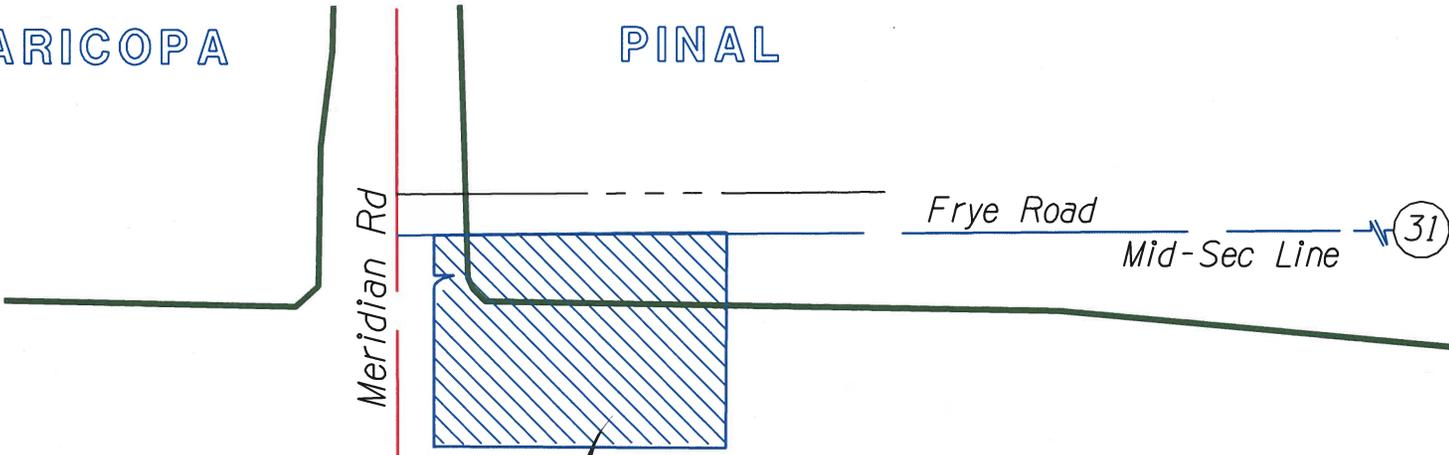
ADVANCE ACQUISITION PLAT

MARICOPA

PINAL



Central District
NOT TO SCALE



Mid-Sec Line 36
S. R. 24

GATEWAY FREEWAY

T 1 S R 7 E
T 1 S R 8 E

SUPERSTITION VIEW
RANCHETTES,
Book 9, Page 41, P.C.R.

COUNTY

COUNTY

Area of 
Establishment

APPENDIX "A"

024 MA 001 H8915 / 024-A(200)T
GATEWAY FREEWAY
Ellsworth Road - Ironwood Drive
Pinal County

2018-12-A-058
December 21, 2018
Sheet 2 of 2

December 21, 2018

RES . NO. 2018-12-A-059
 PROJECT: 082 SC 019 F0128 / 082-A(205)T
 HIGHWAY: NOGALES - LOWELL
 SECTION: Sonoita Creek Bridge, Str. #804
 ROUTE NO.: State Route 82
 ENG. DIST.: Southcentral
 COUNTY: Santa Cruz

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment and improvement of a portion of the Nogales - Lowell Highway within the above referenced project.

The existing alignment was previously established as a state highway, designated State Route 82, 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, incorporated by reference therein. Resolution 64-05, dated January 07, 1964, established additional right of way for improvement of the Nogales - Lowell Highway through the Townsite of Patagonia, and established it as a state highway. In 1985, the Parkways and Historic and Scenic Roads Advisory Committee recommended to the ADOT Director that this segment of the Nogales-Tombstone Highway, and a portion of the Parker Canyon Lake - Mountain View Highway be designated a scenic road. Arizona State Transportation Board Resolution 85-09-C-66, dated September 20, 1985, disclosed the Director's concurrence and the Board's approval of the recommendation of the Advisory Committee, therein designating portions of State Routes 82 and 83 as the Patagonia - Sonoita Scenic Road.

This project involves improvement of the existing right of way. Temporary construction easement right of way outside the existing right of way is needed for bridge rehabilitation and scour retrofit to enhance convenience and safety for the traveling public.

December 21, 2018

RES . NO. 2018-12-A-059
PROJECT: 082 SC 019 F0128 / 082-A(205)T
HIGHWAY: NOGALES - LOWELL
SECTION: Sonoita Creek Bridge, Str. #804
ROUTE NO.: State Route 82
ENG. DIST.: Southcentral
COUNTY: Santa Cruz

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

The areas of temporary construction easement right of way 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: "Stage III Design Plans, dated October 01, 2018, NOGALES - LOWELL HIGHWAY, Sonoita Creek Bridge, Project 082 SC 019 F0128 / 082-A(205)T".

In the interest of public safety, necessity and convenience, I recommend that the temporary construction easement right of way depicted in Appendix "A" be acquired in order to improve this portion of State Route 82.

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

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

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

December 21, 2018

RES . NO. 2018-12-A-059
PROJECT: 082 SC 019 F0128 / 082-A(205)T
HIGHWAY: NOGALES - LOWELL
SECTION: Sonoita Creek Bridge, Str. #804
ROUTE NO.: State Route 82
ENG. DIST.: Southcentral
COUNTY: Santa Cruz

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on December 21, 2018, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the establishment of temporary construction easement right of way necessary for the improvement of State Route 82.

This project involves improvement of the existing right of way. Temporary construction easement right of way outside the existing right of way is needed for bridge rehabilitation and scour retrofit to enhance convenience and safety for the traveling public. Accordingly, it is now necessary to establish and acquire the temporary construction easement right of way needed.

The areas of temporary construction easement right of way 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: "Stage III Design Plans, dated October 01, 2018, NOGALES - LOWELL HIGHWAY, Sonoita Creek Bridge, Project 082 SC 019 F0128 / 082-A(205)T".

WHEREAS temporary construction easement right of way is needed beyond the existing right of way to be utilized for bridge rehabilitation including scour retrofit; 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 21, 2018

RES . NO. 2018-12-A-059
PROJECT: 082 SC 019 F0128 / 082-A(205)T
HIGHWAY: NOGALES - LOWELL
SECTION: Sonoita Creek Bridge, Str. #804
ROUTE NO.: State Route 82
ENG. DIST.: Southcentral
COUNTY: Santa Cruz

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 §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 easement right of way to be acquired. Upon failure to acquire said lands by other lawful means, the Director is authorized to initiate condemnation proceedings.

December 21, 2018

RES . NO. 2018-12-A-059
PROJECT: 082 SC 019 F0128 / 082-A(205)T
HIGHWAY: NOGALES - LOWELL
SECTION: Sonoita Creek Bridge, Str. #804
ROUTE NO.: State Route 82
ENG. DIST.: Southcentral
COUNTY: Santa Cruz

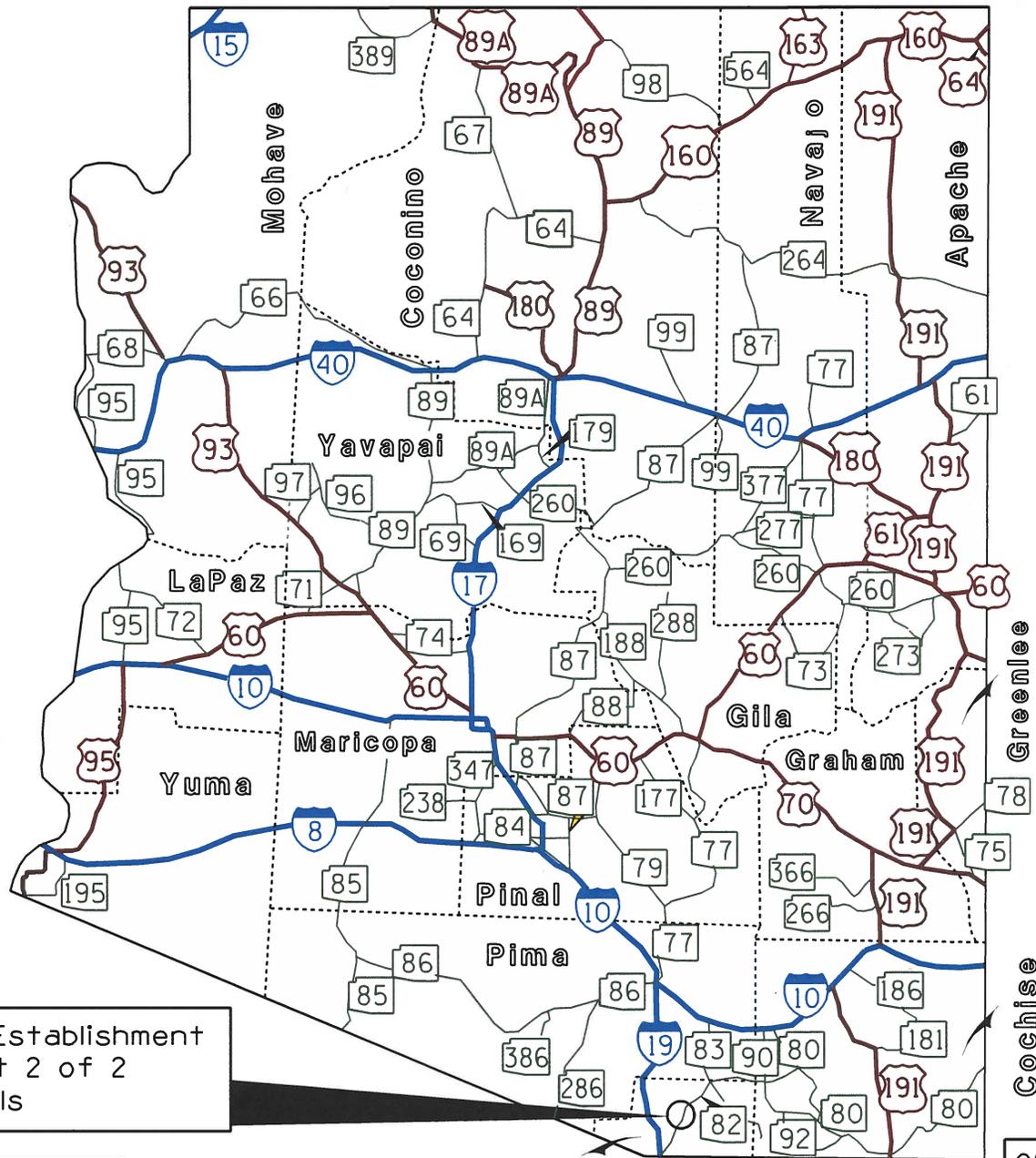
CERTIFICATION

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 21, 2018.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on December 21, 2018.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

Ron J. Crachenbach 12/5/18
Assistant Attorney General
Approved as to Form



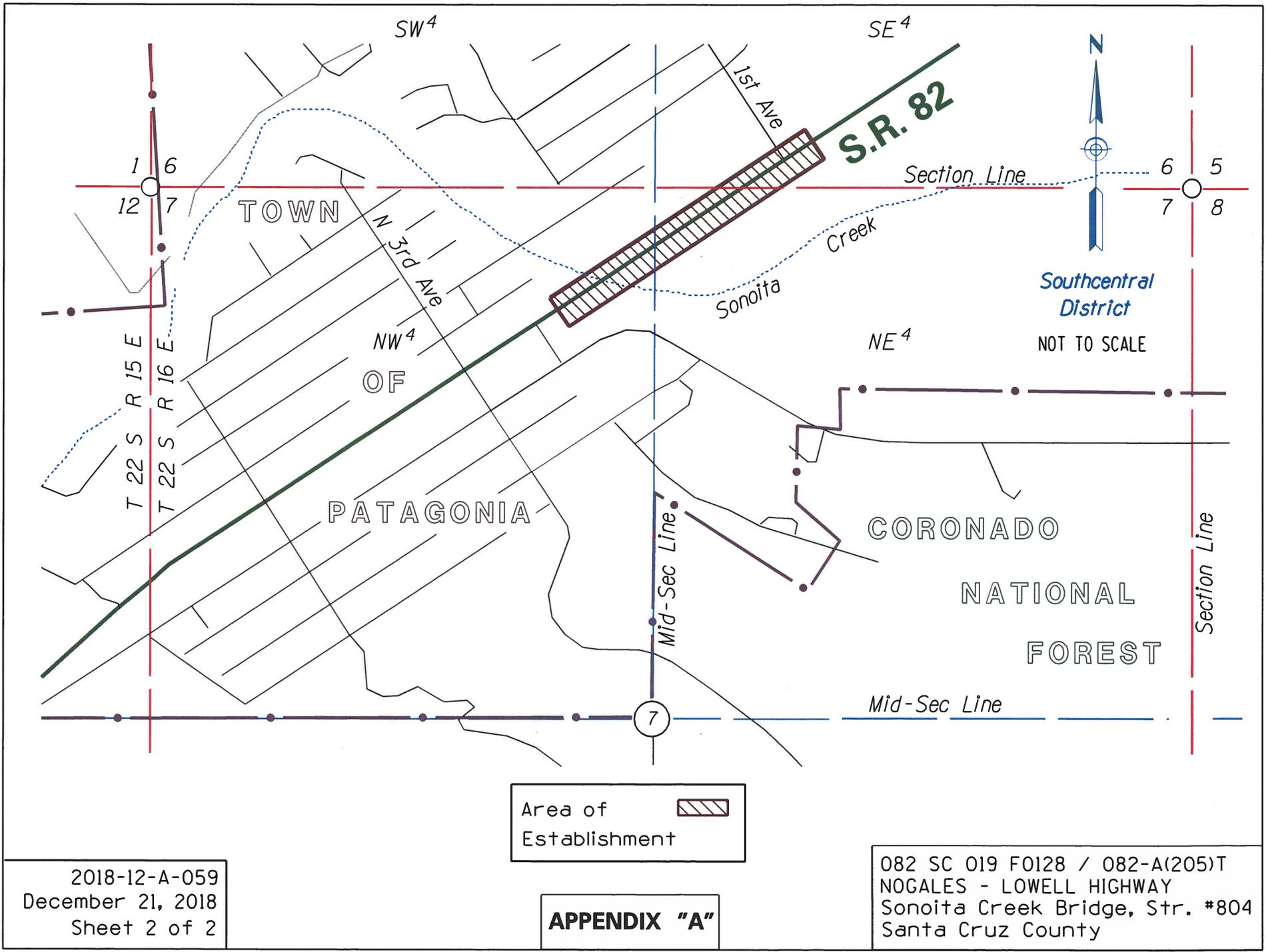
Area of Establishment
See Sheet 2 of 2
for Details

2018-12-A-059
December 21, 2018
Sheet 1 of 2

Santa Cruz
APPENDIX "A"

082 SC 019 F0128 / 082-A(205)T
NOGALES - LOWELL HIGHWAY
Sonoita Creek Bridge, Str. #804
Santa Cruz County





2018-12-A-059
 December 21, 2018
 Sheet 2 of 2

APPENDIX "A"

082 SC 019 F0128 / 082-A(205)T
 NOGALES - LOWELL HIGHWAY
 Sonoita Creek Bridge, Str. #804
 Santa Cruz County

December 21, 2018

RES. NO. 2018-12-A-060
PROJECT: 089A CN 401 H8779 / A89-B(216)T
HIGHWAY: SOUTH MILTON ROAD, FLAGSTAFF
SECTION: S. R. 89A Spur Overpass, Str. #1187 at McConnell Drive
ROUTE NO.: State Route 89A
ENG. DIST.: Northcentral
COUNTY: Coconino

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 89A within the above referenced project.

The existing alignment was previously established as a state route, designated State Route 79, 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, incorporated by reference therein; and was subsequently designated a state highway by the Resolutions dated May 23 and June 18 of 1934, on Pages 625 and 692, respectively, of the Official Minutes. Resolution 64-40, dated April 14, 1964, extended State Route 79 over a portion of U. S. Route 89A running North into the City of Flagstaff, and established the combined, overlapping right of way as a state route and state highway. Resolution 64-81, dated December 01, 1964 established additional right of way for improvements at this location, as did Transportation Board Resolution 86-05-A-35, dated May 16, 1986; and Amended Resolutions 88-04-A-31, dated April 14, 1988; and 89-07-A-55, dated July 21, 1989. Resolution 91-09-A-70, dated September 20, 1991, designated this segment "U. S. 89A Spur". Both the U. S. Route 89A and State Route 79 designations were eliminated, renumbered and redesignated as State Route 89A by Resolution 93-02-A-08, dated March 19, 1993. Recently, new right of way was established as a state route under the above referenced project by Resolution 2018-05-A-020, dated May 18, 2018.

December 21, 2018

RES. NO. 2018-12-A-060
PROJECT: 089A CN 401 H8779 / A89-B(216)T
HIGHWAY: SOUTH MILTON ROAD, FLAGSTAFF
SECTION: S. R. 89A Spur Overpass, Str. #1187 at McConnell Drive
ROUTE NO.: State Route 89A
ENG. DIST.: Northcentral
COUNTY: Coconino

New right of way is now needed to accommodate design change and facilitate the imminent construction phase of this bridge preservation, rehabilitation and improvement project necessary 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, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of SOUTH MILTON ROAD, FLAGSTAFF, S. R. 89A Spur Overpass, Structure #1187 at McConnell Drive, Project 089A CN 401 H8779 / A89-B(216)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, and that access is controlled.

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

December 21, 2018

RES. NO. 2018-12-A-060
PROJECT: 089A CN 401 H8779 / A89-B(216)T
HIGHWAY: SOUTH MILTON ROAD, FLAGSTAFF
SECTION: S. R. 89A Spur Overpass, Str. #1187 at McConnell Drive
ROUTE NO.: State Route 89A
ENG. DIST.: Northcentral
COUNTY: Coconino

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

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

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

December 21, 2018

RES. NO. 2018-12-A-060
PROJECT: 089A CN 401 H8779 / A89-B(216)T
HIGHWAY: SOUTH MILTON ROAD, FLAGSTAFF
SECTION: S. R. 89A Spur Overpass, Str. #1187 at McConnell Drive
ROUTE NO.: State Route 89A
ENG. DIST.: Northcentral
COUNTY: Coconino

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on December 21, 2018, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 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 89A, 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 bridge preservation, rehabilitation and improvement project necessary 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, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of SOUTH MILTON ROAD, FLAGSTAFF, S. R. 89A Spur Overpass, Structure #1187 at McConnell Drive, Project 089A CN 401 H8779 / A89-B(216)T".

