



Arizona Department of Transportation

State Transportation Board

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janice K. Brewer
Governor

John S. Halikowski
Director

Delbert Householder
Chairman

Robert M. Montoya
Vice Chairman

Felipe A. Zubia
William J. Feldmeier
Bobbie Lundstrom
Victor Flores
Stephen W. Christy

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 of a state highway. The Transportation Board awards construction contracts and monitors the status of construction projects.

With respect to aeronautics the Transportation Board distributes monies appropriated to the Aeronautics Division from the State Aviation Fund for planning, design, development, land acquisition, construction and improvement of publicly-owned airport facilities. The Board also approves airport construction.

The Transportation Board has the exclusive authority to issue revenue bonds for financing needed transportation improvements throughout the state. As part of the planning process the Board determines priority planning with respect to transportation facilities and annually adopts the five year construction program.

CITIZEN INPUT

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

MEETINGS

The Transportation Board typically meets on the third Friday of each month. Meetings are held in locations throughout the state. In addition to the regular business meetings held each month, the Board also conducts three public hearings each year to receive input regarding the proposed five-year construction program. Meeting dates are established for the following year at the December organization meeting of the Board.

BOARD MEETING PROCEDURE

Board members receive the agenda and all backup information one week before the meeting is held. They have studied each item on the agenda and have consulted with Department of Transportation staff when necessary. If no additional facts are presented at the meeting, they often act on matters, particularly routine ones, without further discussion.

In order to streamline the meetings the Board has adopted the "consent agenda" format, allowing agenda items to be voted on en masse unless discussion is requested by one of the board members or Department of Transportation staff members.

BOARD CONTACT

Transportation Board members encourage citizens to contact them regarding transportation-related issues. Board members may be contacted through the Arizona Department of Transportation, 206 South 17th Avenue, Phoenix, Arizona 85007; Telephone (602) 712-7550.

**NOTICE OF PUBLIC 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, January 15, 2010, beginning at 9:00 a.m., at the City of Casa Grande Council Chambers, 510 E. Florence Blvd., Casa Grande, Arizona 85222. Members of the Transportation Board will attend either in person or by telephone conference call. The Board may vote to go into Executive Session to discuss certain matters, which will not be open to the public.

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, January 15, 2010, 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.

AMERICANS WITH DISABILITIES ACT

Under the Americans with Disabilities Act, the Department must make a reasonable accommodation to allow a person with a disability to take part in a program, service or activity. For example, this means that if necessary, the Department must provide sign language interpreters for people who are deaf, a wheelchair accessible location, or enlarged print materials. It also means that the Department will take any other reasonable action that allows you to take part in and understand a program or activity, including making reasonable changes to an activity. If you believe that you will not be able to understand or take part in a program or activity because of your disability, please let us know of your disability needs in advance if at all possible. Please contact the ADA Coordinator at (602) 712-7761.

AGENDA

A copy of the agenda for this meeting will be available at the office of the Transportation Board at 206 South 17th Avenue, Room 135, at least 24 hours in advance of the meeting.

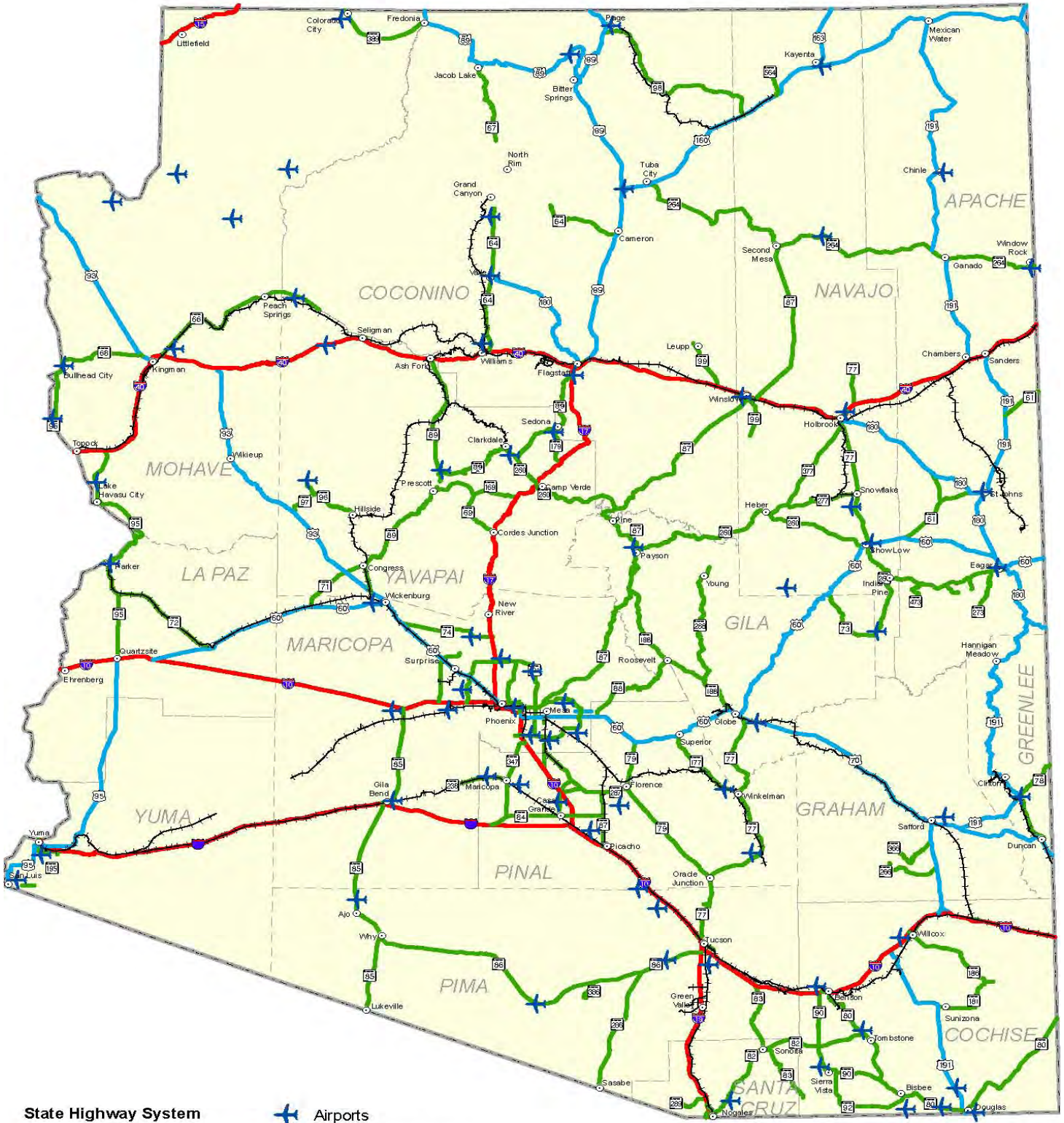
ORDER DEFERRAL AND ACCELERATIONS OF AGENDA ITEMS, VOTE WITHOUT DISCUSSION.

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

Dated this 8th day of January, 2010
STATE TRANSPORTATION BOARD
By: Mary Currie

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



AGENDA
STATE TRANSPORTATION BOARD MEETING
9:00 a.m., Friday, January 15, 2010
City of Casa Grande Council Chambers
510 E. Florence Blvd.
Casa Grande, Arizona 85222

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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, January 15, 2010. 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 Householder.

Roll Call

Roll call by Board Secretary, Mary Currie

Opening Remarks

Opening remarks by Chairman Householder.

Call to the Audience (Information and discussion)

An opportunity for citizens to discuss items of interest with the Board.

Please fill out a Request for Public Input Form and turn in to the Secretary if you wish to address the Board.
Please limit your comments to 3 minutes, so everyone is given the chance to speak.

District Engineer's Report

District Engineer will provide an update on projects and issues of regional significance
(For information and discussion only - Todd Emery, Tucson Construction District)

ITEM 1: Director's Report

The Director will provide a report on current issues and events affecting ADOT, and also respond to issues raised at previous Board Meetings.
(John Halikowski, ADOT Director)

***ITEM 2: Consent Agenda**

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

PAGE 8

Items on the Consent Agenda generally consist of the following:

- Minutes of previous Board and PPAC meetings
- Highway Program Monitoring Report
- 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

ITEM 3: Legislative Report

Staff will provide a report on State and Federal legislative issues.
(For information and discussion only - Eileen Colleran)

ITEM 4: Financial Report

Staff will provide summary reports on revenue collections for Highway User Revenues, Maricopa Transportation Excise Tax Revenues, and Aviation Revenues comparing fiscal year results to last year's actuals and forecasts, and report on interest earnings, HELP Fund status, and other financial information relative to the Board and Department.
(For information and discussion only – John Fink)

ITEM 5: Financing Program

Staff will provide an update on financing issues affecting the Board and the Department, including HURF and RARF Bonding, GAN issuances and Board Funding Obligations.
(For information and discussion only – John Fink)

- ITEM 6: Multimodal Planning Division Report**
Staff will present an update on the Framework Studies and current planning activities.
(For information and discussion only – Jennifer Toth)
- *ITEM 7: Priority Planning Advisory Committee (PPAC)** **PAGE 150**
Staff will present recommended PPAC actions to the Board including consideration of changes to the FY2010 - 2014 Statewide Transportation Facilities Construction Program.
(For discussion and possible action – Jennifer Toth)
- *ITEM 8: Acceptance of bqAZ Study Recommendation**
Staff will present final recommendations for acceptance of bqAZ in order to set the groundwork for the 20-year Long Range Transportation plan utilizing bqAZ.
(For discussion and possible action – Jennifer Toth)
- ITEM 9: State Engineer’s Report** **PAGE 172**
Staff will present a report showing the status of highway projects under construction , including total number and dollar value.
(For information and discussion only - Floyd Roehrich)
- *ITEM 10: American Recovery and Reinvestment Act (ARRA) 2009 Update** **PAGE 179**
Staff will provide an update of current projects, and bid savings to date, and will discuss the status of local ARRA projects. Staff will update the Board on funding strategies for all remaining prioritized projects in greater Arizona. The Board will discuss, and may consider re-prioritizing projects previously approved by the Board. <http://www.azdot.gov/Recovery/index.asp>
(For discussion and possible action - Floyd Roehrich)
- *ITEM 11: Construction Contracts** **PAGE 184**
Staff will present recommended construction project awards that are not on the Consent Agenda.
(For discussion and possible action – Floyd Roehrich)
- ITEM 12: Public Private Partnership (P3) and Rest Area Update**
Staff will report on progress on the implementation of the department’s P3 program. http://www.azdot.gov/Highways/Projects/Public_Private_Partnerships/index.asp
(For information and discussion only – John McGee and Gail Lewis)

ITEM 13: Rail and Transit Update

Staff will present information on the Department's efforts and initiatives with its Rail and Transit programs

(for information and discussion only - Jennifer Toth)

***ITEM 14: Organization**

Selection of Chairman and Vice Chairman, [in accordance with A.R.S., Section 28 – 303 (B)].