December 21, 2018

RES. NO. 2018-12-A-060
PROJECT: 089A CN 401 H8779 / A89-B(216)T
HIGHWAY: SOUTH MILTON ROAD, FLAGSTAFF
SECTION: S. R. 89A Spur Overpass, Str. #1187 at McConnell Drive
ROUTE NO.: State Route 89A
ENG. DIST.: Northcentral
COUNTY: Coconino

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

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

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

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

December 21, 2018

RES. NO. 2018-12-A-060
PROJECT: 089A CN 401 H8779 / A89-B(216)T
HIGHWAY: SOUTH MILTON ROAD, FLAGSTAFF
SECTION: S. R. 89A Spur Overpass, Str. #1187 at McConnell Drive
ROUTE NO.: State Route 89A
ENG. DIST.: Northcentral
COUNTY: Coconino

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

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

RESOLVED that written notice be provided to the County Board of Supervisors in accordance with Arizona Revised Statutes § 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; and that this resolution is the conveying document for such existing county, town and city roadways; and no further conveyance is legally required; be it further

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

December 21, 2018

RES. NO. 2018-12-A-060
PROJECT: 089A CN 401 H8779 / A89-B(216)T
HIGHWAY: SOUTH MILTON ROAD, FLAGSTAFF
SECTION: S. R. 89A Spur Overpass, Str. #1187 at McConnell Drive
ROUTE NO.: State Route 89A
ENG. DIST.: Northcentral
COUNTY: Coconino

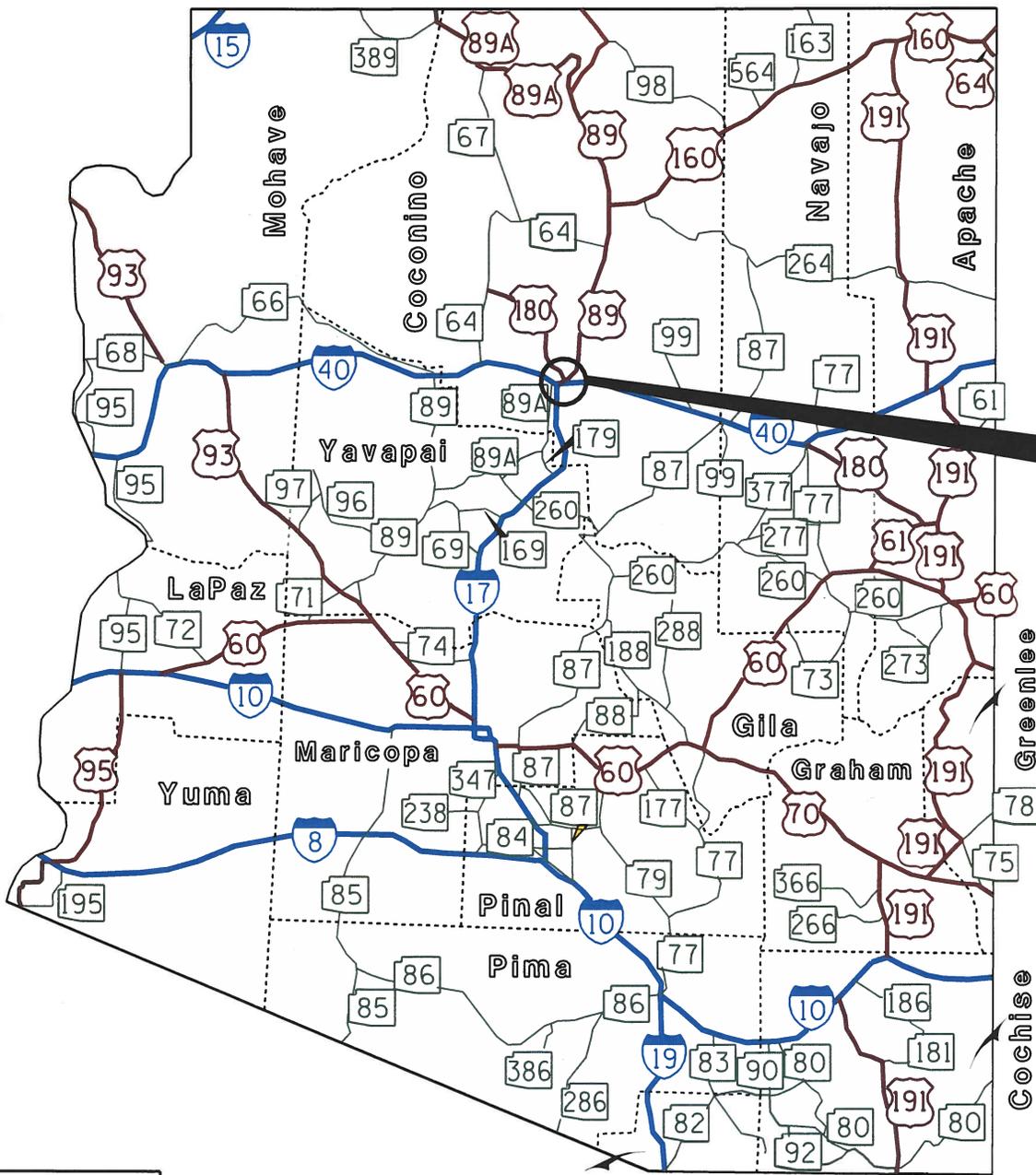
CERTIFICATION

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 21, 2018.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on December 21, 2018.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

Ron J. Ashenbach 12/5/18
Assistant Attorney General
Approved as to Form



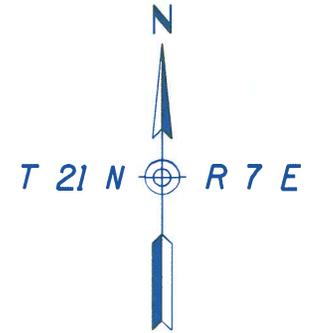
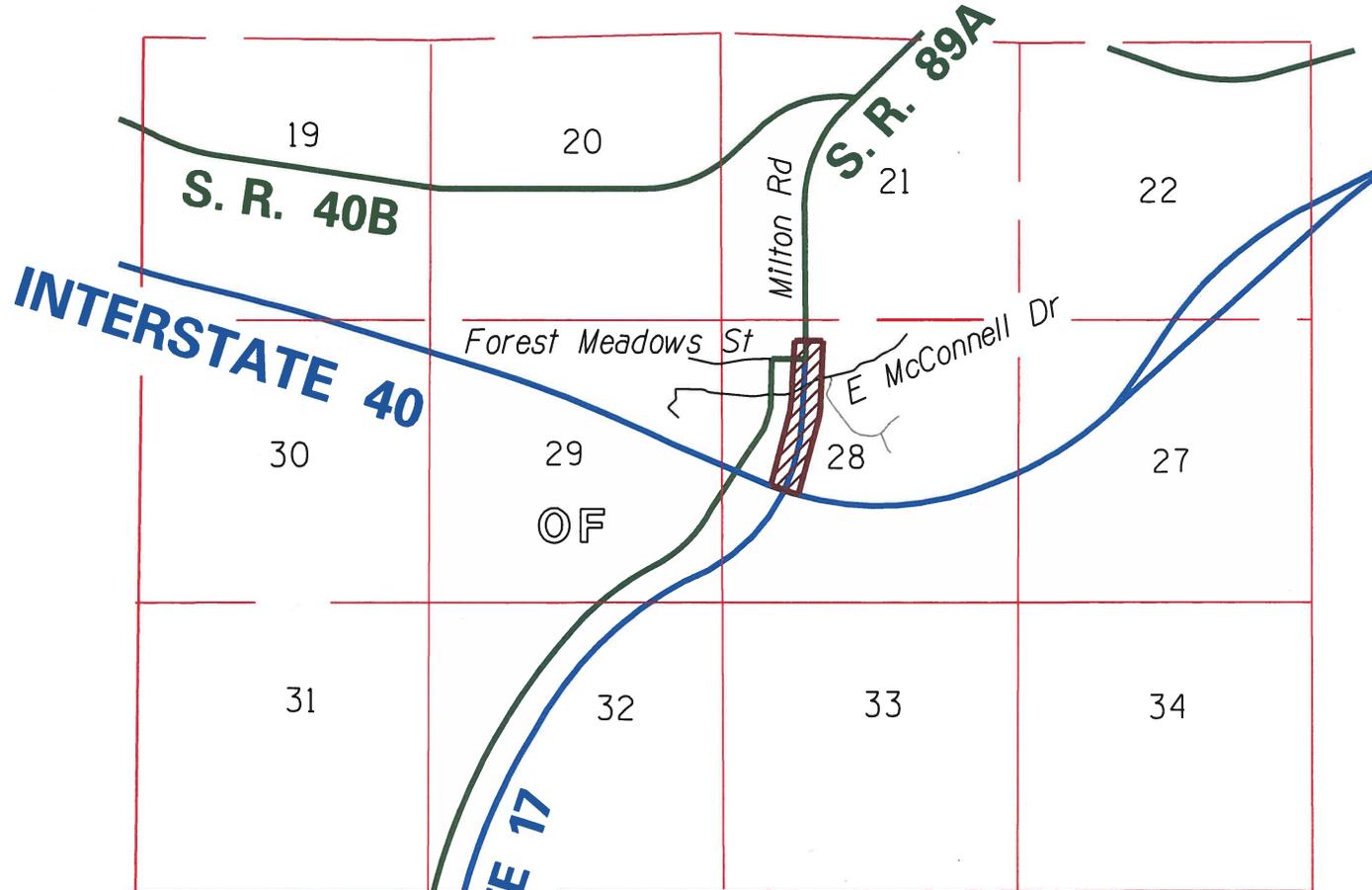
Area of Establishment
See Sheet 2 of 2
for Details

2018-12-A-060
December 21, 2018
Sheet 1 of 2

APPENDIX "A"

089A CN 401 H8779 / A89-B(216)T
SOUTH MILTON ROAD, FLAGSTAFF
S.R. 89A Spur Overpass,
Str. #1187 at McConnell Drive
Coconino County

CITY



Northcentral
District
NOT TO SCALE

FLAGSTAFF

S. R. 89A
INTERSTATE 17

Area of 
Establishment

APPENDIX "A"

089A CN 401 H8779 / A89-B(216)T
SOUTH MILTON ROAD, FLAGSTAFF
S.R. 89A Spur Overpass,
Str. #1187 at McConnell Drive
Coconino County

2018-12-A-060
December 21, 2018
Sheet 2 of 2

December 21, 2018

RES. NO. 2018-12-A-061
PROJECT: 260 AP 394 H8269 / 260-C(204)T
HIGHWAY: SHOW LOW - McNARY - EAGAR
SECTION: Little Colorado River Bridge, Str. #416
ROUTE NO.: State Route 260
ENG. DIST.: Northeast
COUNTY: Apache

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment of new right of way as a state highway for the improvement of State Route 260 within the above referenced project.

The existing alignment was previously established as a state highway by Resolution of the Arizona State Highway Commission, dated July 01, 1929, shown on Page 131 of its Official Minutes, being the extension of State Route 73, running from McNary east to Springerville, a distance of approximately 42 miles. The Resolution shown on Page 213 of the Official Minutes, dated March 07, 1952, established new right of way as a state highway for the location, relocation and alteration of the McNary - Eagar Highway. Resolution 72-24, dated March 24, 1972, removed State Route 73 from the Federal-Aid Secondary Highway System, and placed on the Federal-Aid Primary System. On August 11, 1972, in Resolution 72-65, the Commission renumbered and redesignated this segment of the highway as a part of State Route 260. Recently, Arizona State Transportation Board Resolution 2018-05-A-020, dated May 18, 2018, established new right of way as a state route under the above referenced project.

New right of way is now needed to facilitate the imminent construction phase of this bridge rehabilitation and scour retrofit 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 highway for this improvement project.

December 21, 2018

RES. NO. 2018-12-A-061
PROJECT: 260 AP 394 H8269 / 260-C(204)T
HIGHWAY: SHOW LOW - McNARY - EAGAR
SECTION: Little Colorado River Bridge, Str. #416
ROUTE NO.: State Route 260
ENG. DIST.: Northeast
COUNTY: Apache

The new right of way to be established as a 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 SHOW LOW - McNARY - EAGAR HIGHWAY, Little Colorado River Bridge, Structure #416, Project 260 AP 394 H8269 / 260-C(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 highway.

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

I further recommend the immediate establishment of existing county, town and city roadways into the state highway system as a state 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 21, 2018

RES. NO. 2018-12-A-061
PROJECT: 260 AP 394 H8269 / 260-C(204)T
HIGHWAY: SHOW LOW - McNARY - EAGAR
SECTION: Little Colorado River Bridge, Str. #416
ROUTE NO.: State Route 260
ENG. DIST.: Northeast
COUNTY: Apache

Pursuant to Arizona Revised Statutes §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, Arizona 85007-3212

December 21, 2018

RES. NO. 2018-12-A-061
PROJECT: 260 AP 394 H8269 / 260-C(204)T
HIGHWAY: SHOW LOW - McNARY - EAGAR
SECTION: Little Colorado River Bridge, Str. #416
ROUTE NO.: State Route 260
ENG. DIST.: Northeast
COUNTY: Apache

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on December 21, 2018, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the establishment and acquisition of new right of way as a state highway for the improvement of State Route 260, as set forth in the above referenced project.

New right of way is now needed to facilitate the imminent construction phase of this bridge rehabilitation and scour retrofit 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 highway for this improvement project.

The new right of way to be established as a state highway and acquired for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the SHOW LOW - McNARY - EAGAR HIGHWAY, Little Colorado River Bridge, Structure #416, Project 260 AP 394 H8269 / 260-C(204)T".

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

December 21, 2018

RES. NO. 2018-12-A-061
PROJECT: 260 AP 394 H8269 / 260-C(204)T
HIGHWAY: SHOW LOW - McNARY - EAGAR
SECTION: Little Colorado River Bridge, Str. #416
ROUTE NO.: State Route 260
ENG. DIST.: Northeast
COUNTY: Apache

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 highway needed for this improvement; and

WHEREAS the existing county, town and/or city roadways, as delineated on said maps and plans, are hereby established as a state highway by this resolution action; and this resolution is considered the conveying document for such existing county, town and city roadways; and no further conveyance is 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 highway, to include any existing county, town or city roadways necessary for or incidental to the improvements as delineated on said maps and plans; be it further

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

December 21, 2018

RES. NO. 2018-12-A-061
PROJECT: 260 AP 394 H8269 / 260-C(204)T
HIGHWAY: SHOW LOW - McNARY - EAGAR
SECTION: Little Colorado River Bridge, Str. #416
ROUTE NO.: State Route 260
ENG. DIST.: Northeast
COUNTY: Apache

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

RESOLVED that the 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 highway. Upon failure to acquire said lands by other lawful means, the Director is authorized to initiate condemnation proceedings.

December 21, 2018

RES. NO. 2018-12-A-061
PROJECT: 260 AP 394 H8269 / 260-C(204)T
HIGHWAY: SHOW LOW - McNARY - EAGAR
SECTION: Little Colorado River Bridge, Str. #416
ROUTE NO.: State Route 260
ENG. DIST.: Northeast
COUNTY: Apache

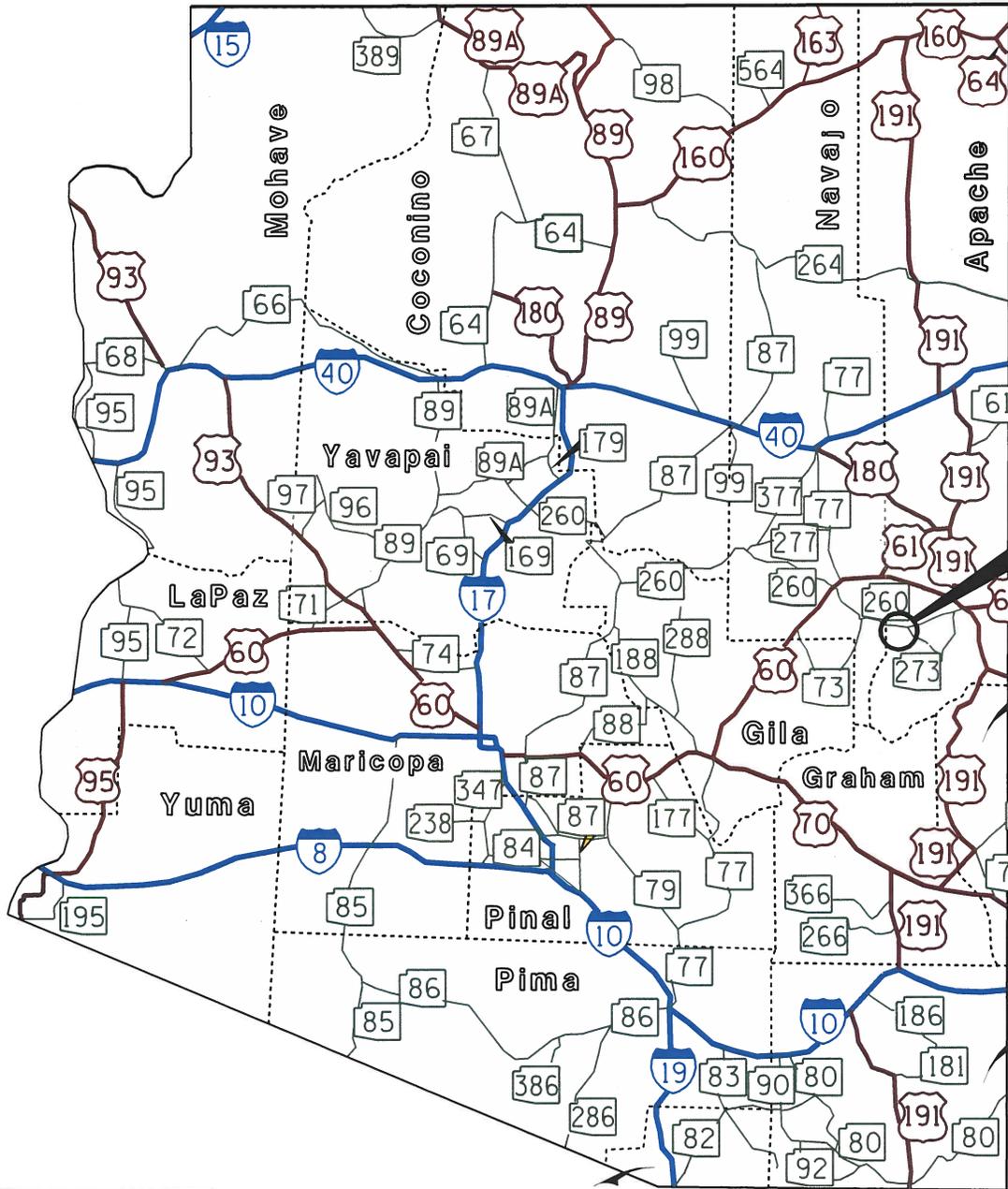
CERTIFICATION

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 21, 2018.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on December 21, 2018.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

Ron J. Ambrosio 12/5/18
Assistant Attorney General
Approved as to Form

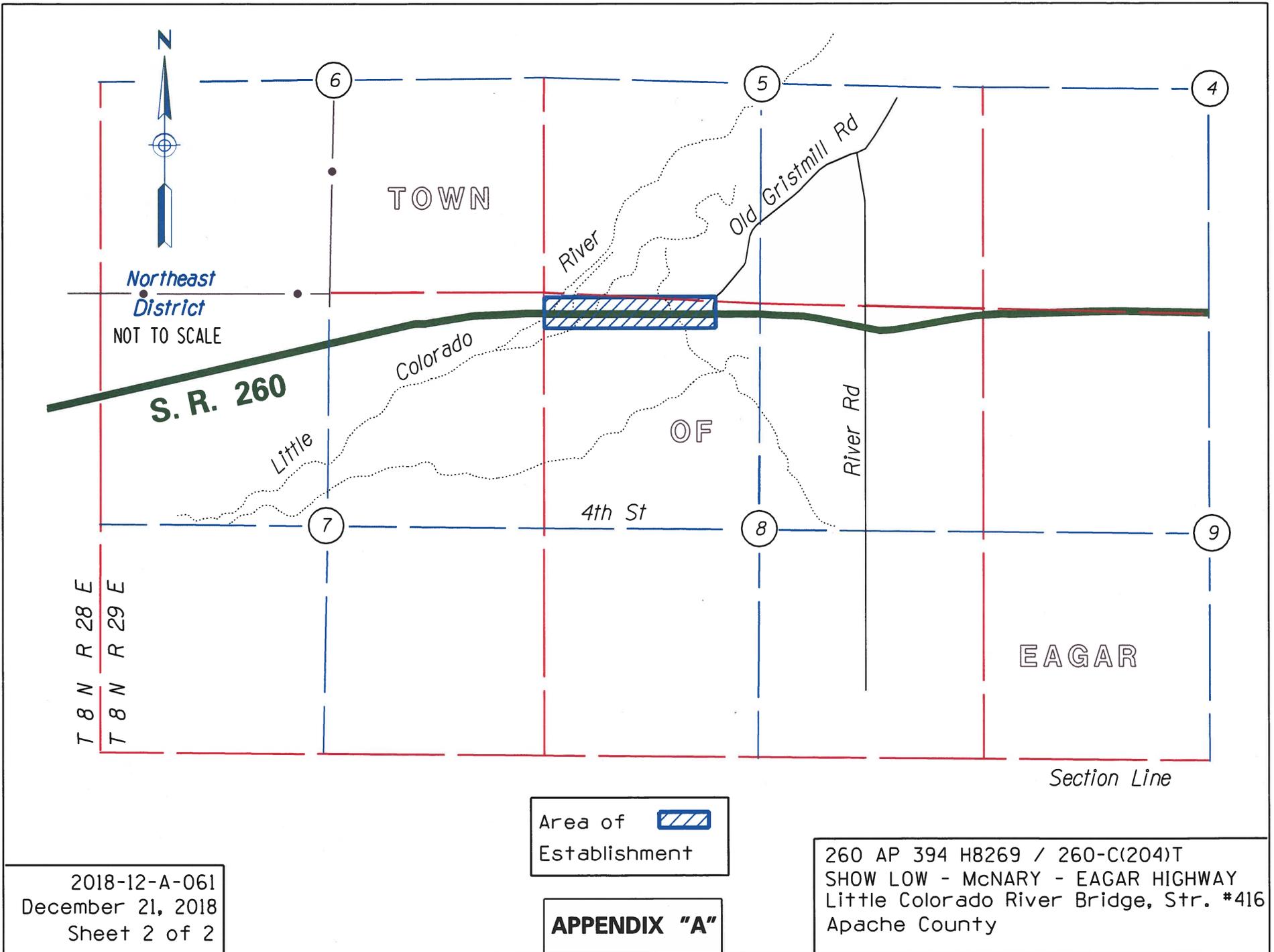


Area of Establishment
See Sheet 2 of 2
for Details

2018-12-A-061
December 21, 2018
Sheet 1 of 2

APPENDIX "A"

260 AP 394 H8269 / 260-C(204)T
SHOW LOW - McNARY - EAGAR HIGHWAY
Little Colorado River Bridge, Str. #416
Apache County



2018-12-A-061
 December 21, 2018
 Sheet 2 of 2

December 21, 2018

RES. NO. 2018-12-A-062
 PROJECTS: 202L MA 000 H5439; and
 202L MA 056 H8827 01R / 202-D(200)S
 HIGHWAY: SOUTH MOUNTAIN FREEWAY
 SECTION: Jct. I-10 Maricopa Freeway - Jct. I-10 Papago Freeway
 ROUTE NO.: State Route 202 Loop
 ENG. DIST.: Central
 COUNTY: Maricopa

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 202 Loop within the above referenced projects.