(For discussion and possible action)

ITEM 15: Comments and Suggestions

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

***ITEM 16: Adjournment**

*ITEMS that may require Board Action

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MINUTES APPROVAL

- Board Study Session Meeting Minutes - December 7, 2009
- Board Meeting Minutes - December 18, 2009
- PPAC Meeting Minutes - December 1, 2009
- Highway Program Monitoring Report

RIGHT OF WAY RESOLUTIONS

ITEM 2a: RES. NO: 2010-01-A-001
 PROJECT: 017MA239H676501R
 HIGHWAY: PHOENIX - CORDES JUNCTION
 SECTION: Little Squaw Creek Bridge SB
 ROUTE NO. Interstate Route 17
 ENG. DIST. Prescott
 COUNTY: Maricopa
 RECOMMENDATION: Establish new right of way as a State Route for bridge replacement to enhance safety for the traveling public

ITEM 2b: RES. NO: 2010-01-A-002
 PROJECT: 087MA204H678201R
 HIGHWAY: MESA – PAYSON
 SECTION: New Four Peaks – Dos “S” Ranch
 ROUTE NO. State Route 87
 ENG. DIST. Phoenix
 COUNTY: Maricopa
 RECOMMENDATION: Establish new right of way as a State Route and State Highway to expand existing lanes, shoulder widths and for bringing the vertical alignment into current ADOT standards to enhance safety for the traveling public

ITEM 2c: RES. NO: 2010-01-A-003
 PROJECT: 087MA211H675801R
 HIGHWAY: MESA - PAYSON
 SECTION: Vicinity of Sycamore Creek
 ROUTE NO. State Route 87
 ENG. DIST. Phoenix
 COUNTY: Maricopa
 RECOMMENDATION: Establish new right of way as a State Route and State Highway for new cut slopes, channels and slope erosion control to enhance safety for the traveling public

ITEM 2d: RES. NO: 2010-01-A-004
 PROJECT: 600-0-701 / 101LMA002H081103R
 HIGHWAY: AGUA FRIA FREEWAY
 SECTION: Jct. I-10 – Glendale Avenue
 ROUTE NO. State Route 101 Loop
 ENG. DIST. Phoenix
 COUNTY: Maricopa
 RECOMMENDATION: Disposal by vacation and extinguishment of Easement right of way
 DISPOSAL: D-M-422

ITEM 2e: RES. NO: 2010-01-A-005
 PROJECT: F-031-1-807 / 077PM071H088801R
 HIGHWAY: TUCSON – ORACLE JCT. - GLOBE
 SECTION: Roger Road – Ina Road (Target Donation)
 ROUTE NO. State Route 77
 ENG. DIST. Tucson
 COUNTY: Pima
 RECOMMENDATION: Establish by Donation new right of way as a State Route and State Highway

ITEM 2f: RES. NO: 2010-01-A-006
 PROJECT: 090CH327H600501R
 HIGHWAY: WHETSTONE T.I. – JCT. S.R. 80
 SECTION: San Pedro River Bridge (# 2944)
 ROUTE NO. State Route 90
 ENG. DIST. Safford
 COUNTY: Cochise
 RECOMMENDATION: Establish new right of way as a State Route for bridge replacement and turnout improvements to enhance safety for the traveling public

ITEM 2g: RES. NO: 2010-01-A-008
PROJECT: (ACQ) I-002-2 / I-8-2(2)
008YU095H749401R (Current)
HIGHWAY: YUMA – GILA BEND (ACQ) /
YUMA – CASA GRANDE (Current)
SECTION: MP 97.5 – Painted Rock T.I. (Abengoa Solar)
ROUTE NO. Interstate Route 8
ENG. DIST. Yuma
COUNTY: Maricopa
RECOMMENDATION: Disposal by vacation and extinguishment of
Easement right of way
DISPOSAL: D-Y-042

ITEM 2h: RES. NO: 2010-01-A-009
PROJECT: (ACQ) S-210-905 / F-067-1-806
180CN221H433301R
HIGHWAY: FLAGSTAFF – VALLE
SECTION: Fort Valley Ranch Road
ROUTE NO. U.S. Route 180
ENG. DIST. Flagstaff
COUNTY: Coconino
RECOMMENDATION: Disposal by abandonment to Coconino
County and Vacation, Extinguishment / relinquishment to
Coconino National Forest
DISPOSAL: D-F-030

ITEM 2i: RES. NO: 2010-01-A-010
PROJECT: I-040-4-801 / 040NA253H458401R
HIGHWAY: FLAGSTAFF – HOLBROOK
SECTION: North Park T.I.
ROUTE NO. Interstate Route 40
ENG. DIST. Holbrook
COUNTY: Navajo
RECOMMENDATION: Disposal by abandonment to the City of
Winslow for a continued public transportation use
DISPOSAL: D-H-009

CONSTRUCTION CONTRACTS

Non-Interstate Federal-Aid (“A” “B”) 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 2j: **BIDS OPENED:** December 11

HIGHWAY: PARKER CANYON LAKE TO MOUNTAIN VIEW HIGHWAY (SR 83)

SECTION: Milepost 44.0 – 45.5

COUNTY: Pima

ROUTE NO.: SR 83

PROJECT: HES-083-A(200)A 083 PM 044 H705701C

FUNDING: 94% Federal 6% State

LOW BIDDER: Rummel Construction, Inc.

AMOUNT: \$ 1,198,800.95

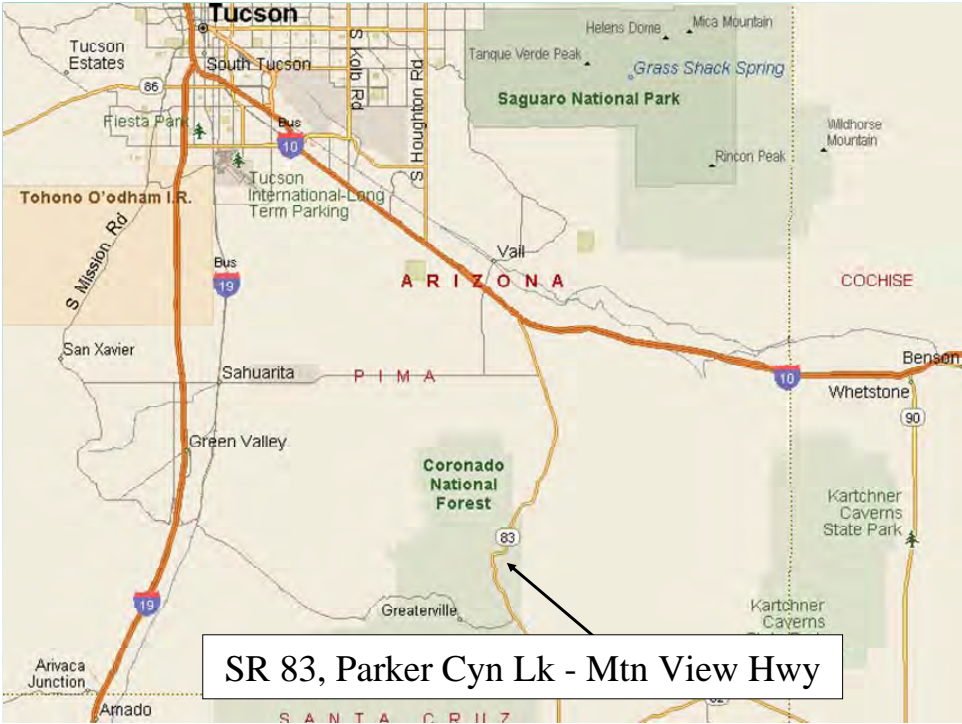
STATE AMOUNT: \$ 1,209,645.00

\$ UNDER: \$ 10,844.05

% UNDER: 0.9%

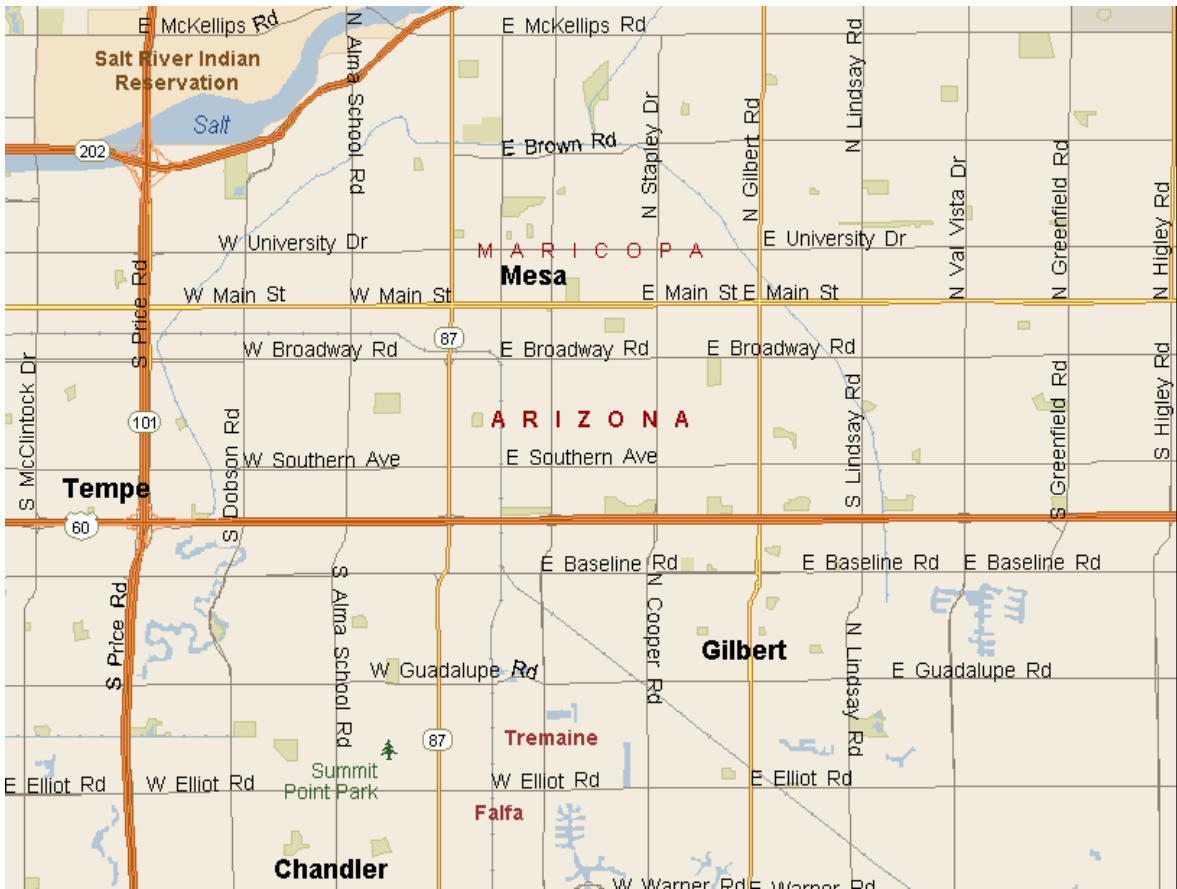
NO. BIDDERS: 8

RECOMMENDATION: AWARD



CONSENT AGENDA

ITEM 2k: BIDS OPENED: December 11
HIGHWAY: PICACHO-COOLIDGE-CHANDLER-MESA HIGHWAY (SR 87)
SECTION: Western Canal to Baseline Road
COUNTY: Maricopa
ROUTE NO.: SR 87
PROJECT: 087-A(201)A 087 MA 170 H772101C
FUNDING: 94% Federal 6% State
LOW BIDDER: M.R. Tanner Development & Construction, Inc. DBA
M.R. Tanner Construction
AMOUNT: \$ 883,500.00
STATE AMOUNT: \$ 991,211.00
\$ UNDER: \$ 107,711.00
% UNDER: 10.9%
NO. BIDDERS: 13
RECOMMENDATION: AWARD