The existing alignment was previously established as a State Route Plan for the Southwest Loop Freeway, and designated State Route 218 by Arizona State Transportation Board Resolution 85-04-A-33, dated April 26, 1985. Advance acquisition was first authorized in Resolution 86-05-A-37 of May 16, 1986; and in Resolution 86-12-A-77 of November 21, 1986. The State Route Plan for the Southwest Outer Loop Corridor was refined by Resolution 87-08-A-68, dated August 21, 1987; and further refined by Resolution 87-11-A-98 of November 20, 1987. This segment was renumbered and redesignated State Route 101 Loop in Resolution 87-11-A-105, dated December 18, 1987; and subsequently renumbered and redesignated State Route 202 Loop in Resolution 91-07-A-56, dated July 19, 1991. Thereafter, Resolution 2011-09-A-062 of September 15, 2011; Resolution 2015-01-A-005 of January 09, 2015; and Resolution 2015-03-A-018 of March 20, 2015, authorized early acquisition, and established the corridor as a state route. Resolution 2016-07-A-040 of July 15, 2016, established the right of way as an access controlled state route and state highway. Resolution 2017-03-A-020 of March 17, 2017; Resolution 2017-07-A-040 of July 21, 2017; and Resolution 2018-05-A-025 of May 18, 2018, established additional right of way as an access controlled state route and state highway to accommodate design changes.

December 21, 2018

RES. NO. 2018-12-A-062
PROJECTS: 202L MA 000 H5439; and
202L MA 056 H8827 01R / 202-D(200)S
HIGHWAY: SOUTH MOUNTAIN FREEWAY
SECTION: Jct. I-10 Maricopa Freeway - Jct. I-10 Papago Freeway
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Central
COUNTY: Maricopa

New right of way is now needed in order to incorporate numerous design enhancements into this ongoing construction project to advance 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, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the SOUTH MOUNTAIN FREEWAY, 17th Avenue - 51st Avenue Segment; and Salt River - Jct. I-10 Papago Segment, Project 202L MA 000 H5439". Right of way acquisition is being done under Project 202L MA 056 H8827 01R / 202-D(200)S, as noted thereon.

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

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

December 21, 2018

RES. NO. 2018-12-A-062
PROJECTS: 202L MA 000 H5439; and
202L MA 056 H8827 01R / 202-D(200)S
HIGHWAY: SOUTH MOUNTAIN FREEWAY
SECTION: Jct. I-10 Maricopa Freeway - Jct. I-10 Papago Freeway
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Central
COUNTY: Maricopa

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

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

Respectfully submitted,

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 21, 2018

RES. NO. 2018-12-A-062
PROJECTS: 202L MA 000 H5439; and
202L MA 056 H8827 01R / 202-D(200)S
HIGHWAY: SOUTH MOUNTAIN FREEWAY
SECTION: Jct. I-10 Maricopa Freeway - Jct. I-10 Papago Freeway
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Central
COUNTY: Maricopa

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on December 21, 2018, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the establishment and acquisition of new right of way as a state route and state highway for the improvement of the State Route 202 Loop, as set forth in the above referenced projects.

New right of way is now needed in order to incorporate numerous design enhancements into this ongoing construction project to advance 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, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the SOUTH MOUNTAIN FREEWAY, 17th Avenue - 51st Avenue Segment; and Salt River - Jct. I-10 Papago Segment, Project 202L MA 000 H5439". Right of way acquisition is being done under Project 202L MA 056 H8827 01R / 202-D(200)S, as noted thereon.

December 21, 2018

RES. NO. 2018-12-A-062
PROJECTS: 202L MA 000 H5439; and
202L MA 056 H8827 01R / 202-D(200)S
HIGHWAY: SOUTH MOUNTAIN FREEWAY
SECTION: Jct. I-10 Maricopa Freeway - Jct. I-10 Papago Freeway
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Central
COUNTY: Maricopa

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

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

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

December 21, 2018

RES. NO. 2018-12-A-062
PROJECTS: 202L MA 000 H5439; and
202L MA 056 H8827 01R / 202-D(200)S
HIGHWAY: SOUTH MOUNTAIN FREEWAY
SECTION: Jct. I-10 Maricopa Freeway - Jct. I-10 Papago Freeway
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Central
COUNTY: Maricopa

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

RESOLVED that the Director is hereby authorized to acquire by lawful means, pursuant to Arizona Revised Statutes §§ 28-7092 and 28-7094, an estate in fee, or such other interest as is required, to include advance, future and early acquisition, access rights, exchanges or donations, 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 Statutes § 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; and that this resolution is the conveying document for such existing county, town and city roadways; and no further conveyance is legally required; be it further

December 21, 2018

RES. NO. 2018-12-A-062
PROJECTS: 202L MA 000 H5439; and
202L MA 056 H8827 01R / 202-D(200)S
HIGHWAY: SOUTH MOUNTAIN FREEWAY
SECTION: Jct. I-10 Maricopa Freeway - Jct. I-10 Papago Freeway
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Central
COUNTY: Maricopa

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

December 21, 2018

RES. NO. 2018-12-A-062
PROJECTS: 202L MA 000 H5439; and
202L MA 056 H8827 01R / 202-D(200)S
HIGHWAY: SOUTH MOUNTAIN FREEWAY
SECTION: Jct. I-10 Maricopa Freeway - Jct. I-10 Papago Freeway
ROUTE NO.: State Route 202 Loop
ENG. DIST.: Central
COUNTY: Maricopa

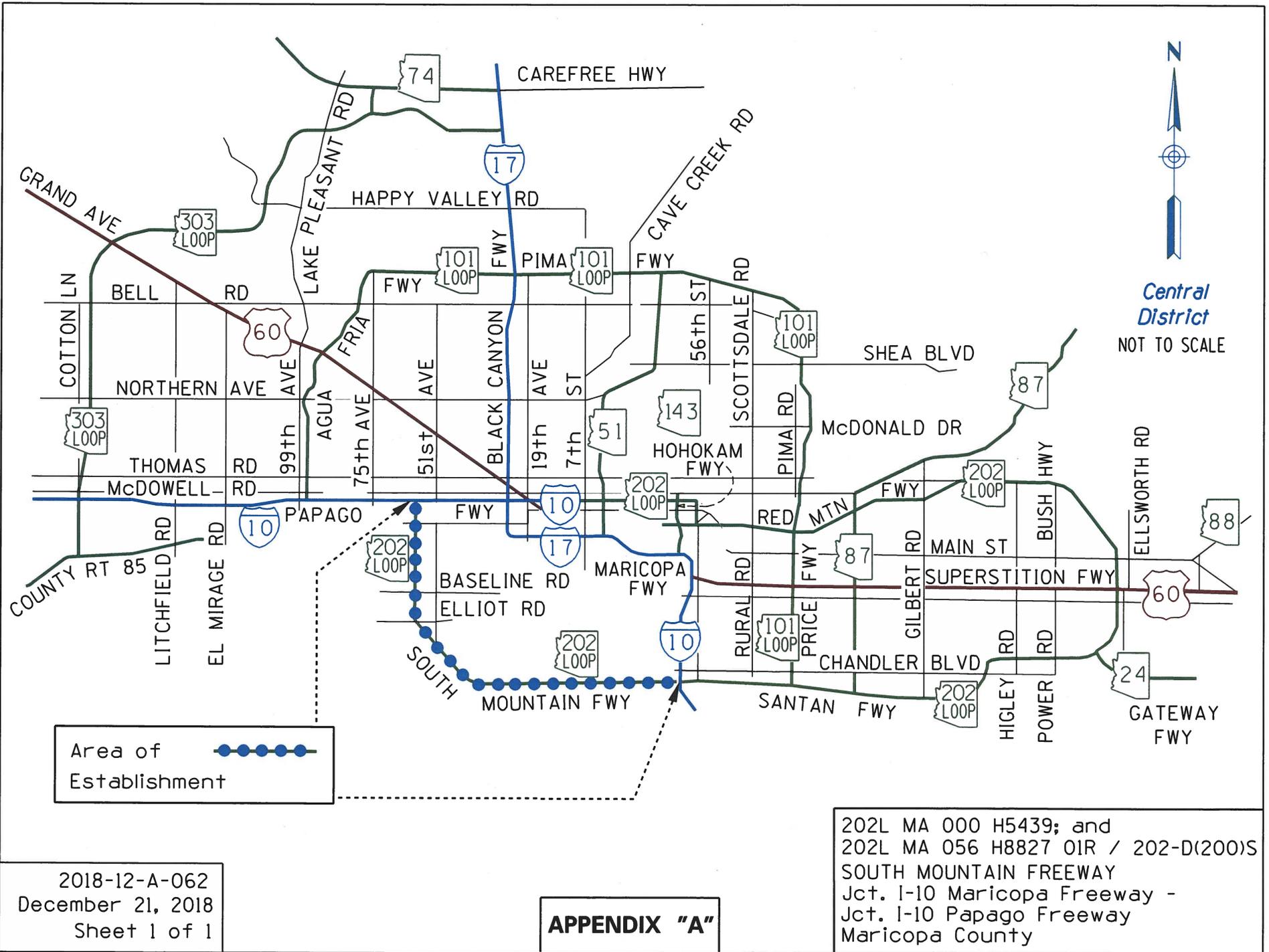
CERTIFICATION

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 21, 2018.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on December 21, 2018.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

Ron J. Achenbush 12/5/18
Assistant Attorney General
Approved as to Form



Area of Establishment

2018-12-A-062
 December 21, 2018
 Sheet 1 of 1

APPENDIX "A"

202L MA 000 H5439; and
 202L MA 056 H8827 01R / 202-D(200)S
 SOUTH MOUNTAIN FREEWAY
 Jct. I-10 Maricopa Freeway -
 Jct. I-10 Papago Freeway
 Maricopa County

December 21, 2018

RES. NO. 2018-12-A-063
PROJECTS: 010 MA 127 M6972 01X / I-10-2(33); and
010 MA 125 H6878 01R
HIGHWAY: EHRENBERG - PHOENIX
SECTIONS: Perryville Rd. - Bullard Ave.; and
Sarival Ave. - Dysart Rd.
ROUTE NO.: Interstate Route 10
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 072

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

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

The existing alignment was recommended for inclusion within the National System of Interstate Highways as a preliminary east-west corridor through the state by State Highway Commission Resolution of June 08, 1945, shown on Page 70 of its Official Minutes. Resolution of May 02, 1957, on Page 155 of the Minutes declared interstate highways throughout Arizona to be controlled access highways. The alignment of this segment, then the Papago West Freeway, was established as a state route and designated Interstate Route 10 by Resolution 65-25, dated April 02, 1965. It was established as a controlled access state route and state highway under the above referenced Project I-10-2(33) by State Transportation Board Resolution 75-14-A-51, dated September 05, 1975. Additional right of way for improvements was established as a controlled access state route in Resolution 2007-12-A-077 of December 21, 2007, and as a controlled access state route and state highway in Resolution 2009-02-A-011 of February 20, 2009, subsequently amended due to design change by Resolution 2009-04-A-019, dated April 17, 2009. Additional right of way for a drainage facility adjacent to the subject property now being vacated and extinguished herein was established as a state highway by Resolution 2011-04-A-029, dated April 15, 2011.

December 21, 2018

RES. NO. 2018-12-A-063
PROJECTS: 010 MA 127 M6972 01X / I-10-2(33); and
010 MA 125 H6878 01R
HIGHWAY: EHRENBURG - PHOENIX
SECTIONS: Perryville Rd. - Bullard Ave.; and
Sarival Ave. - Dysart Rd.
ROUTE NO.: Interstate Route 10
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 072

Said portion of highway drainage easement right of way is no longer required in the State Transportation System, nor will it necessarily be used for public highway purposes. Accordingly, I recommend that said portion of highway drainage easement right of way be removed from the State Transportation System by vacation and extinguishment thereof.

The vacated and extinguished highway drainage easement 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 as shown on the maps and plans of the above referenced project.

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

The portion of highway drainage easement right of way to be vacated and extinguished was acquired by the State of Arizona, by and through its Department of Transportation, as set forth in the Conditions and Restrictions contained in that certain Special Warranty Deed, dated October 03, 2001, recorded November 26, 2001, in Document No. 2001-1103437, and re-recorded April 08, 2002, in Document No. 2002-0358951; and as described in Exception 3 of that certain Resolution of Extinguishment, dated April 15, 2016, recorded April 18, 2016, in Document No. 2016-0254882, all records of Maricopa County, Arizona.

December 21, 2018

RES. NO. 2018-12-A-063
PROJECTS: 010 MA 127 M6972 01X / I-10-2(33); and
010 MA 125 H6878 01R
HIGHWAY: EHRENBERG - PHOENIX
SECTIONS: Perryville Rd. - Bullard Ave.; and
Sarival Ave. - Dysart Rd.
ROUTE NO.: Interstate Route 10
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 072

It is delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "Right of Way Plan of the EHRENBERG - PHOENIX HWY., Perryville Rd. - Bullard Ave., Project I-10-2(33)"; and on those entitled: "Right of Way Plans of the EHRENBERG - PHOENIX HIGHWAY, Sarival Ave. - Dysart Rd., Project 010 MA 125 H6878 01R", and is depicted and described in Appendix "A" attached hereto. The vacated and extinguished highway drainage easement 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 as shown on the maps and plans of the above referenced projects.

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

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

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

December 21, 2018

RES. NO. 2018-12-A-063
PROJECTS: 010 MA 127 M6972 01X / I-10-2(33); and
010 MA 125 H6878 01R
HIGHWAY: EHRENBERG - PHOENIX
SECTIONS: Perryville Rd. - Bullard Ave.; and
Sarival Ave. - Dysart Rd.
ROUTE NO.: Interstate Route 10
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 072

Pursuant to Arizona Revised Statutes §§ 28-7046 and 28-7214, 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, Arizona 85007-3212

December 21, 2018

RES. NO. 2018-12-A-063
PROJECTS: 010 MA 127 M6972 01X / I-10-2(33); and
010 MA 125 H6878 01R
HIGHWAY: EHRENBERG - PHOENIX
SECTIONS: Perryville Rd. - Bullard Ave.; and
Sarival Ave. - Dysart Rd.
ROUTE NO.: Interstate Route 10
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 072

RESOLUTION OF EXTINGUISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on December 21, 2018, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes §§ 28-7046, 28-7210, and 28-7214, recommending removal of a certain portion of highway drainage easement right of way from the State Transportation System by the vacation and extinguishment thereof.

The portion of highway drainage easement right of way to be vacated and extinguished was acquired by the State of Arizona, by and through its Department of Transportation, as set forth in the Conditions and Restrictions contained in that certain Special Warranty Deed, dated October 03, 2001, recorded November 26, 2001, in Document No. 2001-1103437, and re-recorded April 08, 2002, in Document No. 2002-0358951; and is described in Exception 3 of that certain Resolution of Extinguishment, dated April 15, 2016, recorded April 18, 2016, in Document No. 2016-0254882, all records of Maricopa County, Arizona. It is delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "Right of Way Plan of the EHRENBERG - PHOENIX HWY., Perryville Rd. - Bullard Ave., Project I-10-2(33)"; and on those entitled: "Right of Way Plans of the EHRENBERG - PHOENIX HIGHWAY, Sarival Ave. - Dysart Rd., Project 010 MA 125 H6878 01R", and is depicted and described in Appendix "A" attached hereto.

December 21, 2018

RES. NO. 2018-12-A-063
PROJECTS: 010 MA 127 M6972 01X / I-10-2(33); and
010 MA 125 H6878 01R
HIGHWAY: EHRENBERG - PHOENIX
SECTIONS: Perryville Rd. - Bullard Ave.; and
Sarival Ave. - Dysart Rd.
ROUTE NO.: Interstate Route 10
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 072

The vacated and extinguished highway drainage easement 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 as shown on the maps and plans of the above referenced project.

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

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

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

WHEREAS a remaining portion of highway drainage easement right of way is still needed for State transportation purposes and is to be used for public highway purposes; and

WHEREAS because of these premises, this Board finds public convenience requires that said highway drainage easement right of way be removed by vacation and extinguishment from the State Transportation System; subject to appurtenant, existing access control, which shall remain intact and under ADOT control, as depicted in Appendix "A"; therefore be it

December 21, 2018

RES. NO. 2018-12-A-063
PROJECTS: 010 MA 127 M6972 01X / I-10-2(33); and
010 MA 125 H6878 01R
HIGHWAY: EHRENBERG - PHOENIX
SECTIONS: Perryville Rd. - Bullard Ave.; and
Sarival Ave. - Dysart Rd.
ROUTE NO.: Interstate Route 10
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 072

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

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

RESOLVED that the portion of highway drainage easement right of way no longer needed for State transportation purposes, is hereby removed by vacation and extinguishment from the State Transportation System; be it further

RESOLVED that the vacated and extinguished highway drainage easement right of way is subject to appurtenant, existing access control, which shall remain intact and under ADOT control, as depicted in Appendix "A" and on said maps and plans; be it further

RESOLVED that the remaining portion of the highway drainage easement right of way not being disposed herein shall remain in the State Transportation System for use as such.

December 21, 2018

RES. NO. 2018-12-A-063
PROJECTS: 010 MA 127 M6972 01X / I-10-2(33); and
010 MA 125 H6878 01R
HIGHWAY: EHRENBERG - PHOENIX
SECTIONS: Perryville Rd. - Bullard Ave.; and
Sarival Ave. - Dysart Rd.
ROUTE NO.: Interstate Route 10
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 072

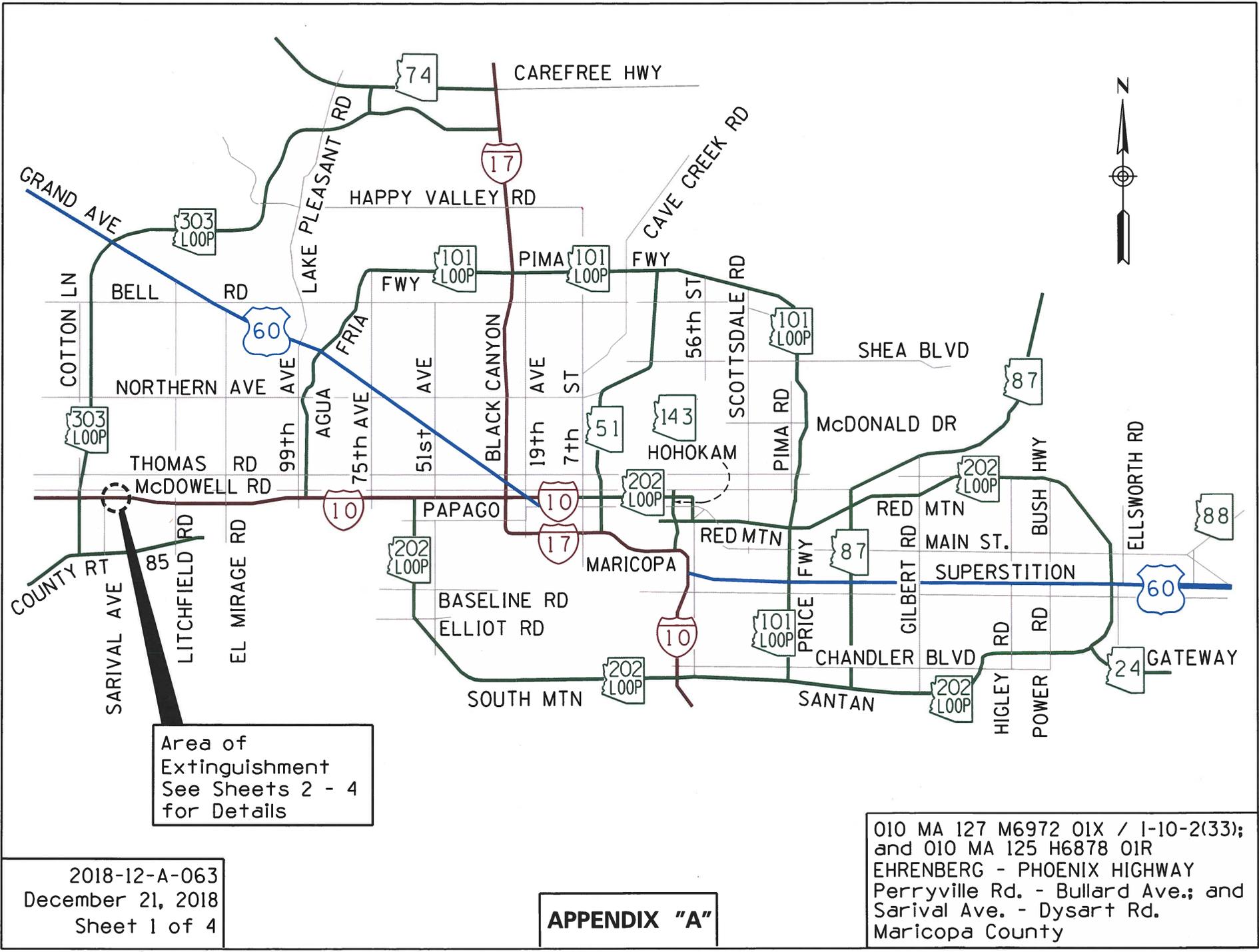
CERTIFICATION

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 21, 2018.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on December 21, 2018.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

Ron J. Peschenbach 12/21/18
Assistant Attorney General
Approved as to Form



Area of Extinguishment
See Sheets 2 - 4
for Details

2018-12-A-063
December 21, 2018
Sheet 1 of 4

APPENDIX "A"

010 MA 127 M6972 01X / I-10-2(33);
and 010 MA 125 H6878 01R
EHRENBERG - PHOENIX HIGHWAY
Perryville Rd. - Bullard Ave.; and
Sarival Ave. - Dysart Rd.
Maricopa County

CITY

**PALM VALLEY
PHASE VIII
SOUTH PARCEL**

Book 839 Page 49 of Maps,
M.C.R.