CONSENT AGENDA

ITEM 2L: BIDS OPENED: December 11
HIGHWAY: VARIOUS LOCATIONS (SR 177), (SR 179), (SR 260)
(SR 264)
SECTION: Statewide Guardrail 2010
COUNTY: Statewide
ROUTE NO.: SR 177, SR 179, SR 260, SR 264
PROJECT: HES-999-A(246)A 999 SW 000 H796101C
FUNDING: 94% Federal 6% State
LOW BIDDER: Bison Contracting Co., Inc.
AMOUNT: \$ 955,000.00
STATE AMOUNT: \$ 1,017,193.60
\$ UNDER: \$ 62,193.60
% UNDER: 6.1%
NO. BIDDERS: 6
RECOMMENDATION: AWARD



**STATE TRANSPORTATION BOARD
STUDY SESSION MINUTES
10:00 a.m., Monday, December 7, 2009
Arizona Department of Transportation (ADOT)
Transportation Board Room
206 S. 17th Ave.
Phoenix, AZ 85007**

BOARD ATTENDANCE

Delbert Householder, Bob Montoya, Victor Flores, Bill Feldmeier, Felipe Zubia, Bobbie Lundstrom (telephonic), Steve Christy (telephonic)

PLEDGE

[The Pledge of Allegiance is recited.]

CHAIRMAN HOUSEHOLDER: We're going to start with MAG's presentation and it will be Bob Hazlett.

ITEM 1: MAG Framework & Regional Transportation Plan Update
MAG staff will brief the Board on the status of the Framework & Regional Transportation Plan.
(For information and discussion only – MAG Staff)

BOB HAZLETT: I appreciate the opportunity to discuss with you the Framework Plan that we have completed in the MAG region and how it fits into our continued Regional Transportation Planning process. The whole impetus for the Framework Study process was just that we've had growth and we're going to continue to have growth. It's hard to talk about growth, especially now in these down economic times, but we still have a lot of development that is out there and when you have all of these developments that are entitled out there and we have the continuing need to make certain we have good gateways into the MAG region, especially with us being a fair amount of economic engine for the State, we thought it was important to start these Framework Planning processes. The first one was in the Hassayampa Valley. This is the area west of the White Tank Mountains. The expected population identified in terms of development and build-out is about 3 M people by the time this area is built out. Compared to the center of Metropolitan Phoenix and the expected population build-out is roughly 5.5 M.

We have also looked to the south to the area called Hidden Valley, and not only did we take a look at what was happening in Maricopa, but Pinal County had invited us to start to take a look at how traffic goes across county lines. They invited us to come into the Hidden Valley area and it probably has about the same population projections. The other areas we're looking at: Northern Pinal County with an expected population of about 500,000 and the Superstition Business Area of about one million people. All together, we're looking at a metropolitan area of roughly 10-12 M people by the time it's built-out. That is what prompted us to start to take a look at Framework studies outside of the general metro areas we know of today in the east, west, and central valleys. Whenever we do these Framework studies, I always give this as my "warranty" slide. It's mainly a response to growth and everything seen on these maps is subject to change. The first Framework study done in the metropolitan area was in 1960 and that launched and put together what was called a "Regional Streets and Freeway Plan." That laid out today the Regional Transportation Plan and the Regional Freeway System. Going to back to the 1960 maps are

elements of Loop 101 and Loops 202, the Superstition Freeway, the I-10/Papago and Maricopa Freeways, and SR51 (the Piastawa Freeway). All of those are in the Framework Study done back in the 1960's.

The original plan identified at the top end of Loop 101 was originally supposed to go down Bell Road. As we know today, it goes down Beardsley Road. There are a number of other studies that had to be done: the Regional Transportation Plan, the Municipal Plan - what some of the cities continue to do, Corridor Location Studies, Design Concept Reports, environmental assessments, EIS, categories of exclusions, and part of the NEPA process. All those things get figured into that. As we present all this, the actions seen are not funded at all, but are laying out a roadmap, trying to look in the future, and try and figure out where we should see high capacity transportation corridors.

The Hassayampa Valley Study was launched by MAG in 2006. It was accepted by the MAG Regional Council in February 2008. Mainly, what launched the entire study was looking at I-10. There were so many developments identified that in looking at all the traffic interchange requests, there would end up being a traffic interchange for about every quarter mile on the Hassayampa Valley. That is a primary freight route to the Ports in Long Beach and Los Angeles. It was extremely important to try to bring some "order to chaos" and start launching the traffic interchange locations. A strong stance was taken on new freeways and new high capacity corridors identified for two mile spacing. The Arizona Parkway was introduced. Everything was accepted in the MAG Regional Transportation Plan as what was called the "corridors of the future," which federal regulations allow as an MPO. As the cities are affected by this, as they move forward with their planning, they will incorporate this into their general plans. That has already been done in Hassayampa Valley in the Town of Buckeye, which took the Hassayampa Study and made it a part of their general plan and the backbone of their transportation system. It became the backbone of their Land Use Planning as well.

With all of the studies launched and with the Framework Studies an environmental scan was done. This was unique to any kind of long range planning capabilities. The idea behind doing the environmental scan was to help jumpstart the NEPA or environmental process, mapping out all the different NEPA factors that would allow in moving forward with studies and processes, to go back and look at the maps and be able to use those to help guide their planning processes. Air quality was looked at, as well as economic standards, utility corridors, wildlife corridors, and drainage. At the framework process, there is a very high level, the 100,000 foot level, making it difficult to pinpoint where the corridor will be; however, through this type of mapping and the information available via a number of different sources, the corridors can be identified down enabling an "avoidance" - mapping them out and figuring out where the corridors would avoid certain situations. As planning moves forward, i.e., ADOT with high capacity transportation and freeway corridors, they can go back to the mapping and look at the studies done and get a jumpstart on the NEPA process.

Throughout the environmental scan process, there have been a number of meetings with key stakeholders to do an early clearance process. For this particular project in Hassayampa Valley, there were close to 200 meetings on the project itself, meeting with all the different affected interests, not just the property owners or development interests, including residents, Arizona Game & Fish, the Bureau of Land Management, and all other resource agencies, to try and make certain there was as much environmental information as possible for the Framework process.

An air change spacing recommendation was made as part of this particular project. With all the different developments, there were over 160 Master Plan communities and it seemed that everyone wanted their traffic interchange along I 10. Some of those developments had roadways that in one development was an 8-lane super-street, another development had a 2-lane roadway, and then it comes back out to a 6-lane roadway. There was no one who figured out how to do that and also affecting this were the traffic interchange requests along I-10. It became important to map that out, give order, and ultimately roughly two mile spacing was identified. A couple of spots had to go back to one mile spacing because a traffic

interchange had already been approved / identified in a previous study. Two mile spacing was identified to preserve the I-10 corridor and also to make certain traffic flow could be maximized and maximize the freight connection going off to the Ports in Long Beach and Los Angeles. We took great care in looking where the system traffic interchanges are: Estrella Freeway, Loop 303, SR 85, and the Hassayampa Freeway - to identify where those were and to provide as much clearance as possible for those to not have issues with graded ramps and could take care of run-outs, etc., for the system interchanges.

This was adopted by the MAG Regional Council and is our recommendation. This was presented to Director Mendez at the time, so this is what MAG would like to see along I-10 out in this part of the Hassayampa Valley. The other thing we also introduced was called the Arizona Parkway. This corridor has been around in a lot of other places in the United States, most significantly in the State of Michigan. We didn't want to start calling it the Michigan Boulevard Arterial which is what they call it, so we stole the idea and called it the "Arizona Parkway." What we found as we have done even more study on this, and my hat's off to Tim Oliver and the Maricopa County DOT for advancing the studies on his Arizona Parkway. The benefits we get from these types of facilities is phenomenal. The best point, is the information on conflict points. The accident crash rates we see on these facilities is far less than what you would see on a conventional arterial. They relegate all left turn movements to what is called indirect lefts or directional crossovers or U-turn ramps. A left cannot be made at the intersection; instead you would proceed forward and U-turn around back to the right. A lot of people say this is a whole host of extra movements and confusing the situation, but not really because what ends up happening is that the traffic signals get rid of the left turn arrows, taking out those conflicts from the intersection, and as a result take out the potential for T-bones and get a much smoother flow down the facility. In fact, the crash rate in Oakland County, Michigan, where the majority of their arterials are constructed this way, is roughly about .45 crashes for every million miles of travel. Here in Maricopa County, our crash rate is 2.5 and so this is something that's almost a quarter of the crash rate. What's also amazing is they're almost near freeway volumes. An 8-lane Arizona Parkway would carry up to 120K cars a day, whereas, the top volume on our conventional 8-lane arterials is not much more than about 75K a day, so you can see the bump in capacity you get, the improved safety, and it's also extremely contact sensitive. We feel this is a very good addition and we also recognize that we needed to have another type of facility in the Hassayampa Valley because we couldn't have freeways everywhere.

This is the recommendation we have for the Framework. This is what was accepted by MAG Regional Council. I-10 and the traffic interchanges are identified: Route 303, SR 801, the I-10 reliever freeway and the extension onto that, a new freeway corridor called the White Tank Freeway Corridor around the White Tank Mountains; and the new corridor called the Hassayampa Freeway, sometimes referred to as the I-11 corridor, as the freeway eventually ties its way up to Las Vegas being able to provide not only a freeway connection to Last Vegas, but also giving it some definition as it comes into the metropolitan area instead of bring it straight down Grand Avenue.

The green lines represent the actual parkways. We also identified the potential showing consideration of a tunnel through the White Tank on the map, although it's not known if that will ever be constructed. There are curve linear streets the development community has been identifying in the center parts of the Hassayampa Valley. We did our best to try to provide some order to what was identified there so we could have the true framework for Hassayampa. We also identified the transit framework for this area, recognizing a transit or commuter rail corridor down to 60, as well as a commuter rail corridor along the UP line, the Wellton branch going under the city. The red lines represent high capacity shuttle transit. We don't know what mode that is. We don't want to prejudice this right now, but it could be a potential light rail facility that might be able to tie in there, and bus rapid transit on the freeway corridors as well as on Grand Avenue.