31

Section Line

T 2 N R 1 W

McDowell Road

T 1 N R 1 W

6

Mid-Sec Line

Lot 3

Lot 2

OF

Approx 1/16 Line

Approx 1/16 Line



Central District

Existing R/W

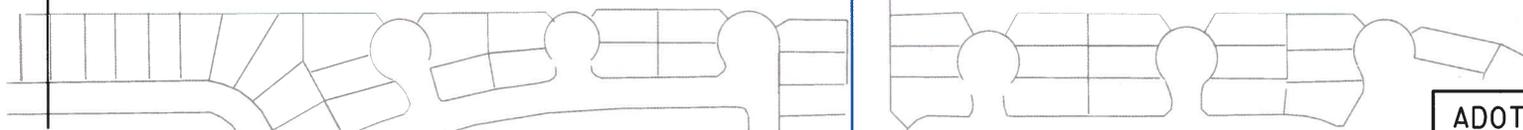
Sta. 6648+45.90
I-10 Existing ζ 184' Lt.

35'

I - 10

Sta. 6662+27.62
I-10 Existing ζ 184' Lt.

Existing R/W



Area of
Drainage Easement
Extinguishment



**CANYON TRAILS
UNIT 2**

Book 565, Page 45 of Maps,
M.C.R.

GOODYEAR

6

**CANYON TRAILS
PHASE 3A**

Book 639, Page 20 of Maps,
M.C.R.

ADOT Retains
Existing
Access Control



010 MA 127 M6972 01X / I-10-2(33);
and 010 MA 125 H6878 01R
EHRENBERG - PHOENIX HIGHWAY
Perryville Rd. - Bullard Ave.; and
Sarival Ave. - Dysart Rd.
Maricopa County

2018-12-A-063
December 21, 2018
Sheet 2 of 4

APPENDIX "A"

APPENDIX "A"
Legal Description

Area of Extinguishment

That portion of the Lots 2 and 3, Section 6, Township 1 North, Range 1 West, Gila and Salt River Meridian, Maricopa County, Arizona, which lies within a strip of land 35.00 feet wide, the North line thereof being 35.00 feet northerly of and parallel with the North right of way line of Interstate Highway 10 as it existed on April 19, 2016, said 35.00 foot wide strip being more particularly described as follows:

Commencing at a 2 inch Maricopa County aluminum cap stamped "LS 37174, 2003" marking the South quarter corner of said Section 6, being South 01°17'11" West 5283.95 feet from an unmonumented corner marking the North quarter corner of said Section 6, from which a 3 inch Maricopa County brass cap stamped "LS 37174, 2004" marking a reference corner to said North quarter corner bears South 00°13'37" East 19.00 feet;

thence along the North - South midsection line of said Section 6 North 00°17'11" East 4299.20 feet to the POINT OF BEGINNING on said existing North right of way line of Interstate Highway 10;

thence along said existing North right of way line North 89°22'20" West 822.76 feet to the existing northwesterly right of line of the existing drainage easement;

thence along said existing northwesterly line North 57°36'19" East 64.22 feet to the existing northerly line of said drainage easement;

thence along said existing northerly line South 89°22'20" East 1327.87 feet to the existing easterly line of said drainage easement;

(continued)

SHEET 3 OF 4

APPENDIX "A"
Legal Description
(continued)

thence along said existing easterly line South 00°37'40" West 35.00 feet to said existing North right of way line of Interstate Highway 10;

thence along said existing North right of way line of Interstate Highway 10 North 89°22'20" West 558.96 feet to the POINT OF BEGINNING.

Comprising an area of 47,417 square feet (1.0885 acres) more or less.

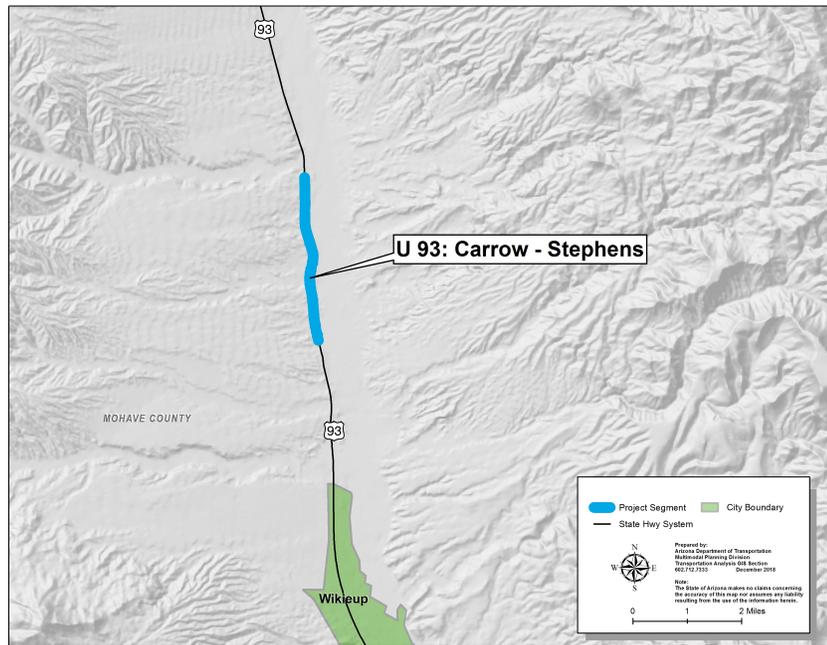
cg 11/19/18

SHEET 4 OF 4

Resolution 2018-12-A-063 - December 21, 2018
Disposal D-C-072

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7a: **Route & MP:** US 93 @ MP 116.0
 Project Name: CARROW - STEPHENS
 Type of Work: CONSTRUCT 4-LANE DIVIDED HIGHWAY
 County: Mohave
 District: Northwest
 Schedule: FY 2018
 Project: H823201D TIP#: 10413
 Project Manager: Adam McGuire
 Program Amount: \$2,927,000
 New Program Amount: \$4,455,000
 Requested Action: Increase budget. See Line 19a and Line 26.



3. Form Date / 5. Form By:

11/28/2018
Adam McGuire

4. Project Manager / Presenter:

Adam McGuire @ (602) 712-8403
205 S 17th Ave, , 614E - 4983 PROJECT MANAGEMENT

6. Project Name:

CARROW - STEPHENS

7. Type of Work:

CONSTRUCT 4-LANE DIVIDED HIGHWAY

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
TC1J	Northwest	93	Mohave	116.0	H823201D	3.0	NH 093-B(205)S

16. Program Budget: \$2,927

17. Program Item #: 10413

18. Current Approved Program Budget:

\$2,927

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

\$1,528

18b Total Program Budget After Request:

\$4,455

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
OTHR12	\$2,334	.	.
OTHR14	\$553	.	.
72317	\$40	.	.

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
72319	\$1,528	CONTINGENCY	.

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 18
22. CURRENT BID READY: 6/4/2018
23. CURRENT ADV DATE: 6/29/2018

CHANGE REQUEST NEW SCHEDULE:

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

20. JPA #s: **SIGNED:** NO **ADV:** NO

CHANGE IN: **24a. PROJECT NAME:** NO **24b. TYPE OF WORK:** NO **24c. SCOPE:** NO **24d. CURRENT STAGE:** STAGE V

24e. ENVIRONMENTAL CLEARANCE:	YES	24f. MATERIALS MEMO COMP:	YES
24g. U&RR CLEARANCE:	YES	24h. C&S CLEARANCE:	YES
24i. R/W CLEARANCE:	YES	24j. CUSTOMIZED SCHEDULE:	YES
24k. SCOPING DOCUMENT:	YES		

25. DESCRIPTION OF REQUEST

Increase budget

26. JUSTIFICATION OF REQUEST

This project's construction will impact 6.132 acres of the Lower Colorado Watershed. Comments received from the EPA through the Corps of Engineers require ADOT to acquire equivalent watershed property and maintain it in perpetuity as a mitigation measure in order to obtain a 404 permit. However, we have an agreement with the AZG&F where ADOT will purchase In-Lieu-Fees (ILF) into an equivalent watershed property, and AZG&F will maintain it in perpetuity at \$180,642 per credit. Credits were calculated at a 1.38-credit : 1-acre ratio which amounts to 8.46 credits. The Planet Ranch ILF Service Area was created by AZG&F for this purpose, and for future transportation efforts and other development planned within the watershed.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET

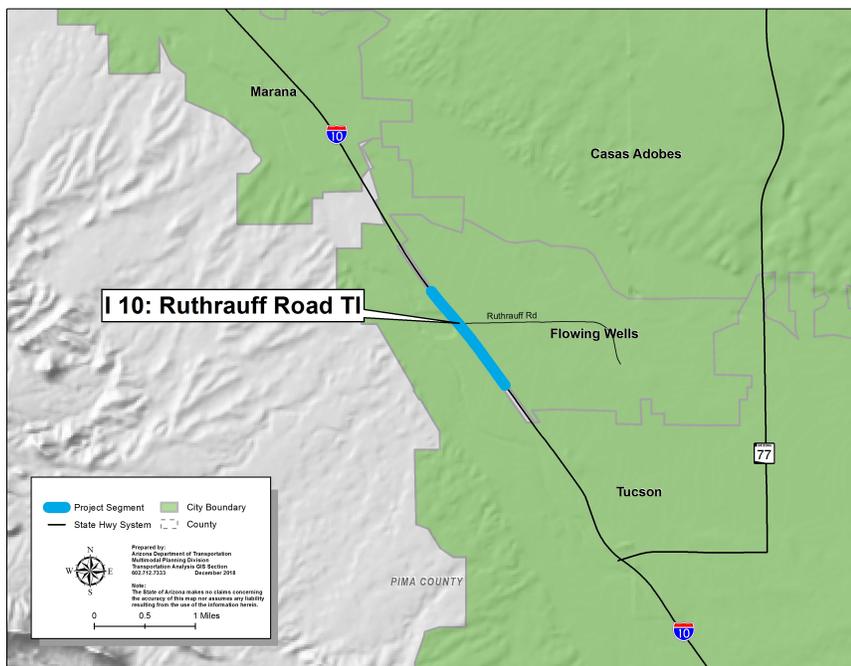
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 12/5/2018

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7b: **Route & MP:** I-10 @ MP 252.0
 Project Name: RUTHRAUFF ROAD TI
 Type of Work: Demolition
 County: Pima
 District: Southcentral
 Schedule:
 Project: H848011C TIP#: 11417
 Project Manager: Adrian Leon
 Program Amount: \$237,000
New Program Amount: \$1,079,000
 Requested Action: Increase Budget for
 Demolition. See Line 19a
 and Line 26.



3. Form Date / 5. Form By:

11/28/2018

Adrian Leon

4. Project Manager / Presenter:

Adrian Leon @ (602) 712-4642

1611 W Jackson St, EM01 - 4983 STATEWIDE PROJECT MANAGEMENT

6. Project Name:

RUTHRAUFF ROAD TI

7. Type of Work:

Demolition

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:
UZ10 Southcentral 10 Pima 252.0 H848011C 1.1 NH 010-D(213)T

16. Program Budget: \$237

17. Program Item #: 11417

18. Current Approved Program Budget:

\$237

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

\$842

18b Total Program Budget After Request:

\$1,079

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 11417, \$237, NHPP - RUTHRAUFF ROAD TI - Right of Way, Utility and Environmental

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 11417, \$842, NHPP - RUTHRAUFF ROAD TI - Right of Way, Utility and Environmental

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE IV

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

25. DESCRIPTION OF REQUEST

Increase Budget for Demolition

26. JUSTIFICATION OF REQUEST

Demolition is required on all parcels acquired prior to prime contractor beginning work. The current approved budget is for demolition work on 9 parcels. This request adds 18 parcels that also require demolition work, as well as the funding for that work.

Demolition - \$765K

ICAP - \$77K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET

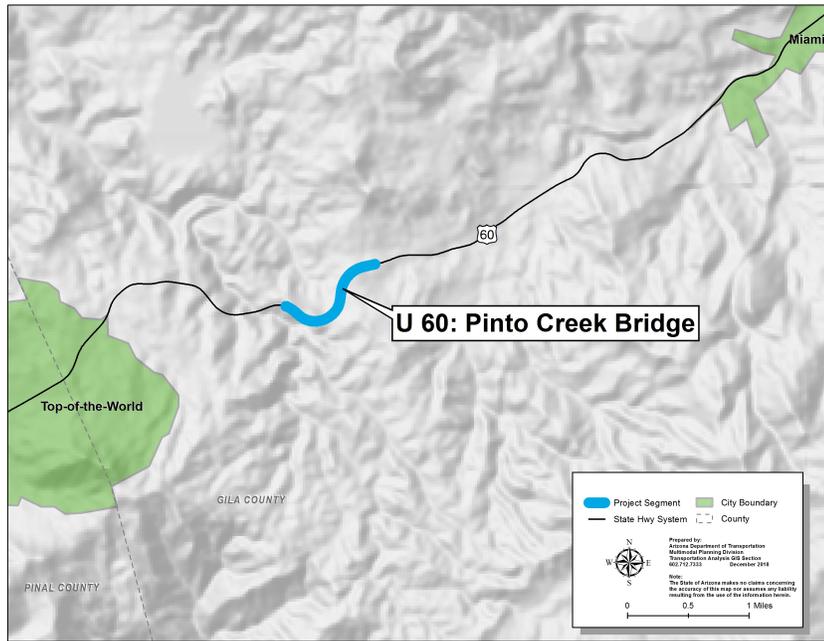
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 12/5/2018

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7d: **Route & MP:** US 60 @ MP 238.3
 Project Name: PINTO CREEK BRIDGE
 Type of Work: CONSTRUCT BRIDGE REPLACEMENT
 County: Gila
 District: Southeast
 Schedule: FY 2018
 Project: H824301C TIP#: 14217
 Project Manager: Derek Boland
 Program Amount: \$25,500,000
New Program Amount: \$31,500,000
 Requested Action: Increase construction budget. See
 Line 19a and Line 26.



1. PRB Meeting Date: 11/27/2018

2. Teleconference: No

3. Form Date / 5. Form By:

12/5/2018

Derek Boland

4. Project Manager / Presenter:

Derek Boland @ (602) 712-6660

205 S 17th Ave, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:

PINTO CREEK BRIDGE

7. Type of Work:

CONSTRUCT BRIDGE REPLACEMENT

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
MY1L	Southeast	60	Gila	238.3	H824301C	1.0	NHPP060-D(207)S

16. Program Budget: \$25,500

17. Program Item #: 14217

18. Current Approved Program Budget:

\$25,500

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

\$6,000

18b Total Program Budget After Request:

\$31,500

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
14217	\$25,500	PINTO CREEK BRIDGE	BRIDGE REPLACEMENT & REHABILITATION

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
76219	\$1,374	BRIDGE REPLACEMENT & REHABILITATION	
72319	\$4,626	CONTINGENCY	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 18

22. CURRENT BID READY: 6/25/2018

23. CURRENT ADV DATE: 6/26/2018

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO **PROJECT FUNDING VERIFIED BY PM**

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE V

24e. ENVIRONMENTAL CLEARANCE:	YES	24f. MATERIALS MEMO COMP:	YES
24g. U&RR CLEARANCE:	YES	24h. C&S CLEARANCE:	YES
24i. R/W CLEARANCE:	YES	24j. CUSTOMIZED SCHEDULE:	YES
24k. SCOPING DOCUMENT:	YES		

25. DESCRIPTION OF REQUEST

Increase construction budget

26. JUSTIFICATION OF REQUEST

In addition to unit price increases in steel and concrete, budget is needed to account for shoring and associated costs needed for retaining wall construction as well as for building, maintaining and removing access roads related to bridge pier and foundation construction.

ICAP is included in this request.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 12/5/2018

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7f: **Route & MP:** I-40 @ MP 239.0
 Project Name: METEOR CITY TI OVERPASS, EB #20175 & WB #20176
 Type of Work: BRIDGE REPLACEMENT
 County: Coconino
 District: Northcentral
 Schedule: FY 2019
 Project: H873501C TIP#: 18816
Project Manager: Tricia Brown
Program Amount: \$4,300,000
New Program Amount: \$5,000,000
Requested Action: Increase budget. See Line 19a and Line 26.



3. Form Date / 5. Form By:

11/28/2018

Trent Kelso

4. Project Manager / Presenter:

Trent Kelso @ (602) 712-6685

205 S 17th Ave, 295., 614E - 4980 ENGINEERING CONSULTANT SECT

6. Project Name:

TOPOCK PORT OF ENTRY

7. Type of Work:

RECONSTRUCT STATIC SCALE

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
QP10	Northwest	40	Mohave	3.0	F018401C	0.1	040-A(230)T

16. Program Budget: \$850

17. Program Item #: 100247

18. Current Approved Program Budget:

\$850

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

\$320

18b Total Program Budget After Request:

\$1,170

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
100247	\$850		

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
72319	\$320	CONTINGENCY	Statewide Contingency fund

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 19
 22. CURRENT BID READY: 8/3/2018
 23. CURRENT ADV DATE: 8/30/2018

CHANGE REQUEST/NEW SCHEDULE:

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

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE V

24e. ENVIRONMENTAL CLEARANCE:	YES	24f. MATERIALS MEMO COMP:	YES
24g. U&RR CLEARANCE:	YES	24h. C&S CLEARANCE:	YES
24i. R/W CLEARANCE:	YES	24j. CUSTOMIZED SCHEDULE:	YES
24k. SCOPING DOCUMENT:	YES		

25. DESCRIPTION OF REQUEST

Increase Budget

26. JUSTIFICATION OF REQUEST

The project was advertised in August 2018 and the one submitted bid was almost 30pct above the state's estimate. In reviewing its estimate, staff concluded that the project was underestimated based upon the level of effort in removing and salvaging the existing static scale, shoring the existing pit, installing the new scale, reconstructing small hand-finished areas of concrete and sidewalk, and providing a mobile office for Port of Entry staff. To a lesser extent, the increased budget accounts for unit price increases in concrete and steel and the remote location of work.

ICAP is included in the request.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
 SUBJECT TO PPAC APPROVAL - 12/5/2018

PRB APPROVED

3. Form Date / 5. Form By:

11/28/2018

Craig Regulski

4. Project Manager / Presenter:

Craig Regulski @ (602) 769-5585

2501 W Georgia Ave, , E748 - 4983 PROJECT MANAGEMENT

6. Project Name:

Wickenburg Ranch Way - SR89

7. Type of Work:

Design Divided Highway

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
XC10	Northwest	93	Yavapai	194.20	F012501D ?	1.27	

16. Program Budget: \$0

17. Program Item #: 100957

18. Current Approved Program Budget:

\$0

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

\$117

18b Total Program Budget After Request:

\$117

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

<u>Item #</u>	<u>Amount</u>	<u>Description</u>	<u>Comments</u>
79919	\$117	Non-Federal Contingency	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUESTNEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: 16-0005960-1 **SIGNED:** YES **ADV:** YES

CHANGE IN: **24a. PROJECT NAME:** NO **24b. TYPE OF WORK:** NO **24c. SCOPE:** NO **24d. CURRENT STAGE:** STAGE II

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

25. DESCRIPTION OF REQUEST

Establish project.

26. JUSTIFICATION OF REQUEST

The project scope includes constructing a two lane divided highway from Wickenburg Ranch Way to SR89 with a roundabout at the intersection of SR89 and US93. The M3 developer will contribute a total of \$9.81 million for design and construction of this project with any remaining funds allocated to the adjacent segment from Tegner St to Wickenburg Ranch Way. Since contribution is not made until completion of project design, non federal funding is requested for stage submittal review, issuing clearances, and project advertisement.

Staff \$66K
 Consultant \$40K
 ICAP \$11K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
 SUBJECT TO PPAC APPROVAL - 12/5/2018

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7i: **Route & MP:**

Project Name: Statewide Stormwater Protection Support - FY19

Type of Work: Regulatory Compliance

County: Statewide

District:

Schedule:

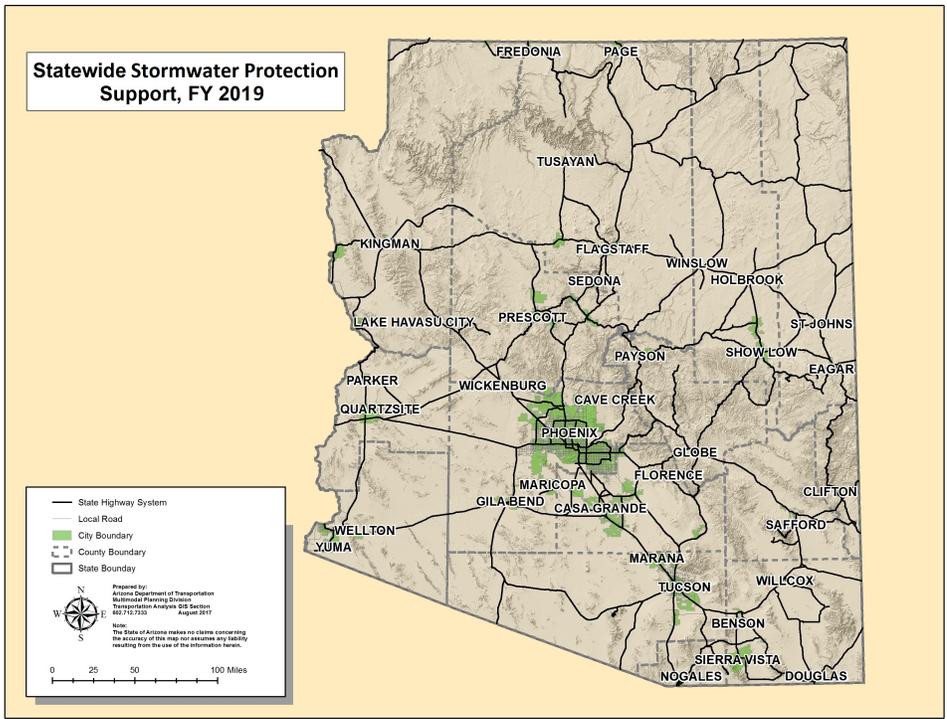
Project: M711701X TIP#: 795

Project Manager: Julia Manfredi

Program Amount: \$0

New Program Amount: \$475,000

Requested Action: Establish new project. See Line 19a and Line 26.



3. Form Date / 5. Form By:

11/28/2018

Julia Manfredi

4. Project Manager / Presenter:

Julia Manfredi @ (602) 712-7947

1611 W Jackson St, EM04 - 4977 ENVIRONMENTAL PLANNING GROUP

6. Project Name:

Statewide Stormwater Protection Support - FY19

7. Type of Work:

Regulatory Compliance

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

- Statewide

M711701X ?

16. Program Budget: \$0

17. Program Item #: 795

18. Current Approved Program Budget:

\$0

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

\$475

18b Total Program Budget After Request:

\$475

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 79519, \$475, STATEWIDE STORMWATER PROTECTION SUPPORT - FY 2019

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

PROJECT FUNDING VERIFIED BY PM

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

24e. ENVIRONMENTAL CLEARANCE: NOT APPLICABLE 24f. MATERIALS MEMO COMP: NOT APPLICABLE
24g. U&RR CLEARANCE: NOT APPLICABLE 24h. C&S CLEARANCE: NOT APPLICABLE
24i. R/W CLEARANCE: NOT APPLICABLE 24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE
24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish new project.

26. JUSTIFICATION OF REQUEST

Tasks to be conducted under the Statewide Storm Water Protection Project include: Stormwater system monitoring and mapping, annual program review and reporting, public outreach, regulatory updates of additional facility storm Water plans, and development of additional guidance and standard work documents. The tasks are required for regulatory compliance with the ADOT Statewide Municipal Separate Storm Sewer System (MS4) Permit and other water quality regulations. Tasks listed are specific actions required by the permits and provide data and information to inform whether ADOT is in compliance with the permits and associated Surface Water Quality Standards.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 12/5/2018

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7j: **Route & MP:** I-8 @ MP 0.01
 Project Name: Colorado River Viaduct #1701
 Type of Work: BRIDGE REPAIR
 County: Yuma
 District: Southwest
 Schedule:
 Project: F024701X TIP#: 100962
 Project Manager: Madhav Mundle
 Program Amount: \$0
 New Program Amount: \$299,000
 Requested Action: Establish new project. See
 Line 19a and Line 26.



3. Form Date / 5. Form By:

11/29/2018

Madhav Mundle

4. Project Manager / Presenter:

Madhav Mundle @ (602) 712-2132

205 S 17th Ave, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:

Colorado River Viaduct #1701

7. Type of Work:

BRIDGE REPAIR

8. CPSID: XM1Q 9. District: Southwest 10. Route: 8 11. County: Yuma 12. Beg MP: 0.01 13. TRACS #: F024701X ? 14. Len (Mi.): 3 15. Fed Id #:

16. Program Budget: \$0 17. Program Item #: 100962

18. Current Approved Program Budget: \$0 18a. (+/-) Program Budget Request: \$299 18b Total Program Budget After Request: \$299

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 79919, \$299, .Non-Federal Contingency

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUESTNEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: 04-149 SIGNED: YES ADV: NO

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

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

25. DESCRIPTION OF REQUEST

Establish new project

26. JUSTIFICATION OF REQUEST

CALTRANS did the replacement of the failed elastomeric bearing pads at bridge hinges. In accordance with the joint project agreement between ADOT & CALTRANS; ADOT is responsible for fifty percent of the total bearing replacement cost for the Colorado River Viaduct structure as incurred by CALTRANS. ICAP is included in this request.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

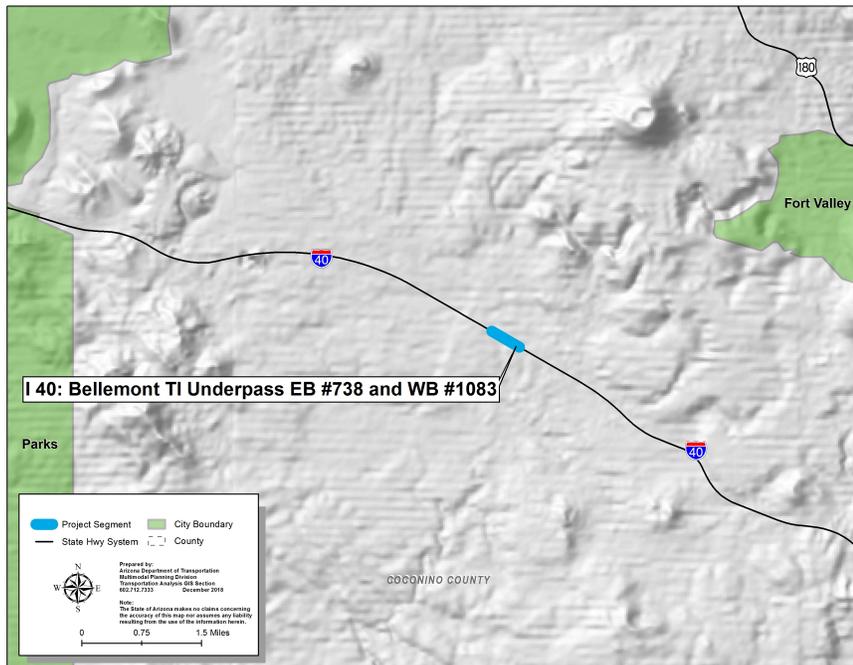
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 12/5/2018

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7k: **Route & MP:** I-40 @ MP 185.2
 Project Name: BELLEMONT TI UNDERPASS EB #738 & WB #1083
 Type of Work: CONSTRUCT BRIDGE REHABILITATION
 County: Coconino
 District: Northcentral
 Schedule:
 Project: F010601C TIP#: 8806
 Project Manager: Olivier Mirza
 Program Amount: \$0
New Program Amount: \$6,000,000
 Requested Action: Establish New Project. See Line 19a and Line 26.



05

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 11/20/2018

2. Teleconference: No

3. Form Date / 5. Form By:

11/28/2018

Olivier Mirza

4. Project Manager / Presenter:

Olivier Mirza @

,, - 4983 PROJECT MANAGEMENT

6. Project Name:

BELLEMONT TI UNDERPASS EB #738 & WB #1083

7. Type of Work:

CONSTRUCT BRIDGE REHABILITATION

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
GO10	Northcentral	40	Coconino	185.2	F010601C ?	0.2	NHPP040-C(223)T

16. Program Budget: \$0 17. Program Item #: 8806

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
\$0	\$6,000	\$6,000

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
76219	\$6,000	BRIDGE REPLACEMENT & REHABILITATION	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 19

22A. REQUEST BID READY: 1/2/2019

23A. REQUEST ADV DATE: 2/1/2019

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE III

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

25. DESCRIPTION OF REQUEST

Establish New Project.

26. JUSTIFICATION OF REQUEST

This project is being advanced from FY20 to FY19 due to accelerated need to replace bridge deck, girders and superstructure.

ICAP is included in the request

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

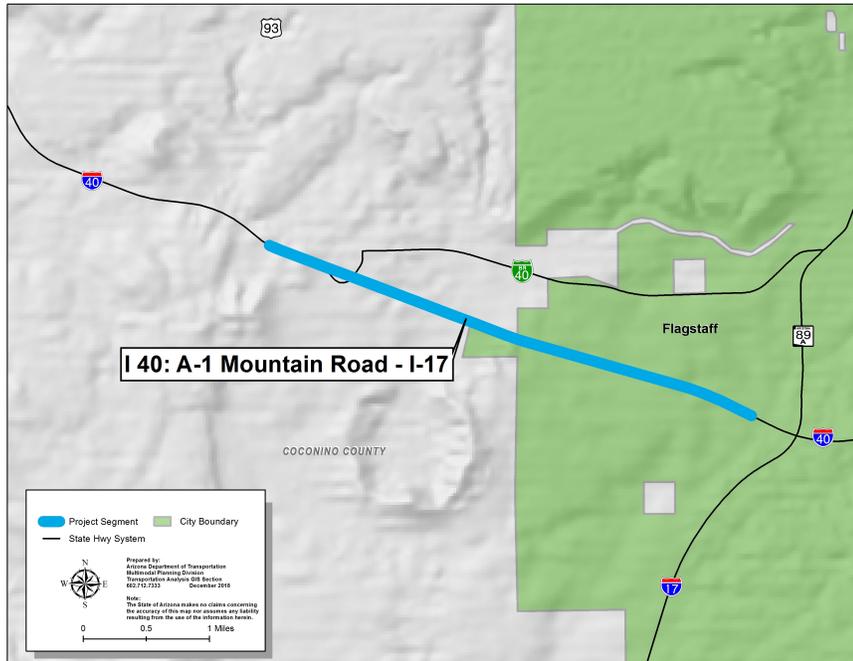
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 12/5/2018

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7I: **Route & MP:** I-40 @ MP 191.0
 Project Name: A-1 MOUNTAIN ROAD - I-17
 Type of Work: County: PAVEMENT REHABILITATION
 District: Coconino
 Schedule: Northcentral
 Project:
 Project Manager: F004301C TIP#: 100961
Program Amount: New Pei-jung Li
 Program Amount: \$0
 Requested Action: \$1,250,000
 Establish new construction
 project. See Line 19a and Line
 26.



3. Form Date / 5. Form By:

11/28/2018

Pei-jung Li

4. Project Manager / Presenter:

Pei-jung Li @ (602) 712-8708

205 S 17th Ave, , 605E - 4983 STATEWIDE PROJECT MANAGEMENT

6. Project Name:

A-1 MOUNTAIN ROAD - I-17

7. Type of Work:

PAVEMENT REHABILITATION

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
AE10	Northcentral	40	Coconino	191.0	F004301C ?	4.0	040-C(222)T

16. Program Budget: \$0

17. Program Item #: 100961

18. Current Approved Program Budget:

\$0

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

\$1,250

18b Total Program Budget After Request:

\$1,250

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
74819	\$1,250	MINOR & PREVENTATIVE PAVEMENT PRESERVATION	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 19

22A. REQUEST BID READY: 11/20/2018

23A. REQUEST ADV DATE: 1/25/2019

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE V

24e. ENVIRONMENTAL CLEARANCE:	YES	24f. MATERIALS MEMO COMP:	YES
24g. U&RR CLEARANCE:	YES	24h. C&S CLEARANCE:	YES
24i. R/W CLEARANCE:	YES	24j. CUSTOMIZED SCHEDULE:	YES
24k. SCOPING DOCUMENT:	NOT APPLICABLE		

25. DESCRIPTION OF REQUEST

Establish new construction project.

26. JUSTIFICATION OF REQUEST

The project will be ready in the 3rd Quarter of FY 19.

ICAP is included in this request.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 12/5/2018

PRB APPROVED

3. Form Date / 5. Form By:

11/8/2018

Sayeded Hani

4. Project Manager / Presenter:

Sayeded Hani @ (602) 712-7555

205 S 17th Ave, 357, 618E - 4981 UTILITIES AND RAILROADS

6. Project Name:

NORTHERN AVE & BETHANY HOME ROAD

7. Type of Work:

RR SAFETY IMPROVEMENTS

8. CPSID: JZ10 9. District: Central 10. Route: 60 11. County: Maricopa 12. Beg MP: 153.4 13. TRACS #: F014101X ? 14. Len (Mi.): 1.0 15. Fed Id #: NHPP060-B(225)S

16. Program Budget: \$0

17. Program Item #: 9164

18. Current Approved Program Budget: \$0

18a. (+/-) Program Budget Request: \$441

18b Total Program Budget After Request: \$441

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Rows include OTHR19 (\$210, BNSF) and 72619 (\$231, RAILWAY HIGHWAY CROSSING).

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 19

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE III

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

25. DESCRIPTION OF REQUEST

Establish new project

26. JUSTIFICATION OF REQUEST

Rail safety improvement project installing new gates, signals, crossing surface, and Advanced preemption. BNSF will do all the construction work.

ADOT = 210K

ICAP = 21K

BNSF = \$210k

The MAG TIP ID is 48829.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

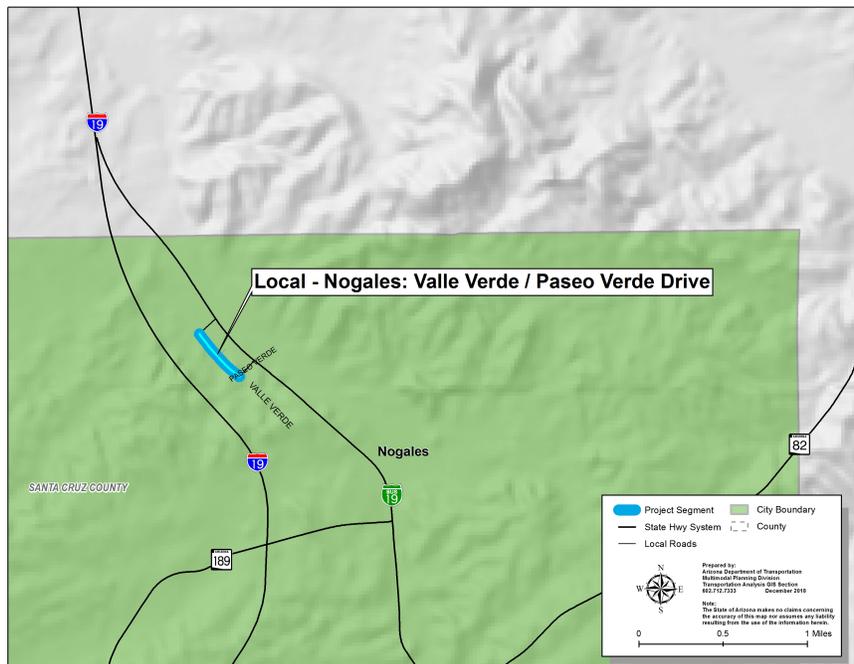
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 12/5/2018

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7n: **Route & MP:** Local Road
 Project Name: VALLE VERDE/PASEO VERDE DRIVE
 Type of Work: ROADWAY PAVING
 County: Santa Cruz
 District: Southcentral
 Schedule:
 Project: T014201C TIP#: 100958
 Project Manager: Trent Kelso
 Program Amount: \$0
 New Program Amount: \$570,000
 Requested Action: Establish Construction Project.
 See Line 19a and Line 26.



3. Form Date / 5. Form By:

11/28/2018

Trent Kelso

4. Project Manager / Presenter:

Trent Kelso @ (602) 712-6685

205 S 17th Ave, 295., 614E - 4980 ENGINEERING CONSULTANT SECT

6. Project Name:

VALLE VERDE/PASEO VERDE DRIVE

7. Type of Work:

ROADWAY PAVING

8. CPSID: I10 9. District: Southcentral 10. Route: 0000 11. County: Santa Cruz 12. Beg MP: NOG 13. TRACS #: T014201C ? 14. Len (Mi.): 0.2 15. Fed Id #: CMAQNOG-0(208)T

16. Program Budget: \$0

17. Program Item #: 100958

18. Current Approved Program Budget: \$0

18a. (+/-) Program Budget Request: \$570

18b Total Program Budget After Request: \$570

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
70619	\$537	PM 2.5 AIR QUALITY PROJECTS	Nogales Area CMAQ Funding
OTHR19	\$33	.	City 5.7pct Match

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 19

22A. REQUEST BID READY: 1/2/2019

23A. REQUEST ADV DATE: 2/1/2019

20. JPA #'s: 17-0006522 SIGNED: NO ADV: NO

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE IV

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

25. DESCRIPTION OF REQUEST

Establish Construction Project

26. JUSTIFICATION OF REQUEST

The Project will be ready to advertise February 2019 to ensure construction is complete prior to the beginning of the monsoon season. All three clearances will be completed by December 21, 2018. SEAGO will update the TIP with the new budget upon ADOT approval. The JPA amendment will be sent to the City for approval by November 21, 2018. Contingent on the City of Nogales signing the JPA.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 12/5/2018

PRB APPROVED

PPAC - AIRPORT PROJECTS - DISCUSSION AND POSSIBLE ACTION

FY 2019-2023 Airport Development Program – Projects

*ITEM 7o: Big Sandy Airport, Kingman, AZ

Request to establish project to build a Private Use Runway near Kingman, AZ.
Margie Cerda



Multimodal Planning

An Arizona Management System Agency

Douglas A. Ducey, Governor
John S. Halikowski, Director
Dallas Hammit, State Engineer
Gregory Byres, Division Director

ARIZONA DEPARTMENT OF TRANSPORTATION

Multimodal Planning Division/Aeronautics
1801 W. Jefferson St., Phoenix, Arizona 85007-3213 (602) 712-7597

APPLICATION FOR URBAN AIRPORT APPROVAL

Name of Airport: BIG SANDY AIRPORT

Nearest City/Town: KINGMAN

Name of Proponent/Sponsor: STRATEGIC AIRPORT PARTNERS LLC

Address of Proponent/Sponsor: 1260 W KIVA AVE, MESA AZ 85202

City: MESA County: MARICOPA State: AZ Zip Code: 85202

Daytime Phone: 602 620 1200 Fax: N/A Email: bushflyer_rics@gmail.com

Name of Property Owner: BIG SANDY LAND AND CATTLE COMPANY LLC

City: FLAG STAFF County: COCOHINO State: AZ Zip Code: 85004

Type of existing zoning at airport site location: _____

Airport usage permitted under current zoning: Yes No

If yes, state plan: _____

I hereby certify that the above information is true and complete to the best of my knowledge.

[Signature]

11-7-18

Signature or Proponent/Sponsor

Date

Print Name: SCOTT W RIES

[Signature]

11-14-18

Signature of Landowner

Date

Print Name: EDWARD HOPE

Email Completed and signed Application (PDF) to: AERONAUTICS AIRPORTS@azdot.gov

Please include:

FAA FORM 7480-1

FAA Letter of No Objection

Certification of Zoning or Zoning Information

ADOT-Aeronautics Use Only:

State Transportation Board: Approved: _____ Denied _____ Date: _____

Division Director

Date

Print Name: _____



U.S Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Airports Division
Phoenix Airports District Office

3800 N Central Ave.
Suite 1025 10th Floor
Phoenix, AZ 85012

June 29, 2018

Strategic Airport Partners LLC
ATTN: Scott Ries
1260 W. Kiva Ave.
Mesa, AZ 85202

Dear Mr. Ries

**Proposed Establishment of an private landing facility located near Kingman, Arizona
Airspace Case No. 2018-AWP-1644-NRA**

The Federal Aviation Administration (FAA) has completed an airspace study from the airspace utilization standpoint of the proposal submitted by you, using FAA Form 7480-1, *Notice of Landing Area Proposal*. The proposal was received on April 9, 2018, and is for the establishment of a private use runway located near Kingman, Arizona.

Our analysis determined that the proposal is acceptable from an airspace utilization standpoint. Therefore, the FAA does not object to the establishment of the proposed landing area, provided the following conditions are met:

- a. The landing area is operated for private public use.
- b. Operations are to be conducted at this facility only during Visual Flight Rule (VFR) conditions.
- c. Operations shall be conducted in accordance with the requirements/restrictions of the overlying class of airspace.
- d. If the operations are conducted between sunset and sunrise, we recommend that landing area lighting be installed.
- e. The runway shall comply with local planning and zoning laws and regulations.

In addition, we recommend that you contact the Arizona Department of Transportation, Aeronautics Division and Mohave County to obtain the necessary applications and approvals before proceeding with the establishment of the subject landing facility.

This airspace study did not include an environmental review to determine whether or not the proposed development is environmentally acceptable in accordance with the National Environmental Policy Act of 1969 (Public Law 91-190).

This determination does not mean FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

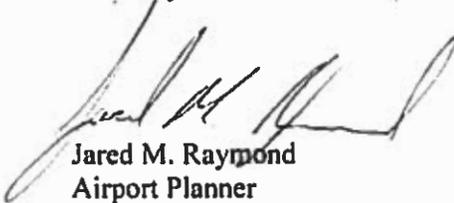
In making this determination, the FAA has considered matters such as the effect the proposal would have on existing or planned traffic patterns of neighboring airports, the effect it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA) and known natural objects within the affected area would have on the airport proposal. Also, this determination in no way preempts or waives any ordinances, laws, or regulations of any other government body or agency.