One last thing also introduced here was a rail connection corridor to tie the two branches of railways. Even though this has been closed off, this Wellton branch has been slated that it could be activated again,

but one of the issues is in trying to get goods coming in on one or the other of the branches, has to be done via the State Capitol and then come back out again. There has never been any planning, although on Route 303 at one time there had been a suggestion about this, but we went ahead and identified this in the Hassayampa Valley. The development community has been getting on board with this because they see the economic benefits for providing this rail connection.

South to I-8 and 10, Hidden Valley Study, this was accepted by MAG Regional Council in September 2009; again, the two mile spacing and everything was identified as a corridor of the future. All the affected jurisdictions were recommended to incorporate this into their general plans. We also recommended there be concurrence with both the Gila River Indian communities as they move forward with their planning. As with Hassayampa and Hidden, even though MAG led these studies, they are all efforts that were funded for by a number of different organizations. ADOT participated on both projects. Maricopa County DOT participated on both projects. In Hassayampa, the City of Surprise contributed to the project. In Hidden Valley and Hassayampa, both the Town of Buckeye and the City of Goodyear participated. Pinal County, the Pinal County Public Works, and the City of Maricopa also contributed. So, even though have MAG logos on this, this was a joint effort that was done by all these entities to move forward with the planning for these communities. Environmental scans were done for Hidden Valley as well. This mapping is available on the bqAZ.org website. As we've done this and we presented this, a lot of developers have been very excited about this because it helps their planning capabilities.

This is the recommendation we have for the Hidden Valley area. You see here the network of Arizona parkways that have been identified and then some definition to the Hassayampa Freeway as it comes down into this area where it makes a bend and becomes an east/west corridor. In Maricopa and Casa Grande, both of those when built-out are supposed to have a population of about 1.8M. The City of Phoenix today is 1.5M. We had the twin freeway concept up here with I-17 and SR 51. You will see that twin concept here with I-8 as well as the Hassayampa Freeway. You will also see our major arterial network laid out. In Pinal County, what was very important to us was to match that with what is called the RSRAM Study, they are regionally significant roads for safety and mobility. We matched that up completely in this area with the Hassayampa Freeway as well as the spur freeway right here for the Town of Maricopa along SR238. Realizing that SR347 was not going to carry all the load, we made it a priority to find a way to help Maricopa have another way into the metropolitan area by using Loop 303 and the Hassayampa Freeway.

One of things important about this Framework Study was that we were requested to try and not introduce any new transportation corridors across the Indian Community lands and we feel like we have accomplished that by having corridors go around the Gila River Indian Community as well as the AK-Chin Community allowing them to maintain their way of life and their sovereignty. We do identify some improvements here along SR347 turning that into an Arizona Parkway; I-10, its eventual widening; and then at the request of the Gila River Indian Community, safety and operational improvement corridors along SRs 587 and 87 on their lands that we incorporated.

This map incorporates a commuter rail loop around the community connecting between the commuter rail lines out to UP on both sides here in Phoenix as well as areas for transiting opportunities and high capacity transit corridors along 347 and in the slot between the Sierra Estrellas and the Maricopa Mountains. We only illustrate two corridors going between here mainly because of facilitating wildlife movements between the Estrellas and the Maricopas at the request of Fish & Game as well as the Bureau of Land Management.

I'd like to go through and brief what is happening on the Regional Transit Framework Studies because we're starting to see now that these Framework Studies are not necessarily just helping us with a lot of the vacant land that we have in Maricopa and also Pinal County. We are also realizing that these Framework

Studies are allowing us to help identify and shape where we think the vision should go for other important mobile opportunities in the Maricopa County region. We are in the process of finishing up this Regional Transit Framework Study which has given us good information and scenarios to consider as we move forward in Transit Framework Planning and in next fiscal year we are okayed to do a Freight Mobility Framework Study to look at freight movements in and out of the Maricopa County area. We just received proposals on the Central Phoenix Framework Study which will look inside Loop 101 and a build-out scenario to figure out what type of transportation system we need to move us to that next horizon as that area of the Phoenix metropolitan area approaches build-out. We have had requests for doing a Framework Study for the East Valley and North Phoenix and will try to get those in when staff time permits.

The Transit Framework Study is a presentation that Kevin Wallace, our Transit Program Manager, does and give you ideas of why we're doing this particular study. It's different than doing some of the other Transportation Framework Studies where we're looking at wide open land, but it is doing a technical evaluation and giving guidance to our future Regional Transportation Plan Updates and funding initiatives as we move forward for transit. We have to do our best to keep pace with the increasing transit demand. There is a lot of information behind the deficiencies and the needs behind the study. The technical studies were all completed. One of the most important things to identify here is that, even though Proposition 400 allowed us to make a bold step in transit planning and transit operation in the Valley, what we're finding is that it doesn't meet everything that needs to be done to provide transit for a metropolitan area that could grow to 12M people.

As we moved forward, there was a major outreach to the public. A survey showed comments such as "old," "slow," and "prehistoric." People were asked "Have you been to other parts of the world or other parts of the United States and what are some of the things you like about those transit systems?" and responses would be "seamless" and "painless." Another thing was trying to look at what peer cities are doing - Atlanta, Dallas, Denver, Salt Lake City, San Diego, and Seattle - looking at how they compare. What we found is that our transit spending is way lower, about \$71 per capita, versus other cities.

There were three scenarios created. We are asking the MAG Regional Council to do, going through the different policy committees, is to accept the study based on those three scenarios and that we move forward with an additional study to hone in on which scenario creates the "biggest bang for our buck." There is another Framework Study underway in Central Phoenix that will have a great influence on the transit framework scenario. 1) Basic mobility - going through and extending what we have for our existing resources and moving that out for another 50 years and see what that does. 2) Moving our enhanced mobility, in other words, comparable to the peer levels - going from \$71 to \$129 per capita. 3) Transit choice, which is moving up from \$71 to \$295 per capita which is the Seattle comparison to see what that does for our different scenarios.

This is the current Transit Plan that is incorporated into the Regional Transportation Plan showing the light rail system in place and the two extensions onto those lines to the north and the east, lines showing various stages of study, and the super grid bus systems that have been identified. We are trying to build upon that and move forward with more transiting ideas. The first scenario is if we took this out to 2030 or 2050, what would be some of the other transiting ideas we would have. There are identification of other high capacity corridors along 59th Ave. in the West Valley along Scottsdale Road, moving down along Baseline Road - other potential opportunities. Moving forward is scenario 2, looking at trying to provide more peak level service along commuter rail routes. Scenario 3, if we want to make everything work to where we were spending the same as what we had in Seattle, there would be more transit corridors identified. Looking at this, we're finding out that we're not really meeting all the needs, but are doing our best to meet as much as we can.

The other important factor in all of the scenarios was looking at regional intermodal facilities, where there

is a lot of transfer between modes as well as being able to provide connections to a number of the transportation corridors, and then also an aggressive look at corridors that are needed beyond 2030, most of which are out in the Hassayampa Valley area, to provide transit opportunities out there and not just providing surface transportation. The expenditure amount for scenario 1 was not too much greater - another \$2B. Scenario 3 looks at roughly \$18B expenditure over the next few years, which is not funded.

This is what we have been requested from our Transportation Policy Committee as well as the Regional Council on acceptance of the Study. These are some of the future planning actions that we see going forward and moving forward with a number of initiatives to make some of these things a reality. The Regional Transit Foundation is important because there is a lot of discussion about bringing more regional transit planning capabilities into MAG giving them more of a regional flavor so we can make certain our investments are done across the board regionally. Right now, they're handled by individual modes such as Metro and RPG. As they were moving forward, they looked to see how much more transit boardings we would have in terms of increase in ridership. Up to almost 30% was identified in scenario 3. All scenarios are trying to address transiting opportunity and capacity for the area.

In the end, you will see rail transit and extension corridors -- trying to blend everything together, building upon the transiting scenarios identified in both Hassayampa and Hidden Valley, but also trying to build everything to the central area and moving forward with the frameworks in order to have a more cohesive transit operation for the metropolitan area. Kevin Wallace is the Transit Program Manager and he can provide more information or give a Board presentation to see where we're going with the transiting opportunities in the MAG region.

FELIPE ZUBIA: You hit on a couple questions I had towards the end dealing with the ridership in scenario 3 that you talked about increasing ridership to 30.2%. I know this is preliminary and general, but if we're talking about extending rail out 20-30 miles beyond where it is now - rail transit, bus rapid transit, whatever the case may be where transit is concerned - we're not going to be able to fund that without any significant increase in ridership. It seems to me that we're spreading the whole system thin without a lot of capital to build it on and 2) without any ridership, we're not going to have any money to operate and maintain that. So, are we looking at how do we increase that ridership, not only from a public information standpoint, but how do you start integrating land use and transportation decisions more seamlessly at the MAG level?

BOB HAZLETT: The thing about transit and it was always important to recognize that transit does have a very important land use component. It has been proven case and case again that you need the densities to support the transit and those densities have to be along the transit lines themselves. As it stands right now in the Phoenix metropolitan area, we are not as dense as some other parts of the world in terms of being able to provide that. I think what is extremely important here is to start mapping these things out and start identifying these as potentials and working with our land use planning partners, that is, the cities and towns. MAG does not do land use planning. We mainly respond to land use planning that has been identified by the cities and towns and so, what I think we've done is we've tried to lay out a scenario for transit and hopefully we can work with our cities that they can work to get those densities in place and make these transit operations more successful. We are never going to be in a situation where transit is going to fully pay for itself. It's a utility and something that we have to put out there. I think we can start getting the groundwork laid here and if we start to look at this and start to take at being able to maybe spend more dollars, we might be able to find more transit opportunities. The one thing that's very important to note is that with the \$295 per person, Seattle has taken a very aggressive approach to transit and they've done that because they are kind of mandated through their Growth Management Act to control land use and transportation at the same time. We don't have that here in Arizona. If we start putting the lines on the maps and we start talking about it, we can work with our other planning partners to get some of these things moved forward.

FELIPE ZUBIA: I understand that each jurisdiction is going to be touchy about any kind of regional oversight with regard to land use decisions, but is there an opportunity where maybe MAG can come up with a best practices document that really doesn't have to be adopted by the cities or MAG, but at least something that the cities can have if they do want to start planning for alternatives to just building roadways?

BOB HAZLETT: To that end, yes, MAG can certainly start to show that if we start to take these approaches and we don't really have to go much beyond the value of the sum here to start showing some of the benefits to doing some good, integrated transit-oriented development in the metropolitan area. Some of the things starting to occur in downtown Tempe are remarkable and a lot of that wouldn't be in place if we didn't have the focus on transit that we have in that area. We can't put all our eggs in the transit basket and I've seen some cities do that to the extent of not doing anything with their service streets, because then you have a lot of congestion and with the congestion comes air quality concerns. Here in the Phoenix metropolitan area, we're doing everything we can to mitigate our air quality and that means we have to keep people moving.

FELIPE ZUBIA: How do you think it would be received at MAG, at the jurisdictional level, if there is discussion like that to take place?