Enclosed is Airport Master Record, FAA Form 5010-5. Within 30-days after the landing area becomes operational, we would appreciate you completing this form, signing, dating and returning it to this office, so your facility can be included in the FAA Airport Data System. This form is also available at www.faa.gov/forms.

This determination expires on **June 29, 2019**, unless it is otherwise extended, revised, or terminated, or the facility is constructed before that date. An extension may be requested through our office, if necessary, up to 15-days prior to this expiration date.

If you have any questions, please contact Jared Raymond, Airport Planner, at (602) 792-1072.

Sincerely,



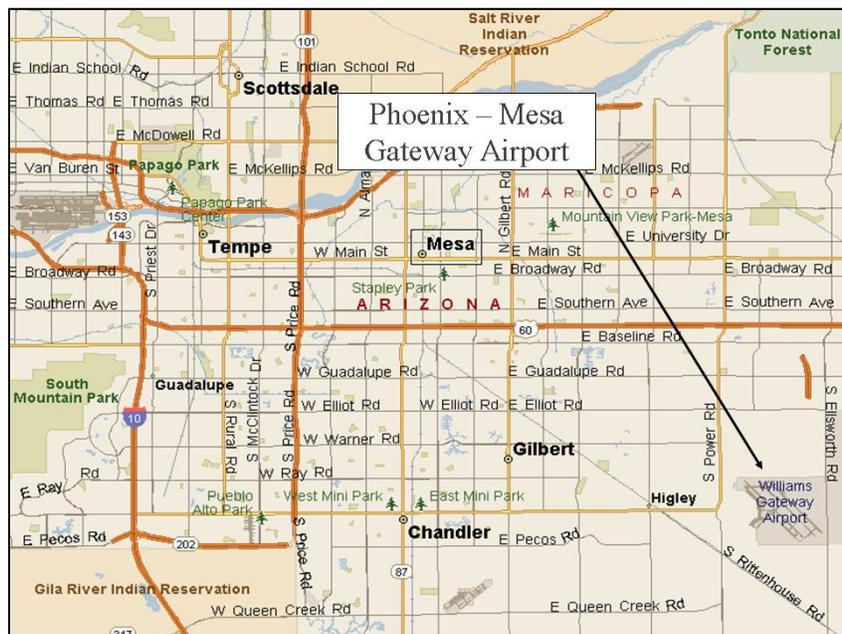
Jared M. Raymond
Airport Planner
Phoenix Airports District Office

Enclosures: FAA Form 5010-5

cc: Don Kriz, ADOT Aeronautics

PPAC - AIRPORT PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7p:	AIRPORT NAME: SPONSOR: AIRPORT CATEGORY: SCHEDULE: PROJECT #: PROGRAM AMOUNT: PROJECT MANAGER: PROJECT DESCRIPTION: REQUESTED ACTION: FUNDING SOURCES:	Phoenix-Mesa Gateway Airport Phoenix-Mesa Gateway Airport Authority Commercial Service FY 2019-2023 E9M1B New Project Margie Cerda Construct Taxiway, Phase 3 Recommend STB Approval FAA Sponsor State	\$ 9,769,733 \$ 479,582 \$ 479,561 Total Program \$ 10,728,896
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**ARIZONA DEPARTMENT OF TRANSPORTATION
MPD - Aeronautics Group**

DocuSigned by:
Elise Maza
E8B494CC7A354AD
10/26/2018

Project Committee Recommendations

AIRPORT: PHOENIX-MESA GATEWAY
SPONSOR: PHOENIX-MESA GATEWAY AIRPORT AUTHORITY
CATEGORY: Commercial Service
PROJECT NUMBER: E9M1B
AIP NUMBER: 3-04-0076-041-2018
DATE: August 7, 2018

✓ **New Project**
Changed Project

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Construction of Taxiway C, Phase 3 (CIP849)	2019	\$479,581.00	\$479,582.00	\$9,769,733.00	\$10,728,896.00	134
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
State Match exceeds 15% of programmed amount by an increase of 3%.						
Justification For Recommendation: To match FAA AIP-041						

Source of Funds:		2019 - Federal Programs (State Match)			
Original Set-Aside	Amount committed to date	Present Balance	Balance If Approved		
\$5,000,000	\$140,995	4,859,005	\$4,379,424		

Aeronautics Project Development Committee Recommends to PPAC:

Approval [] Disapproval by: **Don Kriz** Date **July 23, 2018**
 Aeronautics Representative **Margie Cady** 8/15/2018 **Don Kriz** 8/17/2018
583540D473FF424 980A05EB0984E2

Priority Planning Committee Recommends to Transportation Board:

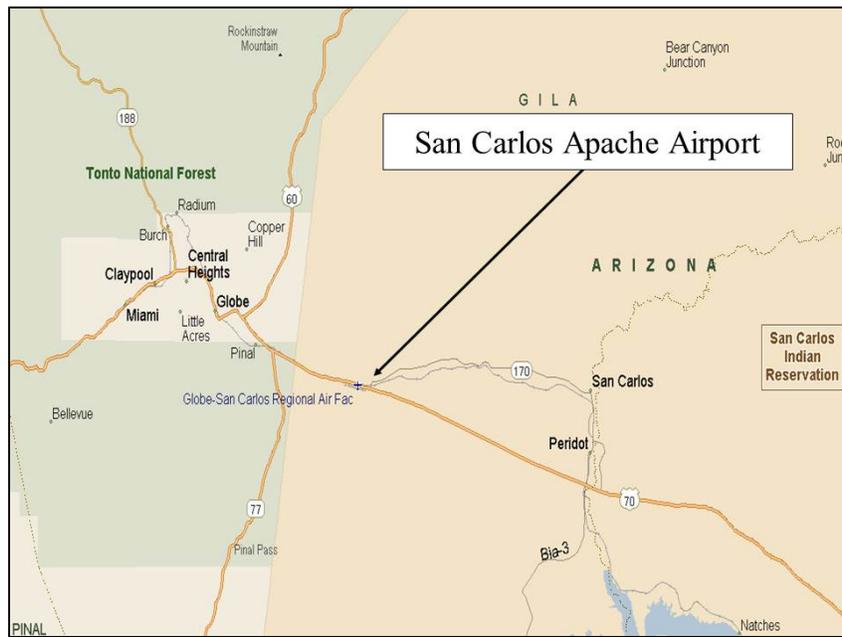
[] Approval [] Disapproval Date **September 5, 2018**

State Transportation Board Action:

[] Approval [] Disapproval Date **September 21, 2018**

PPAC - AIRPORT PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7q:	<p>AIRPORT NAME: San Carlos Apache Airport</p> <p>SPONSOR: San Carlos Apache Tribe</p> <p>AIRPORT CATEGORY: Public General Aviation</p> <p>SCHEDULE: FY 2019-2023</p> <p>PROJECT #: E9M1D</p> <p>PROGRAM AMOUNT: New Project</p> <p>PROJECT MANAGER: Margie Cerda</p> <p>PROJECT DESCRIPTION: Install Apron Lighting, Rehabilitate Taxiway A, Install Misc. Nav aids</p> <p>REQUESTED ACTION: Recommend STB Approval</p> <p>FUNDING SOURCES:</p>	<table border="0"> <tr> <td>FAA</td> <td style="text-align: right;">\$ 464,665.00</td> </tr> <tr> <td>Sponsor</td> <td style="text-align: right;">\$ 22,809.71</td> </tr> <tr> <td>State</td> <td style="text-align: right;">\$ 22,809.71</td> </tr> <tr> <td style="text-align: right;">Total Program</td> <td style="text-align: right;">\$ 510,284.42</td> </tr> </table>	FAA	\$ 464,665.00	Sponsor	\$ 22,809.71	State	\$ 22,809.71	Total Program	\$ 510,284.42
FAA	\$ 464,665.00									
Sponsor	\$ 22,809.71									
State	\$ 22,809.71									
Total Program	\$ 510,284.42									



ARIZONA DEPARTMENT OF TRANSPORTATION MPD - Aeronautics Group

Project Committee Recommendations

DocuSigned by:
Elise Maza
11/20/2018

AIRPORT: SAN CARLOS APACHE
SPONSOR: SAN CARLOS APACHE TRIBE
CATEGORY: Public GA
PROJECT NUMBER: 9M1D
AIP NUMBER: 3-04-0017-022-2018
DATE: November 20, 2018

New Project
 Changed Project

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Install Apron Lighting, Rehabilitate Twy A, Install Misc Navals	2019	\$22,809.71	\$22,809.71	\$464,665.00	\$510,284.42	132
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
FAA made a decision to combine two projects in one. An approval is requested for an increase for State Match funding.						
Justification For Recommendation: To match FAA AIP 022						

Source of Funds: 2019 - Federal Programs (State Match)			
Original Set-Aside	Amount committed to date	Present Balance	Balance If Approved
\$5,000,000	\$660,806	\$4,339,194	\$4,316,384.29

Aeronautics Project Development Committee Recommends to PPAC:

Approval
 DocuSigned by:
Margie Cook
 11/20/2018
563540D473FF424

 Disapproval
 DocuSigned by:
Don Levin
 11/21/2018
989A05EBCD984E2
Date: November 1, 2018

Aeronautics Representative:

Priority Planning Committee Recommends to Transportation Board:

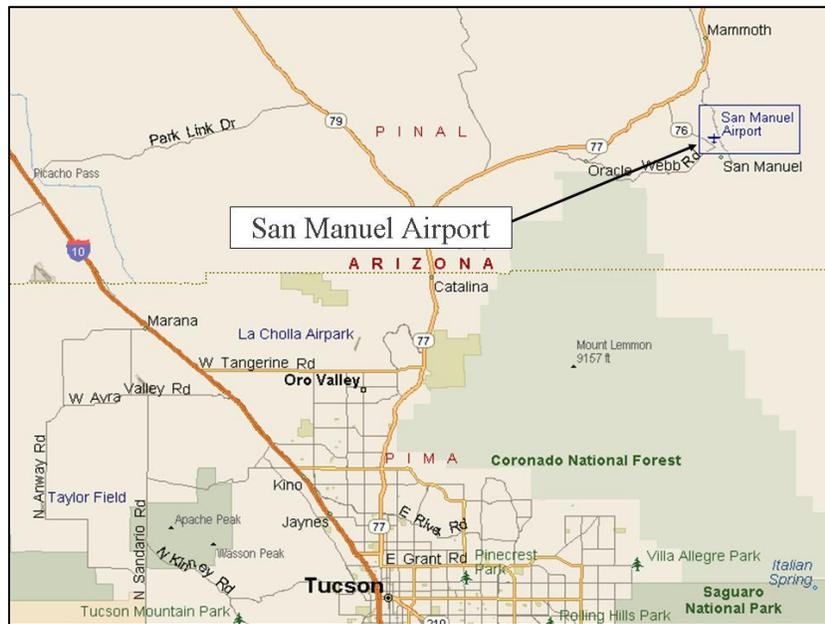
Approval Disapproval Date:

State Transportation Board Action:

Approval Disapproval Date:

PPAC - AIRPORT PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7r:	AIRPORT NAME: SPONSOR: AIRPORT CATEGORY: SCHEDULE: PROJECT #: PROGRAM AMOUNT: PROJECT MANAGER: PROJECT DESCRIPTION: REQUESTED ACTION: FUNDING SOURCES:	San Manuel Airport Pinal County Public General Aviation FY 2019-2023 E9M1J New Project Margie Cerda Acquire Land for Development Recommend STB Approval FAA Sponsor State	\$ 281,110 \$ 13,799 \$ 13,800 Total Program \$ 308,709
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**ARIZONA DEPARTMENT OF TRANSPORTATION
MPD - Aeronautics Group**

Project Committee Recommendations

DocuSigned by:
Elise Maza
11/20/2018

AIRPORT: SAN MANUEL
SPONSOR: PINAL COUNTY
CATEGORY: Public GA
PROJECT NUMBER: 9M1J
AIP NUMBER: 3-04-0080-007-2018
DATE: November 20, 2018

New Project
 Changed Project

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Acquire Land for Development	2019	\$13,800.00	\$13,799.00	\$281,110.00	\$308,709.00	58
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
This project was not programmed. An approval is requested in efforts to match State funding.						
Justification For Recommendation: To match FAA AIP 007						

Source of Funds:		2019 - Federal Programs (State Match)		
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved	
\$5,000,000	\$1,110,354.71	\$3,889,645.29	\$3,875,845.29	

Aeronautics Project Development Committee Recommends to PPAC:

Approval | Disapproval | Date: November 1, 2018
 Aeronautics Representative: *Margie Curda* 11/20/2018 | *Don Kris* 11/21/2018
563540D473FF424 | 889A05EBCD984E2

Priority Planning Committee Recommends to Transportation Board:

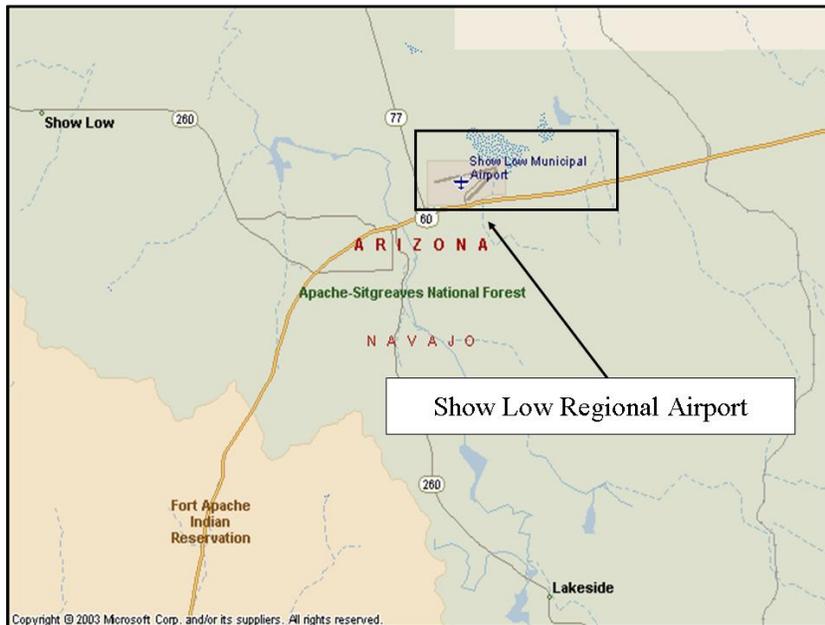
Approval | Disapproval | Date:

State Transportation Board Action:

Approval | Disapproval | Date:

PPAC - AIRPORT PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7s:	AIRPORT NAME: SPONSOR: AIRPORT CATEGORY: SCHEDULE: PROJECT #: PROGRAM AMOUNT: PROJECT MANAGER: PROJECT DESCRIPTION: REQUESTED ACTION: FUNDING SOURCES:	Show Low Regional Airport City of Show Low Commercial Service FY 2019-2023 E9M10 New Project Lisa Yahraus Rehabilitate Runway Recommend STB Approval FAA Sponsor State	\$ 2,054,427 \$ 54,064 \$ 54,064 Total Program \$ 2,162,555
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**ARIZONA DEPARTMENT OF TRANSPORTATION
MPD - Aeronautics Group
Project Committee Recommendations**

11-20-18
CF
Checked
Elex Meyer

AIRPORT: SHOW LOW RGNL
 SPONSOR: CITY OF SHOW LOW
 CATEGORY: Commercial Service
 PROJECT NUMBER: ~~9F10~~ ~~4F10~~ **E9M10**
 AIP NUMBER: 3-04-0035 ~~027~~ 2018 (AIP 027)
 DATE: September 19, 2018

New Project
 Changed Project

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Rehabilitate Runway 8/24 (7,200 ft X 100 ft)	2019	\$2,054,227.00 \$54,064.00	\$54,064.00	\$2,054,427.00	\$2,182,555.00	230
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number

Justification For Recommendation:
 FAA (AIP-027-) State Match

Source of Funds: 2019 - Federal Programs (State Match)			
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$5,000,000	\$1,200,065.71	\$3,799,934.29	\$3,745,870.29

Aeronautics Project Development Committee Recommends to PPAC:

[] Approval [] Disapproval Date: November 2018

Aeronautics Representative: *[Signature]*

Priority Planning Committee Recommends to Transportation Board:

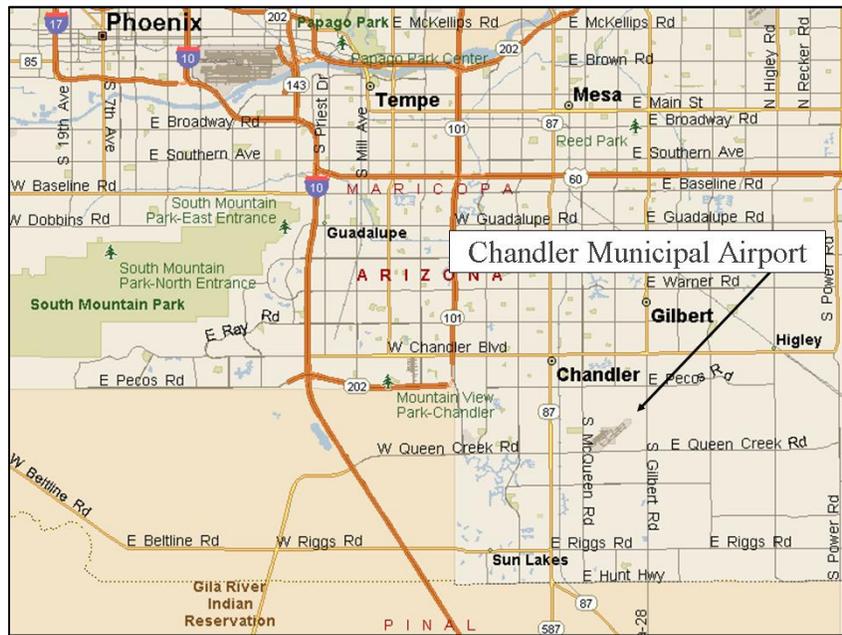
[] Approval [] Disapproval Date:

State Transportation Board Action:

[] Approval [] Disapproval Date:

PPAC - AIRPORT PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7t:	AIRPORT NAME: SPONSOR: AIRPORT CATEGORY: SCHEDULE: PROJECT #: PROGRAM AMOUNT: PROJECT MANAGER: PROJECT DESCRIPTION: REQUESTED ACTION: FUNDING SOURCES:	Chandler Municipal Airport City of Chandler Reliever FY 2019-2023 E9M1Q New Project Lisa Yahraus Rehabilitate North Terminal Apron Recommend STB Approval FAA Sponsor State	\$ 3,671,699 \$ 180,238 \$ 180,238 Total Program \$ 4,032,175
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**ARIZONA DEPARTMENT OF TRANSPORTATION
MPD - Aeronautics Group**

Project Committee Recommendations

*11-20-18
Cash Flowed
Checked
Ehringer*

AIRPORT: CHANDLER MUNI
SPONSOR: CITY OF CHANDLER
CATEGORY: Reliever
PROJECT NUMBER: ~~026~~ *QMTD* **E9M1Q**
AIP NUMBER: 3-04-0008-~~026~~ 2018
DATE: September 20, 2018 *(026)*

- New Project**
 Changed Project

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Rehabilitate North Terminal Apron	2019	\$180,238.00	\$180,238.00	\$3,671,699.00	\$4,032,175.00	150
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
State match is over 15% of original estimated amount requesting approval						
Justification For Recommendation: FAA (AIP 026) State Match						

Source of Funds: 2019 - Federal Programs (State Match)			
Original Set-Aside	Amount committed to date	Present Balance	Balance If Approved
\$5,000,000	\$1,556,937.71	\$3,443,062.29	\$3,262,824.29

Aeronautics Project Development Committee Recommends to PPAC:

[] Approval [] Disapproval Date: November 14th 2018

Aeronautics Representative: 

Priority Planning Committee Recommends to Transportation Board:

[] Approval [] Disapproval Date: December 5th 2018

State Transportation Board Action:

[] Approval [] Disapproval Date: December 21st 2018

**ARIZONA DEPARTMENT OF TRANSPORTATION
MPD - Aeronautics Group**

*11-20-18
CF checked
Alex Meyer*

Project Committee Recommendations

AIRPORT: PHOENIX SKY HARBOR INTL
SPONSOR: CITY OF PHOENIX
CATEGORY: Commercial Service
PROJECT NUMBER: **E9M1R**
AIP NUMBER: 0029-84-2017
DATE: September 21, 2018

New Project
 Changed Project

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Reconstruction of Terminal 3 southeast transition apron	2019	\$1,203,600.00	\$2,645,896.00	\$7,221,604.00	\$11,070,900.00	167
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Reconstruction of Terminal 3 southeast transition apron Sponsor request reduce State match to \$1,000,000.00 add \$203,600.00 to project E9M1S. Both projects E9M1R & E9M1S do not exceed the 18 agreed amount	2019	\$1,000,000.00	\$2,849,296.00	\$7,221,804.00	\$11,070,900.00	167
Justification For Recommendation: Sponsor request State Share for FAA (AIP 84) 1,000,000.00 as capped project request approval						

Source of Funds:	2019 - Federal Programs (State Match)		
Original Set-Aside(FSL) Amount committed to date	Present Balance	Balance if Approved	
\$5,000,000	\$1,737,175.71	\$3,262,824.29	\$2,262,824.29

Aeronautics Project Development Committee Recommends to PPAC:

Approval Disapproval

Date: November 14th 2018

Aeronautics Representative: *[Signature]*

Priority Planning Committee Recommends to Transportation Board:

Approval Disapproval

Date: December 5th 2018

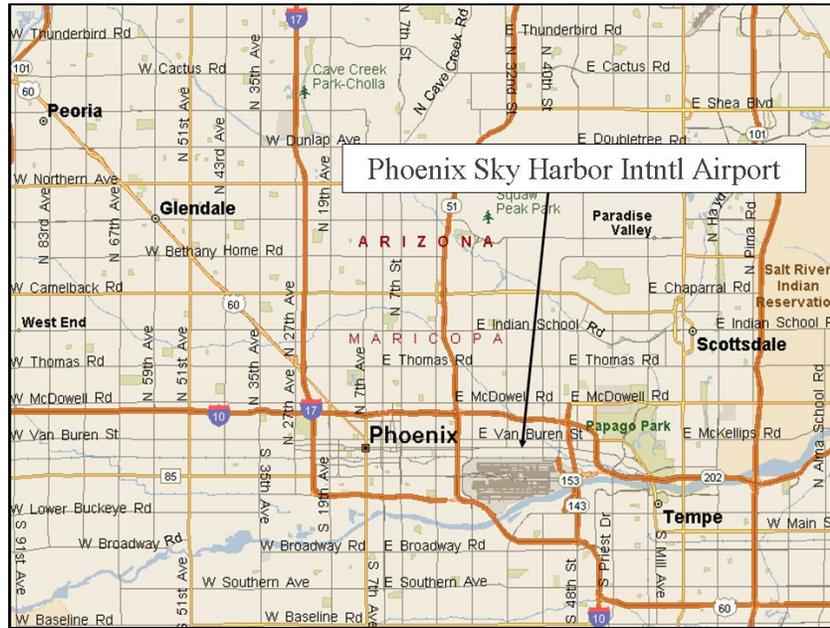
State Transportation Board Action:

Approval Disapproval

Date: December 21st. 2018

PPAC - AIRPORT PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7u:	AIRPORT NAME:	Phoenix Sky Harbor International	
	SPONSOR:	City of Phoenix	
	AIRPORT CATEGORY:	Commercial Service	
	SCHEDULE:	FY 2019-2023	
	PROJECT #:	E9M1S	
	PROGRAM AMOUNT:	New Project	
	PROJECT MANAGER:	Lisa Yahraus	
	PROJECT DESCRIPTION:	Reconstruction of Terminal #3 North Inner Apron	
	REQUESTED ACTION:	Recommend STB Approval	
	FUNDING SOURCES:	FAA	\$ 7,189,395
		Sponsor	\$ 7,238,305
		State	\$ 596,400
		Total Program	\$ 15,024,100



**ARIZONA DEPARTMENT OF TRANSPORTATION
MPD - Aeronautics Group**

*11-20-18
CP Checked
Class Mags*

Project Committee Recommendations

AIRPORT: PHOENIX SKY HARBOR INTL
SPONSOR: CITY OF PHOENIX
CATEGORY: Commercial Service
PROJECT NUMBER: ~~4441S~~ **E9M1S**
AIP NUMBER: 3-04-0029-~~87~~ 2018 (AIP 87)
DATE: September 21, 2018

New Project
 Changed Project

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Reconstruction of Terminal 3 North Inner Apron	2019	\$598,400.00	\$7,238,305.00	\$7,189,395.00	\$15,024,100.00	182
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Reconstruction of Terminal 3 North Inner Apron Sponsor request State Share \$800,000.00 increased amount is from project E9M1R. Both projects do not exceed the 1.8 agreed amount.	2019	\$800,000.00	\$7,034,705.00	\$7,189,395.00	\$15,024,100.00	182
Justification For Recommendation: Sponsor request State Share for FAA AIP (87) is \$800,000.00 as capped project over 15% of '19 CIP program requests approval						

Source of Funds: 2019 - Federal Programs (State Match)			
Original Set-Aside	Amount committed to date	Present Balance	Balance If Approved
\$5,000.00	\$2,737,175.71	\$2,262,824.29	\$1,462,824.29

Aeronautics Project Development Committee Recommends to PPAC:

[X] Approval [] Disapproval Date: November 2018

Aeronautics Representative: 

Priority Planning Committee Recommends to Transportation Board:

[] Approval [] Disapproval Date: December 5th 2018

State Transportation Board Action:

[] Approval [] Disapproval Date: December 21st 2018

STATE ENGINEER'S REPORT

November 2018

The Status of Projects Under Construction report for November 2018 shows 96 projects under construction valued at \$1,625,152,614.17. The transportation board awarded 8 projects during November valued at approximately \$58 million.

During November, the Department finalized 10 projects valued at \$22,608,056.72. Projects where the final cost exceeded the contractors bid amount by more than 5% are detailed in your board package.

Fiscal Year to date we have finalized 44 projects. The total cost of these 44 projects has exceeded the contractors bid amount by 2.3%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to -2.2%.

MONTHLY CONSTRUCTION REPORT

November 2018

PROJECTS UNDER CONSTRUCTION	96
MONETARY VALUE OF CONTRACTS	\$1,625,152,614.17
PAYMENTS MADE TO DATE	\$1,084,515,742.74
STATE PROJECTS	62
LOCAL GOVERNMENT	33
OTHER	0
CONTRACTS EXECUTED IN NOVEMBER 2018	13
MONETARY AMOUNT OF CONTRACTS EXECUTED	\$72,205,188.94

FIELD REPORTS SECTION

EXT. 7301

Accumulation to Date (Fiscal Year 2019 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
44	\$108,684,240.87	\$104,929,597.02	\$107,304,896.77	\$2,375,299.75	2.3%

Prepared By:

Checked By:

Field Reports Unit, X7301

Charlene Neish

Charlene Neish, Manager
Field Reports Unit, X7301

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2019
November, 2018

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
GLN-0-(230)T SS88901C	GLENDALE AVE'S-NORTH ALLEY Central District						
	Working Days: 171 = 120 + 37 + 14 Days Used: 171						
			K.A.Z. CONSTRUCTION, INC.	Low Bid = \$117,133.00 or 24.51% over State Estimate			
		477,867.00		\$595,000.00	\$626,725.25	\$31,725.25	5.3 %
GGH-0-(203)T SS99001C	REAY LANE/SAFFORD-BRY SouthEast District						
	Working Days: 130 Days Used: 103						
			CKC CONSTRUCTION & MATERIALS LLC	Low Bid = (\$119,768.95) or 27.41% under State Estimate			
		436,975.15		\$317,206.20	\$291,099.72	(\$26,106.48)	-8.2 %
IT0-0-(208)T SH64301C	T. O. NATION, VARIOUS LOCATION SouthCent District						
	Working Days: 120 Days Used: 117						
			SUNLINE CONTRACTING, LLC	Low Bid = (\$28,267.95) or 1.61% under State Estimate			
		1,750,512.20		\$1,722,244.25	\$1,820,187.42	\$97,943.17	5.7 %
093-B-(212)T H869101C	JCT SR-89 TO RINCON ROAD NorthWest District						
	Working Days: 140 Days Used: 140						
			SUNLAND, INC. ASPHALT & SEAL COATING	Low Bid = (\$109,138.14) or 5.44% under State Estimate			
		2,007,138.14		\$1,898,000.00	\$1,827,437.62	(\$70,562.38)	-3.7 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2019
November, 2018

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
087-C-(206)T H871901C	JACKS CANYON BRIDGE #1275 NorthCent District						
	Working Days: 132 = 130 + 2 Days Used: 131		PULICE CONSTRUCTION, INC.	Low Bid = (\$24,142.37) or 2.25% under State Estimate			
		1,073,304.50		\$1,049,162.13	\$1,008,389.78	(\$40,772.35)	-3.9 %
NAC-0-(202)T T003901C	VARIOUS LOCATIONS NorthCent District						
	Working Days: 180 Days Used: 156		ABBCO SIGN GROUP, INC.	Low Bid = (\$28,248.00) or 6.44% under State Estimate			
		438,656.00		\$410,408.00	\$411,602.19	\$1,194.19	0.3 %
CM-GDY-0-(210)T SZ12001C	VARIOUS LOCATIONS Central District						
	Working Days: 175 Days Used: 120		ROADWAY ELECTRIC, LLC	Low Bid = (\$211,897.00) or 30.00% under State Estimate			
		706,392.00		\$494,495.00	\$448,823.03	(\$45,671.97)	-9.2 %
KNG-0(208)T SH60901P	CITY OF KINGMAN (VAR LOCA) NorthWest District						
	Working Days: 365 Days Used: 330		CITY OF KINGMAN	Low Bid = or under State Estimate			
				\$12,115.70	\$12,116.18	\$0.48	0.0 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2019
November, 2018

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
010-C-NFA H744111C Working Days: 40 Days Used: 20	4242 E. RAYMOND ST. Central District		BREINHOLT CONTRACTING CO., INC.	Low Bid = (\$50,856.75) or 25.43% under State Estimate \$149,143.25	\$139,632.13	(\$9,511.12)	-6.4 %
010-E-(208)T H805201C Working Days: 360 Days Used: 360	MARSH STATION - MESCAL RD. SouthCent District						
010-E-(213)T H841101C Working Days: 360 Days Used: 360	DAVIDSON CANYON BR WB SouthCent District						
010-E-(215)T H866101C Working Days: 360 Days Used: 360	JUNCTION SR83 - MP 288 SouthCent District						
010-E-(216)T H866601C Working Days: 360 Days Used: 360	MESCAL RD TO JCT SR 90 SouthCent District		FNF CONSTRUCTION, INC.	Low Bid = (\$2,756,151.85) or 15.38% under State Estimate \$15,167,128.50	\$16,022,043.41	\$854,914.91	5.6 %

Completed Contracts (Fiscal Year 2019)

November, 2018

<u>Totals</u>	<u>No. of Contracts</u>	<u>State Estimate</u>	<u>Bid Amount</u>	<u>Final Cost</u>
# of Projects: 13	10		\$21,814,903.03	\$22,608,056.72
		<u>Monetary</u>		<u>Monetary</u>
				\$793,153.69

FINAL COST VS BID ADJUSTED
FISCAL YEAR 2019

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-18	\$ 23,387,878	\$ 1,034,277	\$ 36,797	\$ 52,430	\$ 1,123,504	\$ 22,507,395	\$ 22,264,374	-1.1%
Aug-18	\$ 43,026,175	\$ 492,627	\$ 18,317	\$ -	\$ 1,634,447	\$ 42,222,294	\$ 41,391,728	-2.0%
Sep-18	\$ 63,459,916	\$ 157,437	\$ 426,656	\$ 37,189	\$ 2,255,728	\$ 63,171,291	\$ 61,204,187	-3.1%
Oct-18	\$ 84,696,840	\$ 1,017,566	\$ 368,152	\$ -	\$ 3,641,446	\$ 83,114,694	\$ 81,055,394	-2.5%
Nov-18	\$ 107,304,897	\$ 226,727	\$ 859,346	\$ -	\$ 4,727,519	\$ 104,929,597	\$ 102,577,378	-2.2%
Dec-18					\$ 4,727,519		\$ (4,727,519)	
Jan-19					\$ 4,727,519		\$ (4,727,519)	
Feb-19					\$ 4,727,519		\$ (4,727,519)	
Mar-19					\$ 4,727,519		\$ (4,727,519)	
Apr-19					\$ 4,727,519		\$ (4,727,519)	
May-19					\$ 4,727,519		\$ (4,727,519)	
Jun-19					\$ 4,727,519		\$ (4,727,519)	
		\$ 2,928,633	\$ 1,709,267	\$ 89,619	\$ 4,727,519			
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 9a:** BOARD DISTRICT NO.: 6

Page 349

BIDS OPENED: November 9, 2018

HIGHWAY: CITY OF PRESCOTT

SECTION: CORONADO AVENUE, PARK AVENUE TO COUNTRY CLUB DRIVE

COUNTY: YAVAPAI

ROUTE NO.: LOCAL

PROJECT : TRACS: SRS-PRS-0(207)T : 0000 YV PRS SF02901C

FUNDING: 83% FEDS 17% LOCAL

LOW BIDDER: PAVECO, INC.

LOW BID AMOUNT: \$ 499,992.80

STATE ESTIMATE: \$ 341,373.50

\$ OVER ESTIMATE: \$ 158,619.30

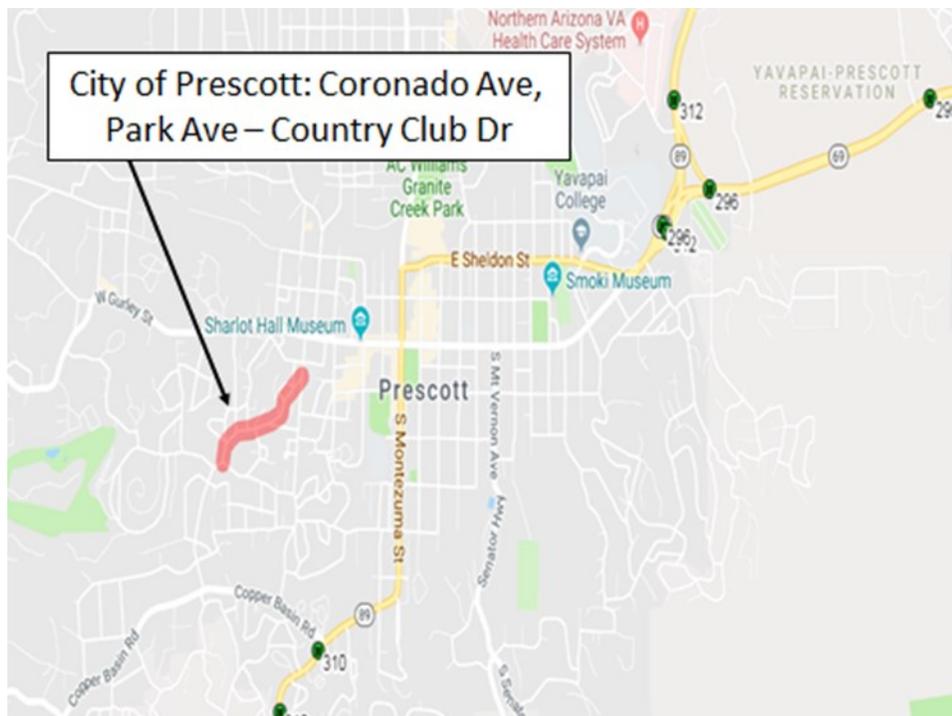
% OVER ESTIMATE: 46.5%

PROJECT DBE GOAL: 9.51%

BIDDER DBE PLEDGE: 9.68%

NO. BIDDERS: 1

RECOMMENDATION: REJECT ALL BIDS



***ITEM 9b:** BOARD DISTRICT NO.: 1

BIDS OPENED: September 21, 2018

HIGHWAY: EHRENBERG-PHOENIX HIGHWAY (I 10)

SECTION: FAIRWAY DRIVE (EL MIRAGE ROAD)

COUNTY: MARICOPA

ROUTE NO.: I 10

PROJECT : TRACS: 010-B-NFA : 010 MA 129 H858701C

FUNDING: 100% STATE

LOW BIDDER: SUNLAND ASPHALT & CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 20,807,745.25

STATE ESTIMATE: \$ 17,770,463.00

\$ OVER ESTIMATE: \$ 3,037,282.25

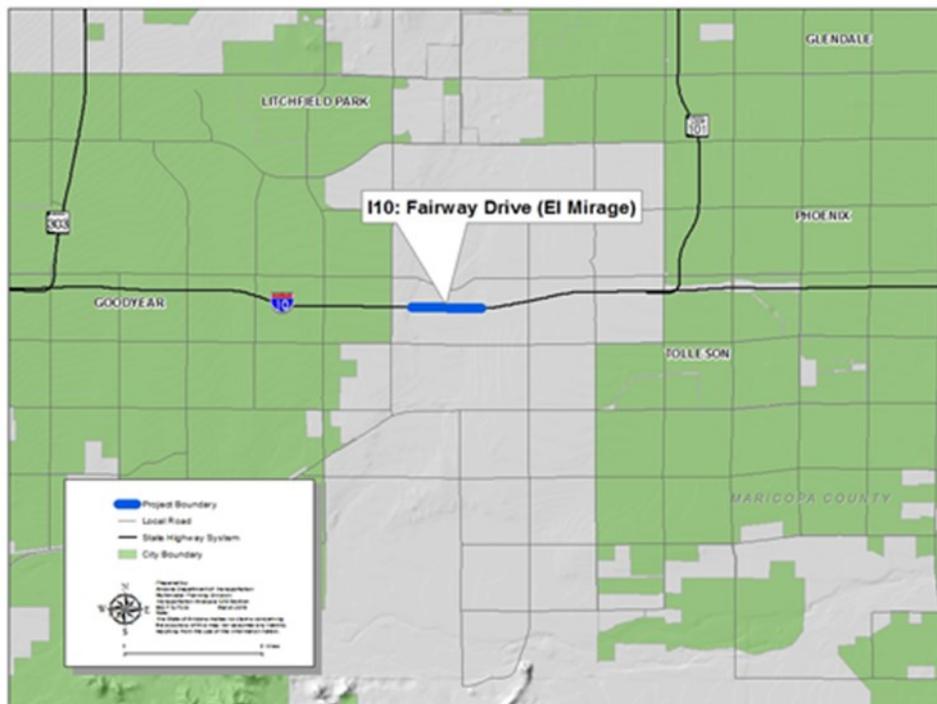
% OVER ESTIMATE: 17.1%

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 6

RECOMMENDATION: AWARD



***ITEM 9c:** BOARD DISTRICT NO.: 1

BIDS OPENED: November 16, 2018

HIGHWAY: PIMA FREEWAY (SR 101)

SECTION: I-17 TO PIMA ROAD

COUNTY: MARICOPA

ROUTE NO.: SR 101

PROJECT : TRACS: 101-A(213)S : 101L MA 023 F012101C

FUNDING: 83% FEDS 15% STATE 2% LOCAL

LOW BIDDER: COFFMAN AMES JOINT VENTURE

LOW BID AMOUNT: \$ 184,835,000.00

STATE ESTIMATE: \$ 131,173,679.91

\$ OVER ESTIMATE: \$ 53,661,320.09

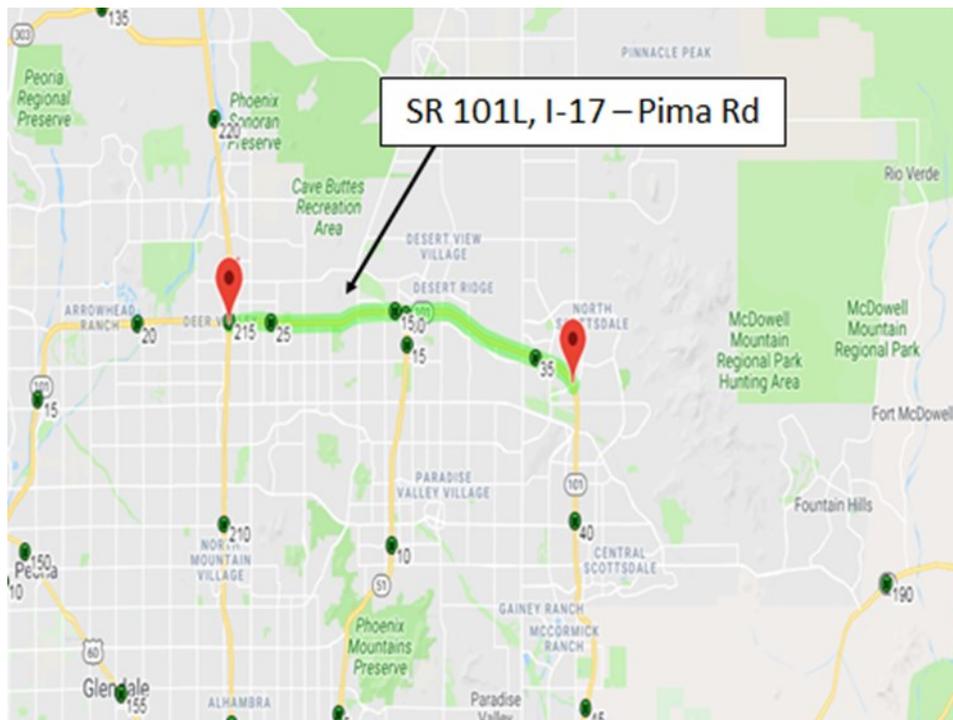
% OVER ESTIMATE: 40.9%

PROJECT DBE GOAL: 8.35%

BIDDER DBE PLEDGE: 8.58%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



**ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION**

BID RESULTS

Completion Date:

160 Working Days

The proposed project is located in Navajo County on I-40, from MP 267.72 (WB) and MP 268.00 (EB) to MP 277.60 (EB) and MP 277.45 (WB). The work consists of pavement rehabilitation and bridge repair. The work includes milling and repaving of asphalt concrete pavement, reconstruction of WB I-40 from MP 267.72 to 267.82, replacement of bridge barrier at the Manila Wash Bridges, and replacement of existing fences and guardrails in various locations. The work also include mechanical milling and polyester polymer concrete overlay on bridge decks , shoulder build-up seeding, pavement marking and other related work.