BOB HAZLETT: As you know, there are different cities that have different philosophies on how they do their land use planning. We have cities that are fairly young and are trying to get as much of a land use database as they possibly can have so they can have as aggressive a sales tax revenue they can do. Then you have the tourist cities wanting to slow it down to work it out. In the MAG system, we have a one vote per member agency rule and it will be interesting to see where that will take us.

FELIPE ZUBIA: You raised the issue of funding and I've raised the same issue or question to ADOT staff. Is there going to be any discussion as to the funding -- I'm not talking about politics about whether or not a sales tax will go forward or not, but what is the best way for future funding of the improvements? Is there going to be any of that discussion at the MAG level before the US DOT acts on something? Where do see that going?

BOB HAZLETT: We just saw this through our recertification when the Federal Highway was in and they were looking at the different things we were doing, and they applauded our whole framework planning process as being something that let us go beyond that mythical 20 year horizon. We did the 20 year horizon because that's where we could see our available revenues with some certainty and say that's what we think we can work with, but when the original framework was laid out for the Regional Freeway Program that was done in 1960 and it took us 48 years to complete it. Both the Federal Highway Administration and FTA were complimentary on our process. What we were able to do was we were able to say we're moving towards a framework of something - we have something identified in Hidden Valley, we have transit framework that's been identified and it's from that that we can help to figure out what are our long range needs. A lot of the corridors are 50/60 year corridors and it's going to take US DOT surface transportation policy funding acts to work through this. We've been able to say don't just look at the next five years, let's look all the way out to the future and start to get an idea of what it is that we need to do to take care of transportation because transportation drives our economy.

FELIPE ZUBIA: You mentioned earlier contact sensitive solutions for street design. Is there any formal policy MAG has on that or are they developing any sort of adoption of the ITE standard in that regard?

BOB HAZLETT: MAG doesn't have a formal policy on that, but we are pushing for it wherever we possibly can. We think CSS is a remarkable way of looking at things. You are a part of the Freeway Balancing Program we just completed here and we worked with some of those CSS principles on South Mountain, for example, by going to the narrower footprint and trying to figure out ways we can provide

more ideas in the corridor that might work with the residents in Awatukee and Levine, instead of just saying we're going to do the standard 10-lane cross-section. We went ahead and narrowed it down adding a bike path. We've done a lot of things to push towards CSS. I know MAG is going to do whatever it can to try and push towards that because it makes a lot of sense and gives you a roadway that interacts well with the community and at the same time you don't spend as much money as you think you would. SR179 in Sedona is an example of that. There isn't a formal policy on it. Let's get the kind of corridors that are almost freeway type volumes, but safer and can blend into the environment better.

FELIPE ZUBIA: One of the things we can be doing better as a transportation planning community is planning. MAG has been on the forefront in the State as pressing the planning issue, but we could be doing even more. We've been trying to keep up with designating corridors and now we're at a point where we can start looking at long term issues.

BOB HAZLETT: If you go back to Hassayampa and Hidden Valley, if we stuck with our regular arterial and freeway combination, we would have more capacity freeway corridor mileage identified. All the models we ran told us we needed more freeways, but these are areas of the Valley that are still fairly pristine and it doesn't make sense to build freeways everywhere and so that's how the parkway concept came up. We think it has a lot of potential for the State on the whole.

ITEM 2: PAG Rural Transportation Plan Update

PAG staff will brief the Board on the status of the Rural Transportation Plan.
(For information and discussion only – PAG Staff)

CHERIE CAMPBELL: I'm going to talk about our 2040 Regional Transportation Plan, which is fiscally-constrained. We're only taking a look at what we think we can build for the revenues that we expect to have available during that time period. Although I'm presenting information about that Plan, we're still in the midst of that process. We have a 2030 Plan that was adopted in 2006 at about the same time the Regional Transportation Authority election was passed in Pima County. Now we're looking beyond 2030 and doing a Plan for what we think we can actually afford during that time frame. The draft will be taken to our Regional Council in January and then it will be to okay it to go out for further public review. Our schedule is to adopt the Plan by June of next year.

We're essentially in the 3rd phase where we're finalizing alternatives and taking information to the public before we finalize the Plan itself. Plan development was guided by a broad-based task force of 34 members, many of whom were from the jurisdictions themselves, but also included interest groups such as bicycle and pedestrian, environmental, business and economic development, freight, elderly and disabled, schools, transit, low income, and minority. During the process, we've had regular updates presented to the Transportation Planning Committee and Regional Council.

Activities we've completed to date: Established a task force, gone through an initial phase of public involvement; met with stakeholders, interest groups, jurisdictions; completed regional growth and traffic projections, developed a range of fact sheets and other public materials [booklet handed out]; 20 "think tank" sessions for open houses to develop vision, goals, and revenues; developed candidate lists of projects, developed various multiple split alternates for the Plan.

Our next steps including taking the Plan to the public and getting Regional Council approval. We're also involved in traffic and air quality modeling and environmental Title VI analysis. The fact sheets have been supplemented with the "think tank" sessions, web page information, surveys, online comment forms, and open houses throughout the region.

We found it necessary to explain the similarities between this effort and other ongoing planning activities. First is the RTA which was approved in 2006. At the same time, we do a Transportation Improvement

Program. The Arizona bqAZ study is ongoing. High capacity transit study, bicycle plan, congestion management process, and university needs study have been done. This is the simplest way we could explain it to the public where the long range plan looks at everything. The Transportation Improvement Program shows the first five years; the RTA plan is tied to a tax and goes through 2026.

Trends identified were increases in population, employment, and travel. We're looking at a population today of 1M and will close to double by 2040 to about 1.8M. The vehicle miles traveled will more than double from 28M vehicle miles traveled a day to in excess of 75M a day. We're looking at a huge growth in travel throughout the region.

Information presented to the public included the Sun Corridor, population employment today and in the future, regional mapping today and 2040, population density, and employment density. Congestion maps showed red (high congestion) throughout a lot of the region, more so in peak hours. We also looked at changes in travel time with an example presented to the public. The darker line is the longer time it takes to travel with the example looking at the distance driving from downtown to the University of Arizona today and in 2040, as well as driving downtown to the University Tech Park out east. Changes in our type of need not only show a huge population growth, but large increases in population of 65 and older meaning we will have different types of needs that will have to be addressed in the future.

"Think tank" is a computer based interactive program and included in your packet is a workbook generated to lead participants through those "Think tank" sessions. They involve questions, answers, information; individuals are free through the use of a computer to insert their opinions and brainstorm. The value of the session is that it be done instantaneously with immediate results and reports, which can rank, categorize, and sort information quickly. We had a capacity to do 21 individuals at a session and we did 20 sessions reaching over 300 participants including various interest groups, homeowner associations and whoever showed an interest. We have over 7,000 different comments we used as we moved forward with plan development.

An example of immediate results showed the highest ranked response was to build an inner city passenger rail between Tucson and Phoenix, followed by widening I-10 and I-19, widening other interstates outside of Tucson, widening State Routes, building new freeway segments in Tucson or on the perimeter, building a new freeway through Tucson, and then a level freeway which had the lowest response. Through a series of questions we were able to generate instantaneous reports.

Our group moved forward with the development of a Vision and Goals Statement for the 2040 RTP. The RTP envisions a premier, energy efficient, and environmentally responsible regional transportation system that is interconnected, multi-modal, technologically advanced, and integrated with sustainable land use patterns. Within that Vision Statement there are a variety of more specific goals including expanding multi-modal choices, promoting a sustainable land use, maintaining a viable economy, enhancing safety, environmental stewardship, increase accessibility, optimize system performance, and identifying how we would get there via the public, advanced technologies, ensuring funding, ensuring on time project delivery, and accountability.

The group settled on a mode split that was similar to what was approved by the voters with the RTA wherein 57% of the money would go to roadways, 28.5% to transit, 11.5% to programs, and 3% to bike pads. These are different from our previous 2040 plan which had 1% to a bike pad, 15% to transit, and the balance between programs and roadways. In this scenario, for every dollar spent on transit, we're spending two on roadways. From a funding perspective, we didn't have a lot of money to work with and the money we're talking about assumes extension of our RTA tax beyond 2026. Without that, we'll be in dire straits. The projected revenues were roughly \$18B. Committed funds was a huge number and the reason for that is, in many respects, the RTA itself. We decided we needed to ensure that all the RTA projects are built. That's our commitment to the voters, so we had to look at that plan and allocate a large amount of funding to make up any shortfalls we anticipated would not be available in order to complete

those RTA projects. We committed a lot of funds to operations and maintenance and to finishing the projects included in our Five-Year Transportation Improvement Program. That left over \$5.2B through 2040 to build new projects. It's not much money.

From a regional roadway perspective, the group ultimately focused on eight major new roadway projects. Those include improvements to I-10, both east and west out of Tucson, improvements to I-19, to SRs 86 and 77, extension of Barraza-Aviation Corridor (SR 210) linking with I-10, to Valencia and South Sahuarita Road. Both of those were key because they are on the southeast side of town which is the area that most of the growth we anticipate will occur. The jurisdictions have projects where they have funding coming into their areas and they identified about 80 different local projects that would be on the roadway list. On the draft list, the red is committed projects and the blue is new projects. The Regional Council has not yet taken action on this.

We have major local transit projects we are incorporating into the Plan and because of the shift we're seeing in more money spent on transit, the bulk of the RTA extension would go towards new transit projects. The Plan right now shows a regional component of an inner city rail from Tucson to Phoenix including the right-of-way acquisition as part of our funded component. It will be showing expansion to the current regional system, bus rapid transit on six corridors including Broadway, Oracle, and Grant; and the extension to El Con Mall and the Laos Transit Center of the modern streetcar under development going from the University to downtown. We are also looking at bus rapid transit and express buses on these other corridors. The ultimate goal for I-10 and I-19 would be to move from express bus to bus rapid transit then to commuter rail. We have a major expansion of the bicycle and pedestrian program looking at the need to provide alternate modes. Projects include an urban loop, new bicycle boulevards more neighborhood-oriented providing safe connections for bicyclists to get across town without crossing major arterials, pedestrian signal crossings, and safe routes to school.

Regional programs include safety, intelligent transportation systems, travel and land management to reduce the number of automobile trips throughout the region, alternative energy programs, aerial mapping, emergency management, and other alternate modes. Another example is a fiberoptic communications ring throughout the region so we can take advantage of enhanced communications and technologies.

We have provided some recommendations to the bqAZ study. Those recommendations are not fiscally constrained. Our task force put a lot of work into identifying projects we would like even though we perhaps cannot afford them. Again, there is a heavy emphasis on transit. We have about 944 miles of roadway projects in that scenario and about 650 in-transit miles. These have not been adopted yet by our Regional Council. They are seeing the recommendations this Thursday and should they make a change, we will convey that information to ADOT for the bqAZ.

On a map of the roadway showing major new corridors, you will a lot of those new roadway corridors are in the northwest and southeast. The southeast shows a new population increase of 600K -- it's close to another Tucson city in this area. In the northwest, there was a freeway coming into the area from Pinal County that at one point was shown going through the Valley and swinging back to I-10. Pima County itself has issued a resolution against that extension going through, so it is not shown on the map. Alternately, the roadway is shown coming in, swinging along Tangerine, and then back over to Oracle Road. The Regional Council will be looking at this on Thursday and should there be any change situation, the information will be made available to you.