Bid Opening Date : 11/9/2018, Prequalification Required, Engineer Specialist : Sarker Sajedur Rahman

Project No.	Highway Termini	Location	Item
040 NA 267 H893801C 040-D-(236)T	FLAGSTAFF - HOLBROOK HIGHWAY (I-40)	JACKRABBIT RD TO JOSEPH CITY NorthEast District	6717

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$9,902,997.70	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302
	\$10,025,129.82	DEPARTMENT	
2	\$10,560,000.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W. Drivers Way Tempe, AZ 85284
3	\$10,923,050.74	HATCH CONSTRUCTION & PAVING, INC.	127 S. MAIN STREET TAYLOR, AZ 85939
4	\$10,934,359.60	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281

Apparent Low Bidder is 1.2% Under Department Estimate (Difference = (\$122,132.12))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 09, 2018, AT 11:00 A.M. (M.S.T.)

TRACS NO 040 NA 267 H8938 01C
PROJ NO NHPP-040-D(236)T
TERMINI FLAGSTAFF – HOLBROOK HIGHWAY (I-40)
LOCATION JACKRABBIT ROAD TO JOSEPH CITY

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-40	267.72 to 277.60	Northeast	6717

The amount programmed for this contract is \$13,300,000. The location and description of the proposed work are as follows:

The proposed project is located in Navajo County on I-40, from MP 267.72 (WB) and MP 268.00 (EB) to MP 277.60 (EB) and MP 277.45 (WB). The work consists of pavement rehabilitation and bridge repair. The work includes milling and repaving of asphalt concrete pavement, reconstruction of WB I-40 from MP 267.72 to 267.82, replacement of bridge barrier at the Manila Wash Bridges, and replacement of existing fences and guardrails in various locations. The work also include mechanical milling and polyester polymer concrete overlay on bridge decks , shoulder build-up seeding, pavement marking and other related work.

The time allowed for the completion of the work included in this project will be 160 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 7.01.

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.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

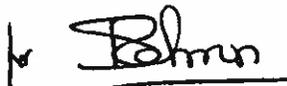
A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Sarker Rahman	SRahman@azdot.gov
Construction Supervisor:	Carl Ericksen	CEricksenn@azdot.gov



Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 9/21/2018

**ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION**

BID RESULTS

Completion Date:

240 Working Days

The proposed project 072 LA 030 H871101C is located in La Paz County on SR 72, starting at MP 30.00 and ending at US 60 (MP 49.91). The proposed work consists of pavement rehabilitation of the roadway and bridges. The project includes milling and replacing of AC and chip seal; replacing bridge barrier; replacing guardrail; constructing ford walls; shoulder build-up; pavement marking; signing; rumble strips; seeding and other related work

The proposed Project 072 LA 028 F0083 01C is located in La Paz County on SR 72 within the Town of Bouse, from Milepost 28.3 and to Milepost 28.9. The project consist of construction of an eastbound right turn lane and westbound left turn lane at Joshua Drive. The work includes removal of AC; roadway excavation; placing AB, AC and chip seal; relocation of existing cattle guard; pavement marking; signing and other related work.

Bid Opening Date : 11/9/2018, Prequalification Required, Engineer Specialist : Fauzia Koly

Project No.	Highway Termini	Location	Item
072 LA 030 H871101C 072-A-(203)T	JCT SR 95 - HOPE HIGHWAY (SR 72)	MP 30 to JCT US 60 SouthWest District	3572
072 LA 028 F008301C 072-A-(204)T	JCT SR 95 - HOPE HIGHWAY (SR 72)	Sr 72 at Joshua Drive SouthWest District	8376

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$9,482,440.98	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
	\$9,932,043.93	DEPARTMENT	
2	\$9,977,380.98	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302
3	\$10,101,010.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W. Drivers Way Tempe, AZ 85284

Apparent Low Bidder is 4.5% Under Department Estimate (Difference = (\$449,602.95))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 9, 2018, AT 11:00 A.M. (M.S.T.)

TRACS NO 072 LA 030 H8711 01C
PROJ NO STBGP-072-A (203) T
TERMINI JCT SR 95 - HOPE HIGHWAY (SR 72)
LOCATION MP 30 to JCT US 60

TRACS NO 072 LA 028 F0083 01C
PROJ NO STBGP-072-A (204) T
TERMINI JCT SR 95 - HOPE HIGHWAY (SR 72)
LOCATION SR 72 AT JOSHUA DRIVE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 72	30.00 to 49.91	SOUTHWEST	3572
SR 72	28.30 to 28.90	SOUTHWEST	8376

The amount programmed for this contract is \$13,900,000. The location and description of the proposed work are as follows:

The proposed project 072 LA 030 H871101C is located in La Paz County on SR 72, starting at MP 30.00 and ending at US 60 (MP 49.91). The proposed work consists of pavement rehabilitation of the roadway and bridges. The project includes milling and replacing of AC and chip seal; replacing bridge barrier; replacing guardrail; constructing ford walls; shoulder build-up; pavement marking; signing; rumble strips; seeding and other related work

The proposed Project 072 LA 028 F0083 01C is located in La Paz County on SR 72 within the Town of Bouse, from Milepost 28.3 and to Milepost 28.9. The project consist of construction of an eastbound right turn lane and westbound left turn lane at Joshua Drive. The work includes removal of AC; roadway excavation; placing AB, AC and chip seal; relocation of existing cattle guard; pavement marking; signing and other related work.

The time allowed for the completion of the work included in this project will be 240 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 6.88.

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.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:



Engineering Specialist:
Construction Supervisor:

Fauzia Karim Koly
Jaime Hernandez

FKoly@azdot.gov
JHernandez@azdot.gov

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 9/28/2018

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

110 Working Days

The proposed project is located in Yavapai County on Northbound SR 89, starting at MP 272.00 and extending north to MP 275.94, for a length of 3.94 miles. The proposed work consists of safety improvements including milling, placing ACFC, removing and installing guardrail, shoulder build up, pavement marking, signing and other related work.

Bid Opening Date : 11/9/2018, Prequalification Required, Engineer Specialist : Layth Al Obaidi

Project No.	Highway Termini	Location	Item
089 YV 272 H849801C 089-A-(208)A	WICKENBURG - PRESCOTT HWY (SR 89)	SR-89, YARNELL HILL MP-272.00 NorthWest District	9122

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$1,562,651.85	PAVECO, INC.	2801 S. 49TH AVE, SUITE B PHOENIX, AZ 85043
2	\$1,594,600.00	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302
	\$1,748,535.00	DEPARTMENT	

Apparent Low Bidder is 10.6% Under Department Estimate (Difference = (\$185,883.15))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 09, 2018, AT 11:00 A.M. (M.S.T.)

TRACS NO 089 YV 272 H849801C
PROJ NO STBGP-HSIP-089-A(208)T
TERMINI WICKENBURG - PRESCOTT HIGHWAY
LOCATION SR 89, YARNELL HILL, MP 272 – MP 276

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 89	272 to 276	NORTHWEST	9122

The amount programmed for this contract is \$1,750,000. The location and description of the proposed work are as follows:

The proposed project is located in Yavapai County on Northbound SR 89, starting at MP 272.00 and extending north to MP 275.94, for a length of 3.94 miles. The proposed work consists of safety improvements including milling, placing ACFC, removing and installing guardrail, shoulder build up, pavement marking, signing and other related work.

The time allowed for the completion of the work included in this project will be 70 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

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.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:
Construction Supervisor:

Layth Al Obaidi
Robert LaJeunesse

LAlobaidi@azdot.gov
RLajeunesse@azdot.gov


Ata Zarghami,
Acting Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 07/20/1018

**ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION**

BID RESULTS

Completion Date:

200 Working Days

The proposed work is located in Yavapai County, on US 89 between mileposts 357.89 and 358.12, approximately eight miles south of Ash Fork. The proposed work consists of removing and replacing an existing bridge, reconstructing existing bridge approaches, replacing pavement markings, and other miscellaneous work.

Bid Opening Date : 11/30/2018, Prequalification Required, Engineer Specialist : Patwary Mohammed

Project No.	Highway Termini	Location	Item
089 YV 357 H872001C 089-B-(215)T	PRESCOTT - ASH FORK HIGHWAY (US-89)	MEATH WASH BRIDGE #289 NorthWest District	27215

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$2,823,830.95	DEPARTMENT	
1	\$2,997,623.86	VASTCO, INC.	425 INDUSTRIAL DRIVE CHINO VALLEY, AZ 86323
2	\$3,312,316.75	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
3	\$3,807,928.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027

Apparent Low Bidder is 6.2% Over Department Estimate (Difference = \$173,792.91)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 30, 2018, AT 11:00 A.M. (M.S.T.)

**TRACS NO 089 YV 357 H872001C
PROJ NO STPG-NHPP-089-B(215)T
TERMINI PRESCOTT – ASH FORK HIGHWAY (US-89)
LOCATION MEATH WASH BRIDGE**

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 89	357.89 TO 358.12	NORTHWEST	27215

The amount programmed for this contract is \$2,600,000. The location and description of the proposed work are as follows:

The proposed work is located in Yavapai County, on US 89 between mileposts 357.89 and 358.12, approximately eight miles south of Ash Fork. The proposed work consists of removing and replacing an existing bridge, reconstructing existing bridge approaches, replacing pavement markings, and other miscellaneous work.

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 7.19.

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.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

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:	James Bramble	JBramble@azdot.gov

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 09/28/2018

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

90 Working Days

The proposed project is located in Yavapai County on Coronado Avenue in the City of Prescott, beginning 80 feet south of Park Avenue intersection and extending to Country Club Drive. The proposed work consists of constructing sidewalks, sidewalk ramps, and curb and gutter, signing, striping, and other related work.

Bid Opening Date : 11/9/2018, Prequalification Required, Engineer Specialist : David Do

Project No.	Highway Termini	Location	Item
0000 YV PRS SF02901C PRS-0-(207)T	CITY OF PRESCOTT	CORONADO AVENUE, PARK AVENUE T NorthWest District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$341,373.50	DEPARTMENT	
1	\$499,992.80	PAVECO, INC.	P.O. BOX 1067 SUN CITY, AZ 85372

Apparent Low Bidder is 46.5% Over Department Estimate (Difference = \$158,619.30)

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	David Do	DDo@azdot.gov
Construction Supervisor:	Kara Lavertue	KLavertue@azdot.gov

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: September 27, 2018

**ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION**

BID RESULTS

Completion Date:
420 Calendar Days

The proposed work is located in Maricopa County, on Interstate 10 within the City of Avondale, beginning at Milepost 129.83 and extending east to Milepost 131.48. The work consists of a new traffic interchange, new bridges for the traffic interchange and 0.2 miles of new Arterial Street. The work also includes grading and drainage, construction of portland cement concrete pavement, asphaltic rubber-asphaltic concrete friction course, retaining walls, concrete curb & gutter, sidewalk, storm drain system, signing, pavement marking, lighting, fencing, traffic signals, FMS, landscape and irrigation, and other related work.

Bid Opening Date : 9/21/2018, Prequalification Required, Engineer Specialist : Mahfuz Anwar

Project No.	Highway Termini	Location	Item
010 MA 129 H858701C 010-B-NFA	EHRENBERG-PHOENIX HIGHWAY (I-10)	FAIRWAY DRIVE (EL MIRAGE) Central District	NFA

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$17,770,463.00	DEPARTMENT	
1	\$20,807,745.25	Sunland Asphalt & Construction Inc.	3002 South Priest Drive Tempe, AZ 85282
2	\$21,930,000.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W. Drivers Way Tempe, AZ 85284
3	\$23,465,000.00	COFFMAN SPECIALTIES, INC.	9685 VIA EXCELENCIA, SUITE 200 SAN DIEGO, CA 92126
4	\$23,689,777.77	PULICE CONSTRUCTION, INC.	2033 W. MOUNTAIN VIEW RD. PHOENIX, AZ 85021
5	\$23,977,609.49	HAYDON BUILDING CORP	4640 E. COTTON GIN LOOP PHOENIX, AZ 85040

Rank	Bid Amount	Contractor Name	Address of Contractor
6	\$24,643,976.86	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281

Apparent Low Bidder is 17.1% Over Department Estimate (Difference = \$3,037,282.25)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, AUGUST 24, 2018, AT 11:00 A.M. (M.S.T.)

TRACS NO 010 MA 129 H858701C
PROJ NO 010-B-NFA
TERMINI EHRENBURG – PHOENIX HIGHWAY (I-10)
LOCATION FAIRWAY DRIVE (EL MIRAGE ROAD)

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-10	129	CENTRAL	8876

The amount programmed for this contract is \$25,000,000. The location and description of the proposed work are as follows:

The proposed work is located in Maricopa County, on Interstate 10 within the City of Avondale, beginning at Milepost 129.83 and extending east to Milepost 131.48. The work consists of a new traffic interchange, new bridges for the traffic interchange and 0.2 miles of new Arterial Street. The work also includes grading and drainage, construction of portland cement concrete pavement, asphaltic rubber-asphaltic concrete friction course, retaining walls, concrete curb & gutter, sidewalk, storm drain system, signing, pavement marking, lighting, fencing, traffic signals, FMS, landscape and irrigation, and other related work.

The time allowed for the completion of the work included in the Construction Phase of the contract will be 420 calendar days.

The time allowed for the completion of the work included in the Landscape Establishment Phase of the contract will be 365 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Contract documents and other project documents 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.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No proposal will be accepted from any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:
Construction Supervisor:

Mahfuz Anwar
Keegan Olds

Manwar@azdot.gov
KOlds@azdot.gov


Ata Zarghami,
Acting Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 06/26/18

**ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION**

BID RESULTS

Completion Date:

720 Calendar Days

The proposed Design-Build project work is in Maricopa County on SR 101L, from I-17 to Pima Road. The work includes design and construction for new general purpose lanes on SR 101L in both travel directions. The work includes constructing pavement, structures, retaining walls, barrier, drainage, signing, pavement markings, street lighting, traffic signals, ITS, utilities relocation, landscape restoration, and AR-ACFC.

Bid Opening Date : 11/16/2018, Prequalification Required, Engineer Specialist : David Do

Project No.	Highway Termini	Location	Item
101 MA 023 F012101C 101-B-(213)S	PIMA FWY, SR 101L	I-17 - PIMA RD Central District	9157

Rank	Adjusted Score (AS)	Bid Amount "A+B"	"A" Amount	Technical Proposal Score (TPS)	Contractor Name & Address
1		210,435,000.00	\$184,835,000.00		COFFMAN AMES JOINT VENTURE 9685 Via Excelencia, Suite 200 San Diego, AZ 92126
2		233,427,777.77	\$207,987,777.77		PULICE CONSTRUCTION, INC. 2033 W. MOUNTAIN VIEW RD. PHOENIX, AZ 85021
3		240,272,912.00	\$219,912,912.00		FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING 1302 Drivers Way Tempe, AZ 85284
		159,973,679.91	\$131,173,679.91		DEPARTMENT

**Apparent Low Bidder is 40.9% Over Department Estimate (Difference = \$53,661,320.09)
(Percentage Based on "A" Amount)**

ARIZONA DEPARTMENT OF TRANSPORTATION

CONTRACTS AND SPECIFICATIONS SECTION

**PUBLIC NOTICE
REQUEST FOR STATEMENT OF QUALIFICATIONS**

FOR

**101L MA 023 F0121 01C
101-A(213)S
PIMA FREEWAY (SR-101)
I-17 TO PIMA ROAD**

DESIGN AND CONSTRUCT NEW GENERAL PURPOSE LANES

The ARIZONA DEPARTMENT OF TRANSPORTATION (ADOT or Department) is soliciting Statements of Qualifications (SOQ) from Design-Build Proposer, under A.R.S. Title 28, Chapter 20, Article 13 relating to Design-Build Contracts, to utilize the Design-Build contracting procedure for the design and construction of general purpose lanes within Maricopa County and the Cities of Phoenix and Scottsdale.

Department programmed amount for design and construction of this project is **\$185,400,000**. The location and description of the proposed work are as follows:

The proposed Design-Build project work is in Maricopa County on SR 101L, from I-17 to Pima Road. The work includes design and construction for new general purpose lanes on SR 101L in both travel directions. The work includes constructing pavement, structures, retaining walls, barrier, drainage, signing, pavement markings, street lighting, traffic signals, ITS, utilities relocation, landscape restoration, and AR-ACFC.

A Categorical Exclusion (CE) has been prepared for this project in accordance with NEPA requirements. The CE is currently being revised to include minor changes to the project footprint resulting from additional scope to the project, and to update various outdated technical reports. The updated CE and Environmental Clearance is anticipated in Spring 2018. The selected Design-Builder shall be responsible to incorporate all mitigation measures that are stipulated in the CE into the design and construction of the project.

All format requirements, submittal guidelines, instructions and documentation submission contained in this RFQ Package are for the ADOT Project and Project Number referenced above. Submittals failing to follow the format, submittal guidelines or

any other instructions outlined in this RFQ Package will be rejected. ADOT reserves the right to reject any and all submittals, cancel the advertisement, negotiations or contract at any time in the best interest of the State.

The method for determining the lowest Price Proposal for this project is known as "A+B", and will take into account the price offering of the Design-Build Proposer, the Technical Proposal Score, and the time within which the Design-Builder will achieve Substantial Completion of the entire project. Detailed Selection Procedures will be set forth in the RFQ Package.

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 will be as specified in the RFP.

All Proposers can obtain the full content of this RFQ, RFQ Forms, Attachments, Appendices, and all Addenda at ADOT's website:
<http://www.azdot.gov/business/ContractsandSpecifications/AdvertisedAlternativeDeliveryProjects>

Documents should be available within one week following the advertisement.

Effective the date of Public Advertisement of this project, no further contact is allowed with ADOT Staff, Cities of Phoenix and Scottsdale, and the General Consultant. This restriction is in effect until Price Proposals are opened. The questions of an administrative or contractual nature must be submitted in writing as specified in the RFQ Package to Sara Howard (602-712-6834, showard@azdot.gov).

Statement of Qualifications (SOQ) from firms interested in the project will be received electronically until **2:00 P.M. Arizona Time on Tuesday, January 9, 2018**. See the Request for Qualifications package for further details regarding submission of SOQs. No Statements will be accepted after the time and date specified.

To submit a Statement of Qualifications for this project, please email the following to E2@azdot.gov: Name (must be the individual who will be uploading documents); Email address of this individual; Firm Name, Address and Telephone Number; and ADOT Project Number. The Subject Line of the email should state "ShareFile Access Request – Project F0121". After approval, an email will be sent with instructions to access the ECS ShareFile site where the Statement of Qualifications shall be submitted. Firms who intend to submit an SOQ for this proposed project shall register with ECS ShareFile

no later than January 2, 2018 at 2:00 P.M. Arizona Time. Any requests to register with ECS ShareFile after January 2, 2018 at 2:00 P.M. Arizona Time are not guaranteed to be reviewed by the SOQ Due Date.

Proposers are solely responsible for all costs and expenses of any nature associated with responding to this RFQ including providing supplemental information. ADOT will not reimburse such costs in whole or in part in any circumstance.

In order to qualify for selection, interested Design-Build Proposers shall be pre-qualified through the Department for the performance of the work. If the Design-Build Proposer is a consortium, all members shall be pre-qualified with the Department, as either a contractor or a designer. A member's share of a consortium may not exceed its pre-qualification limit. Design-Build Proposers that are not pre-qualified shall submit the prequalification application a minimum of **ten calendar days** prior to the submittal of SOQ. Firms proposing as a joint venture shall submit their joint venture application a minimum of **ten calendar days** prior to the SOQ due date to Contracts and Specifications Section.

Contractor Pre-qualification information may be obtained through Contracts and Specifications Section. Designer Pre-qualification information may be obtained through Engineering Consultants Section's website: <http://www.azdot.gov/Highways/ecs/index.asp>.

The Department will select at least three, but no more than five, Design-Build Proposers for further consideration from among those submitting SOQs.

The opening of sealed Price Proposal is tentatively scheduled in September 2018 as specified in Section B Schedule of the RFQ Package. The exact date and time for the opening of sealed Price Proposal will be set forth in the RFP.

Firms submitting SOQs shall have the appropriate licenses in compliance with Arizona Revised Statutes, Title 32, Chapter 1 - Architects, Assayers, Engineers, Geologists, Landscape Architects, and Land Surveyors; and Arizona Revised Statutes, Title 32, Chapter 10 - Contractors. It is the Design-Build Proposer's responsibility to verify that all firms in the SOQ submittal have the proper Arizona Licenses and/or Registrations, and DBE Certification if applicable, for the services to be performed under this contract.

Licensing information is available from:

Registrar of Contractors
3838 N. Central Ave, Suite 400
Phoenix, AZ 85012-1906
Phone: (602) 542-1525
Fax: (602) 542-1599

Board of Technical Registration
1110 W. Washington Street, Suite 240
Phoenix, AZ 85007
Phone: (602) 364-4930
Fax: (602) 364-4931