From a transit perspective, there are a lot of new transit facilities: rails throughout the I-10 corridor, express bus, BRT throughout the region. There is a major disconnect as far as traffic is concerned between what we're showing in our bqAZ scenario and how it accommodates projected traffic. On the average -- and there are a couple of different scenarios that the ADOT consultants looked at -- there are

840K trips per day between Pinal and Pima Counties. With the roadway, rail, and transit capacity increases we show on our Plan and ADOT has incorporated, they could accommodate perhaps 600K of those trips, meaning that 240K trips or more per day cannot be accommodated. It's actually the worst location in the State in that regard. The problem cannot be solved by a local plan or a regional plan and, to that end, our task force has recommended looking at new policies and additional planning between ADOT, Pinal, Maricopa, and Pima Counties so we can better address and deal with the tremendous growth and congestion we are going to see in the Sun Corridor.

STEVE CHRISTY: Cherie, can you touch briefly on the economic downturn impact on the RTA as far as the tax increase and revenues thereof?

CHERIE CAMPBELL: We've seen declines in revenues over what we had anticipated. It started about February of 2008 and has been sharply increased this year in 2009. The highest decrease we saw was probably in the range of 18% over what we had anticipated, but that seems to have slowed and I don't think the decreases were as bad as you saw in Maricopa County.

STEVE CHRISTY: Do you anticipate seeing any slowing or backing up of RTA projects as a result?

CHERIE CAMPBELL: Definitely, our legislation with the RTA is a little bit different than it was in Maricopa County. We had to commit to a start date for every project and to spend a certain amount of money on those projects, so we can't push the start dates off. To make sure that's happening; we are committing a lot of our regional money from other areas, both Federal, Regional, and Local HURF and impact fees from the jurisdictions to get the projects done. We're seeing a greater draw on our regional money than we had hoped would occur. We are committed to get those projects done and meet the schedules that were included in the ballot information to the voters. One of the good things happening now is even though revenues are down, we are seeing cost savings in the bids coming in, so we're hopeful that will help alleviate some of the concerns we have.

BOB MONTOYA: Did I hear correctly that your plan is at odds with the bqAZ plan?

CHERIE CAMPBELL: The bqAZ information we provided to the State does not accommodate the amount of traffic you're going to see between Pima and Pinal Counties. It's a difficult question to resolve. Perhaps the discrepancy is exacerbated by the fact that we don't have that one roadway in the Avra Valley area that could potentially help some of the traffic coming in from Pinal County. Even with that, we still have a huge problem and very little opportunity to solve it. There's only on this scenario three connection points between Pima and Pinal Counties. There's Oracle Road, I-10, and the new roadway if that does occur, and yet we have a need for another 10-lane freeway there to accommodate the deficiency in traffic. In our plan, we're showing a light rail transit on Oracle as well as widening to 8-lanes and hopefully that will help. The information the State has matches our plan at this point. What I don't know is whether our Regional Council will make any changes to this map that would change what ADOT has right now.

BOB MONTOYA: How does bqAZ and Pima, if they're not agreeing, how are we going to get that agreement to make the plan valid?

CHERIE CAMPBELL: The plans agree. There's just a traffic issue regardless.

BOB MONTOYA: If there's a traffic issue, then the plans don't work.

CHERIE CAMPBELL: Right now our plans agree and we can't accommodate the traffic. If we both change both of our plans, we still couldn't accommodate the traffic.

FELIPE ZUBIA: What would solve that problem? A new facility?

CHERIE CAMPBELL: We need to study it to determine what the solution is.

FELIPE ZUBIA: Have you heard of the Arizona Parkway?

CHERIE CAMPBELL: Yes, and we're looking at that for some roadways in our region.

BOB MONTOYA: When we adopt this plan, if we have these two that don't address the issue, why would we adopt a plan that has that shortfall?

FELIPE ZUBIA: I'm going to jump in and answer. We're not adopting this Plan. There's no provision that has us adopting or accepting the bqAZ 40-year Plan. To the extent that we address it, we'll address it in the Statewide Plan which just got kicked off so that question will be hanging out there. At some point, we need to address that and how that happens, I couldn't tell you right now.

JOHN MCNAMARA: When the time comes in January, we'll be accepting the Statewide Framework Program and the State Long Range Plan which is actually a 20-year horizon as opposed to the 40-year horizon. What we have is an unmet need. Part of the 2050 need is being met, but not all. Would additional facilities provide some of that unmet need? The answer is yes. It could be transit, it could be roadways, or some combination, and even land use policy.

BOB MONTOYA: I would hope that you would continue to address that issue so we're not waiting until 20-30 years down the road.

CHERIE CAMPBELL: In front of our Board Thursday is a resolution to participate with Maricopa and Pinal Counties in planning for the Sun Corridor. I'm sure that will be adopted. We want ADOT in that partnership as well.

BILL FELDMEIER: You mentioned a couple of times Pinal County traffic. You're talking about I-10 traffic?

CHERIE CAMPBELL: Traffic between Pinal and Pima Counties. The bulk probably is on I-10, but there's a lot of traffic on Oracle Road.

BILL FELDMEIER: It seems we're talking around this question. Are folks concerned about not wanting to validate this I-10 bypass?

CHERIE CAMPBELL: The bypass isn't going to solve the problem, but the task force working on this plan felt it could not recommend that bypass because Pima County has a resolution in place against it. Our Regional Council may endorse the recommendations of the task force, but there is a possibility they could decide to include that bypass. But it's not going to solve the problem even if it's included.

STEVE CHRISTY: Predominately the purpose behind the bypass either on the north side of the Catalinas or West Valley there is to divert truck traffic; am I right?

CHERIE CAMPBELL: It's another option to accommodate truck traffic. Some truck traffic would not take it because it is a longer route, but if it's a faster route, they might. Right now, with the volume of truck traffic on I-10, it's wise to present any options that we can.

STEVE CHRISTY: But it's not an alternative mass traffic diversion as much as it is for trucks. That was my understanding.

CHERIE CAMPBELL: It's both. There's going to be growth in Pinal County to the north and in portions of Pima County as well as areas to the south. It would serve commuter as well as truck traffic.

VICTOR FLORES: There is very little information and perhaps the I-19 has been dismissed as having potential problems if they do invest in the infrastructure they're talking about in Guaymas and south of the border. There isn't anything addressing -- bqAZ doesn't seem to have anything. Going up to 2050, it seems like there ought to be at least an asterisk that suggests they'll have a port in Guaymas but there's a lot of talk about investing and with the fact that the new Governor is of the same party as the President who has committed to send dollars, there ought to be some consideration aside from -- I think there was improvements up to the border.

CHERIE CAMPBELL: We were looking at an 8-lane facility. We're also recommending a third rail line for freight that would go south to the Nogales area. I think there was a recommendation of bqAZ that showed that going through Organ Pipe and we're not keen on that. One, for the environmental aspects of going through there, as well as it would bypass the Tucson area, so we'd like to see that third rail line somewhere in our area.

JOHN MCNAMARA: The bqAZ study does assume Guaymas will be improved. There is a multitude of facilities that will handle that and decrease traffic out of Guaymas. Widening I-19, enhancing capacity on the existing Union Pacific Nogales subdivision with a bypass around Nogales for freight is very important because it's a bottleneck right now through Nogales, Mexico as well as Nogales, Arizona. And then, eventual widening of State Road 85 -- we have downgraded the rail corridor on 85 and said that's something to study, not necessarily something we're recommending needs to happen. If there was a freight corridor there, it has to be in the ADOT right-of-way and not take additional lands. We're satisfied that our travel demand model in 2050 more than accommodates that traffic.

FELIPE ZUBIA: You answered the questions I asked Bob with regard to best practices on design of roadways, as well as land use transportation, has PAG picked up those conversations or have any interest in picking those up?

CHERIE CAMPBELL: What we're doing with our 2040 is developing "implementation strategies." They're not policies; we can't impose them on any of the jurisdictions because they control their own land use, but we are developing these strategies and they will address promoting transit-oriented development, high densities along the transit corridors, building complete streets when building a roadway to accommodate different modes, using intelligent transportation systems to relieve capacity wherever possible - that type of thing. We are working on that aspect of the Plan and those will be presented to our Regional Council before June of next year. The jurisdictions will be encouraged to incorporate them to the extent that they can into their own administrative policies or codes.

FELIPE ZUBIA: The Regional Council itself will act on those strategies or accept them?

CHERIE CAMPBELL: Yes, and Pima County already has an environmentally sensitive design for roadway standards. Environment is a key interest in our region.

ITEM 3: ADOT bqAZ Update and Recommendations
ADOT staff will brief the Board on the status of the bqAZ.
(For information and discussion only – James Zumpf and John McNamara)

JAMES ZUMPF: We have an update on the Framework Studies we've been doing since mid- to late 2007. We've got a draft final report for your review. A packet of information is in front of you, which

includes the Framework Study final report in draft form, the Statewide Rail Framework final report in draft, both company executive summaries, today's PowerPoint presentation, and a map of the recommended scenarios. This presentation is a continuation of the presentation we gave to the Board in Cottonwood last summer. Up to that point, we showed you the three scenarios and now we're moving into how we drafted the recommended scenario, what's entailed in the scenario, how we got there, some of the coordination that went into the recommended scenarios such as working with partners to the south in Sonora, Mexico and the states around us.

When we met with folks who did the coordination, they always asked why we were doing the visioning process. Right now, we're in an economic downturn, but when the population and economy start to pick back up, we'll need to provide a strategic vision for transportation. We put together a flow chart showing where we're at with the visioning process. We're looking out 2050 and did this visioning process also at the request of the MPO and COG Associations. When they saw the success that the MAG region had, they wanted to do the same at the State level. As we developed the Statewide framework, we looked at improving mobility and accessibility, economic growth, sustainable development, land use planning, transportation planning, and natural resources, as well as improving safety and security. That's the long range vision that we've set and will work into our federally mandated long range transportation plan. It will be fiscally constrained, identify goals and objectives, set forth performance measurements, and will look at revenue streams including potential investments for getting the money to fund those projects in the 20 year plan. The priorities we set into the Long Range Plan will move projects into our 5-Year Construction Program.

JOHN MCNAMARA: We're not going to repeat any of the presentation made in Cottonwood and are going to focus on the recommendations moving forward. We have an extensive vision and series of guiding principles to set that vision for 2050. This is the first time ADOT has done a long range vision like this and one of the first times any DOT across the country has done that. Six key points form the foundation for this long range vision. Two transportation-oriented principles there in terms of improvement, multimodal mobility, and accessibility throughout the State and ensuring safety and security, all of which are typically found in an effort like this. As we moved into thinking about the future and lessons learned in the last five to ten years, as well as the direction coming out of Washington, we see a series of things coming at us:

- Improved technology and innovation in transportation, both in terms of mobility and ways to track and analyze that movement to possibly generate revenue in the future;
- supporting economic growth and connectivity;
- promoting a sustainable development pattern to link land use and transportation;
- considering the natural environment in moving forward.

All of this is in your documents and PowerPoint Presentation. We worked on a regional basis and developed three scenarios in each of the regions around the State, incorporated the MAG and PAG work, the Transit Framework Committee, recommended transit intensive scenario, and the 2040 Scenario Pima out of the PAG region -- all of which are being brought together in a "Recommended Scenario." When being put together, we made sure it all worked, and made sure that principles that are of concern Statewide were being recognized which is why we convened a series of common interest groups and asked those people from economic development, community development, natural resource, and Tribal community perspectives if we were thinking about all the key things in terms of connectivity on a Statewide basis and not just thinking regionally. In addition, we worked with the American and Sonora bordering states as well as the SCT, essentially the FHWA of Mexico. This has been a collaborative process. There has been extensive opportunity for public involvement, both at the regional and State level in terms of focus, working, and interest groups coming together; local elected official consultations, and a series of a rail advisory, regional advisory, Framework Management Committee, and Policy Committee teams to guide the overall statewide effort. In working with the bordering states, we worked with

organization within those states, i.e., COGs and MPOs and rail organizations. And in Sonora, communications on an ongoing basis with the Port of Guaymas as well as the Sonoran Transportation Department, and what is going on in the whole northern tier of Mexico relative to port improvements and new development.

Scenario A was fairly roadway heavy and emphasized maximizing personal mobility, and had a trends transit component in terms of what's being invested in transit today throughout the State. Scenario B was more of a heavy transit-oriented scenario. It still had a strong roadway network, but had a more enhanced transit investment approach in terms of rail and transit involvement. The intent was trying to capture regular trips for employment, entertainment, and educational purposes which are the kinds of trips that can be captured in terms of transit. Both A and B relied almost exclusively on the current trends in general planning in terms of land use and according to the State laws relative to smart growth. Scenario C became more of a balance scenario. It had enhanced transit (not as much as B) and the roadway network from Scenario A, but it also began to assume an increase in focused growth. We're seeing this coming out of Washington and being discussed nationally at major transportation organizations. We're going to be moving in the future and assuming the new Transportation Act will begin to integrate more of a land use approach in transportation and understanding those requirements. And through good land use planning, begin to cut down on trips creating less demand on transit and roadways. Scenario C really reflected that type of a future.

As we did the rural consultation, worked with the common interest groups and bordering states, we heard that Scenario A really is a scenario that heavily supports the out-state areas. We have to have that connectivity. Those roadways are the lifelines to our small cities and towns and the Tribal Communities. We do need to enhance transit; particularly, intercity bus service, in those areas, and we need to start small circulator services like in the northwest tri-city region in Yuma and elsewhere.

However, Scenario C with its focus on land use and transportation really become a good, solid direction that we need to move in, in the MAG and PAG regions and the Sun Corridor in-between. That's the area where 75-80% of our population and employment is going to live and work in the year 2040, and 2050 as we get out there. What we've learned through our modeling is we are going to see a new way of moving and we have to have more of a multimodal system to accommodate the travel demand. Roadways are not going to be able to support it.

We worked to combine the best elements of Scenario A with the best elements of Scenario C to create the overall Recommended Scenario which will involve:

- Relieve congestion through enhanced capacity. We are not ignoring the existing system; it needs to be maintained, improved, and widened
- Safety improvements in the rural areas from both a transit and roadway perspective
- Selective widenings and taking all the freeways to 6-lanes at a minimum in the rural areas and, in some cases, 8-lanes such as I-19 or wider
- I-10 will be 10-lanes between Phoenix and Tucson in 2050

We have tried to be careful from an environmental perspective. Environment scans were done in the Hidden and Hassayampa Valley studies where all factors were looked at from slopes to drainage to cultural resources and hazardous materials. What we heard loud and clear from the natural resource agencies and the environmental organizations is where possible, try to use existing corridors because they've already created a disturbance and the environment, to some extent, has adjusted to those disturbances. Where we need new corridors, let's figure out the least sensitive place to put them. We also looked to build a multimodal spine in the Sun Corridor between Phoenix and Tucson, eventually extending into Nogales and the Prescott areas. We began to look at integrating high speed rail which we think will be in our future. That becomes an issue of working and coordinating with adjacent states.

In terms of maintenance and improving the existing system, we need to remember we may be enhancing transit, but the transit has to run on something, so it needs a good roadway system. We looked at creating alternative high capacity routes. There's primarily one way to go north and south right now through the center of the State and that's I-17 and expanding it to 6-lanes will be helpful and can be accomplished in a fairly environmentally sensitive way, but that isn't going to handle all the travel demands. So, creating improvements to the northeast through Basin and ultimately to I-40, doing the same thing through the Prescott Valley and up to I-40, the Hassayampa Freeway looping around the western part of the Phoenix metro area, and along the Peavine Rail Corridor and generally all the way up through the Prescott area into I-40. The idea was also touched on of US 93 in coordination with the Hassayampa Freeway possibly going to an interstate status connecting Las Vegas and Phoenix. Down to south, using I-10 to enhance capacity, the North-South Freeway which will connect the East Valley to I-10 in the Eloy area, a further eastern corridor from Florence Junction to I-10, and enhancing State Route 79 in Pima County.

In terms of transit, enhancement of intercity bus connections or creating new services, enhancing and expanding local transit services surrounding smaller communities, developing express bus and bus rapid transit servicing commute trips in and out of metropolitan areas. As the metropolitan begins to develop, there will be additional employment creating an intense corridor of transportation between employment and residential.

Adding onto that is rail, freight and passenger. Intercity rail is a high priority between Phoenix and Tucson, and extending it further south to Nogales, further north to Prescott, and also Flagstaff making a connection with the Grand Canyon Railway and the Amtrak services on the Burlington Northern Santa Fe. We are looking to reinstate service on the Wellton branch, the Union Pacific branch which is out of service west of Palo Verde. As we increase in population we're going to need that access from the west ports into the Phoenix metro area and not the way it currently occurs which is down to Tucson and backing up into Phoenix. That also could provide additional access back in for Amtrak.

Both MAG and PAG have been studying commuter rail opportunities. MAG is actively involved in studying three corridors as well as a system plan; PAG region recently completed their high capacity study. And, in both of those commuter rail will provide a real opportunity to run those longer distances than light rail runs -- more like 20-50 miles out with a limited stop situation particularly during peak periods. Our situation is ripe for that kind of service in the future.

The federal high speed rail initiative had a gap missing which was the intermountain west. There was no high speed rail recommended in Arizona, New Mexico, Colorado, Nevada, or Utah. That caused a firestorm of interest politically and there is now a major effort going on and a group organized (the "Western High Speed Rail Alliance") to begin thinking about a network within the west which would eventually connect to California and further eastward to the Front Range metro area of Albuquerque up through Colorado Springs into Denver.

We have identified five corridors as potentials which are simply ideas and not necessarily to be envisioned as exactly those corridors. This will occur through a process of looking at an entire network over the next couple of years as the Western High Speed Rail Alliance gets moving forward. We've identified the advantages to that and, as we look at the transportation and travel demand in the southwest when we modeled Southern California, all of Arizona, southern Nevada, Utah, New Mexico, Sonora, and Baja California, there is an anticipated 78% population increase between now and 2050.

We have a slide for each of the regions throughout the State and you do have a copy of this presentation. You will have the opportunity to preview this document and comment to us over the next couple of weeks, so we can get into this in more detail when we see you on the 18th.

- The northeast area - widening of regional roadways; one new road in the Navajo Nation; corridor improvements; widening of 89 and 160; improvement to local transit; safe improvements relative to unbridged crossing, bus stop shelters and pull-offs
- Flagstaff/Prescott - widening of I-17 and I-40; creating new corridor along the Peavine Railroad to Hassayampa extended north of Wickenburg west of Prescott and connecting with 89 up to Ash Fork; extension of Great Western Corridor to provide an eastern route around Prescott Valley; intensify transit services; improved transportation; reinstating passenger service and extension of intercity rail north of Wickenburg to Prescott and into Flagstaff
- Northwestern State tri-city area - US 93 possibly moving to interstate status or a 6-lane access controlled with 8-lane section of I-40; enhanced transit services; additional widenings; new bypass around Bullhead City; parkway type bypass around Lake Havasu; enhanced intercity bus service
- Yuma area - widening I-8 and I-10 to 6-lanes; improving 72 connection with I-10; east/west expressway; roadway improvements between San Louis and Yuma area; enhancing transit services; reinstating Wellton freight trail line
- Southeast area - widening I-10 to 6-lanes from Tucson to border; widening SR-70; improving SR-90; widening I-19 to 8-lanes; improvements to rail corridor; enhanced transit services
- East of Flagstaff and Payson - enhanced services providing alternative for north/south movement; finish widening of 260; Payson bypass; transit services; enhanced intercity bus service
- Sun Corridor - seamless coordination between regional framework planning and MAG and PAG regions along with connectivity work; Hassayampa Freeway connection; SR-79 improvements; I-10 widening to 10-lanes; commuter rail in and out of Tucson and eventually Phoenix for intercity rail; parkway system

We did not solve every problem in the State. There are still three things we'd like to lay out for future consideration that need additional attention and will probably take working with individual interest groups, particularly economic development and natural resource agencies, as well as transportation planning. In the Sun Corridor, there is probably a 30% range of unmet demand. Being presented to the PAG Regional Council on Thursday will be discussion regarding ongoing work to look at further opportunities. The other two areas are more an environmental issue as opposed to travel demand. The Big Chino area north of Prescott Valley is a unique habitat for pronghorn. There are lot of issues relative to movements back and forth there. The economic development folks in the Prescott area see this as a major opportunity -- the junction of 89 connecting with I-40 as an urban development opportunity. There has been land purchased up there by development firms and the area is a major aquifer resource for water into the Prescott Valley area. There are things converging in that location and, as a result, the environmental groups are concerned that roadway improvements on the network of major arterial roadways could be an inhibitor to the movement of wildlife. Contact sensitivity in planning and design will be necessary. Another area of sensitivity is in eastern Pinal County, a 275 square mile State land piece that's envisioned by the land department to be developed, but from 79 eastward is where there are major slopes, wildlife habitat, and unique open space opportunities. The Pinal County Comprehensive Plan identifies a number of activity centers and the Plan envisions that there will ultimately be urban development in that area. The concern on the part of various natural resource agencies and environmental groups is similar to the Big Chino area in that there could be conflict between urban development and wildlife and the corresponding transportation and other infrastructure.

It's important to remember this is a 2050 vision for transportation and the proposals are only conceptual in nature.

The Rail Study went on throughout 2009 and was a Statewide, not regional, study. A rail technical advisory team was set up which met a number of times ultimately identifying five key issues and moving into development of strategic rail concepts and the Statewide Rail Vision which was incorporated into the Statewide Program. Thirteen strategic opportunities were identified, which were organized into seven

“pursuit” areas. The rail framework is expected to provide the basis for rail elements in both the Long Range Plan and the new federally-mandated State Rail Plan. This is a new requirement from Washington; ADOT will be moving ahead in the future to develop a State Rail Plan. It is estimated that 75% of the work is already done.

In the passenger rail area, we will be looking at developing the multimodal spine for the Sun Corridor made up of intercity rail as well as commuter rail extensions, developing a dedicated funding source for rail, and working with other states in the west to plan an integrated high speed rail network. In the freight area, we’re looking to lay the groundwork for freight rail investment statewide, working with the public sector and the private railroads. Relations between the State and railroads has not always been good and needs to improve in order to enhance capacity on the interstate highway system. Moving the rail farther south to Gila Bend connecting to the UP main line may provide an opportunity to facilitate moving the yards out to the Surprise area where BNSF has acquired land. UP has acquired land next to the Buckeye Airport area for a new classification facility and is negotiating with the State Land Department to a classification facility in Red Rock. All of that will help facilitate implementing commuter rail in the two metropolitan areas. There has been discussion with UP and PAG regarding studying a bypass around Tucson to the west and south for rail as well as roadway. Other discussions included grade crossing improvements, a rail bypass in the Flagstaff area, and grade separation improvements.

Guaymas port improvements are well underway. There are opportunities for a number of other existing ports in Mexico, improving their facilities along with the potential to develop a new container port on the west coast of Baja California. If that were to occur, they would want to build a rail line north connecting to the American railroad system, notably the UP line; Yuma provides one of the best opportunities for that connectivity. Then, if the Wellton Branch was open and the Hassayampa Corridor was completed, that could connect ultimately to the BNSF corridor, opening up opportunities for inland ports in Arizona for freight classification and industrial development in the surrounding properties.

We need to think through rail organization opportunities within the State. We didn’t presuppose any particular model, but in the Rail Study, you will see some of the best practices going on around the country. Some of those best practices include DOT responsibility for all rail activities, some have a separate rail organization, and some partner with local and regional agencies. Examples of positives and negatives of each of the best practices was provided.

We just held a series of open houses across the State to roll all this out in a draft format. We presented the entire Statewide Transportation Plan and Framework in Flagstaff, Mesa, and Tucson, with good attendance. We tried to explain the context of everything in terms of the vision and guiding principles and led them into a discussion of how this transportation network relates to the environment, economic development, community development, and land use and how it achieves safety and security for the State. The effort went well. The meetings were held 11/10, 11/12, and 11/17. The open houses started with a video and we got a lot of good feedback. Everything has been compiled on the website. Comments were recorded. We tended to get very strong support for the overall framework effort, as well as a lot of recognition that we are at a turning point in terms of vehicle technology and moving to a broader based transportation system.

We will be back to see you on 12/18 to talk about your comments. Ultimately, we would like to come before you in mid-January at your Board meeting for acceptance of this effort moving forward and then we will publish the reports after that. Everything done so far has been uploaded into the Long Range Transportation Plan and they are waiting for your acceptance for this to become the foundation for 2050.

There is a Chapter 7 in your report called “Implementation.” We did not tread too deeply into implementation as that is the job of the Long Range Plan. We do have a large section there on funding and it’s not to say any one funding strategy is better, it’s best practices. There’s a survey on funding

opportunities you may want to refer to. The other section that's important in Chapter 7 is the "Policy" section. There is a section dealing with 12 different policy areas and provides discussion on topics such as access management, complete streets, contact sensitive solutions, homeland security, light pollution, safe routes to school, etc. We tried to provide a good discussion as to how each of those policies should relate to Arizona, offering that to the Long Range Plan to carry forward with recommendations to you.

CALL TO AUDIENCE (Information and discussion)

JENNIFER TOTH: Teresa Brice wanted to make you aware of the USDOT, HUD, and EPA Sustainable Communities Initiative that was launched earlier this year. In addition to that, the bqAZ process has spurred a statewide coalition called "Transportation and Livable Communities," with LISC, the Sonoran Institute, AARP -- all of those have created a grassroots effort. We wanted to make sure the Board was aware that there is this discussion happening that's kind of spawned off from the bqAZ Initiative.

MAGILL WEBBER: I am in government relations for the Nature Conservancy. I just wanted to follow up on a couple of points John made with regard to the Chino Valley. I wanted to let you know you do have a copy of a letter that Jim should have distributed to everyone that we sent to ADOT back in June and goes over some of our major points with regard to the bqAZ Framework Studies. In June, the three scenarios came out: the A, B, and C scenarios. And what we did is we took -- the Nature Conservancy spent about 15 years developing one of the most cutting-edge data layers in the country. It has been used around the country for planning and what we did in Arizona is combine 12 biological and ecological studies and put that together in a data layer and overlaid that on top of the bqAZ Scenario A Framework, and came up with some of our recommendations that were addressed in that letter. Of the hundreds of miles of roads statewide, about 5% of those were of concern because they bisected critical core habitat areas. A lot of those are in Yavapai County around the Big Chino area. We have, in the past six months, been a part of ADOT's BQ Transportation Policy Committee and that was an outgrowth of what came out of the studies in the summer. Our Government Relations Directors, Cheryl Lombard, has been sitting on that panel. As a result of some of the discussion coming out of that committee, the Nature Conservancy and the Arizona Game & Fish Department have come together to work out a plan and have been recently meeting with CYMPO. The most recent meeting was last week in Yavapai County. I would strongly encourage from the position of the Nature Conservancy and from the Game & Fish Department that we consider holding off on making any final decisions about what's going on up there. The parties are working to achieve a compromise on where we can put the roads. There's no question that the county wants roads up there and there's a general need with the population growth that's projected in that area, but we want to be really sensitive about where those roads go.

Those discussions are going to be ongoing, but it's really unlikely that anything is going to come to any kind of final conclusion before the January ADOT Board meeting. We really want to encourage you to consider holding off on that a little bit.

We've also heard the last couple of days that the county has another proposal that has likely to leave one new arterial corridor that would be necessary, as opposed to the - we were calling it a spider web network, but there were a number of roads including the Fain road connector, the Western road connector, and then a few of the others. I would again encourage us to be mindful. I haven't seen any specific proposals, but it sounds like the county's got some other plans in mind. So, with that, I really do appreciate you being receptive of our comments and I can take any questions, but I appreciate you letting me comment here today.

CHAIRMAN HOUSEHOLDER: Kurt Davis? [Mr. Davis left the meeting due to illness.]

BILL FELDMEIERS: I just want to comment on what we heard Magill say. I've been copied on the correspondence that the Nature Conservancy has had with ADOT and also conversations they have had

with Game & Fish and others as it relates to the Big Chino area. I'm in complete agreement that we ought to let them work their way through the process over the course of the next 30-60 days and allow them, in cooperation with the County, to have further conversations and hopefully come up with a designated route that everyone is comfortable with.

VICTOR FLORES: I would support that as well and I'm assuming that if it's 60 days that you're talking about, that we would adopt. Given that this is not specific, I'm assuming that if we are sensitive to their concerns that, in fact, will be considered going forward beyond the acceptance of this draft.

CHAIRMAN HOUSEHOLDER: Are you going to get with them and try to work something out by the January 15th meeting?

JAMES ZUMPF: We were hoping to get the Board's comments back on the information we presented to you December 15th, so that we could put together a comment summary sheet so that we could provide your comments in there and we were hoping to bring it back in front of the Board in January for acceptance. If it's the direction of the Board that they want us to wait longer to work through these issues, we can do that.

BILL FELDMEIERS: I'd like to see the final report reflect the improvements that I think can be made between now and then as it relates to Big Chino and any other areas that ought to be considered. If we need to extend it beyond the 15th in order to accomplish that, then I think that's important, which means you folks have a lot of work to do between now and then and that's fine. We'll let you do it.

CHAIRMAN HOUSEHOLDER: Okay, we're going to work at that, right?

ADJOURN

[The **motion** was made by Victor Flores to adjourn, and seconded by Felipe Zubia. The motion carries in a voice vote and the meeting concluded at 12:30 p.m.]

Delbert Householder, Chairman
State Transportation Board

John McGee, Executive Director for Planning and Policy
Arizona Department of Transportation

**STATE TRANSPORTATION BOARD
MEETING MINUTES
9:00 a.m., Friday, December 18, 2009
Pima County Administration Building
Board of Supervisors Hearing Room
130 West Congress, 1st Floor
Tucson, Arizona 85701**

PLEDGE

[The Pledge of Allegiance is recited by Steve Christy.]

ROLL CALL

Delbert Householder, Bob Montoya, Victor Flores, Bill Feldmeier (via telephone), Felipe Zubia, Bobbie Lundstrom, Steve Christy

OPENING REMARKS

CHAIRMAN HOUSEHOLDER: It's good to be back in Pima County. We appreciate your invitation.

CALL TO THE AUDIENCE

PHIL BOURDON: (Yavapai County Public Works) Thank you and ADOT staff for working with the local entities on the Framework Studies. We did work, as a member agency of CYMPO and did forward a letter from that Board asking for consideration of a couple of changes on the Framework Study and bqAZ Studies, having to do with the crossing of the Verde River and some arterial road networks in the Paulden area. I ask your consideration with that and want to thank you for your work with the local entities in looking at long term planning.

RANDY HEISS: I'm here to thank you for the approval of the Transportation Enhancement Projects for the SEAGO region due to the hard work of Sharon Mitchell, our Transportation Planner, and other entities who have spent considerable time refining their projects. Our region was successful in receiving 6 out of 53 enhancement projects submitted. These projects will provide the benefits of improved pedestrian mobility along with the side benefit of a healthier population, as well as preserving a unique historic asset in the City of Bisbee. I would also like to encourage the Board to approve the PPAC recommendations under agenda Item: 7a before you today which include the funding of the Arizona/Sonora border Master Plan, the DCR and EA for Mariposa Road in Nogales and construction funding and DCR and EA for the Chino Road in Douglas. These requests relate to improving infrastructure, serving the ports of entry in the SEAGO region which are operating beyond design capacity which hampers cross-border trade vital to the Arizona and United States economy. According to the Border Trade Alliance, nearly a third of the \$4T US economy is directly generated by cross-border trade. In

2008, NAFTA cross-border trade was nearly \$830B and in 2008 cross-border trade through the land ports of entry had a direct impact of \$382B on the US economy. The estimated infrastructure shortfalls on the US/Mexico border is \$10.5B. Approval of this funding, in combination with other recently funded projects will set the stage for overall infrastructure improvements that will be key to Arizona's economic diversity and recovery, as well as addressing important corridor issues. I respectfully encourage you to approve that item. Thank you for your time, your service on the Board, and have a safe, happy holiday season.

RAMON VALADEZ: (Pima County Board of Supervisors, District 2) It's my pleasure to welcome you to Pima County and our facilities here. As you know, transportation is the lifeblood of any community and Pima County is no exception. In 2006, we passed the RTA Bond Election, but we've done many wonderful things and have many things programmed in transportation-related issues for the next 15 years and 3 phases of the RTA. I want to thank all of you and your staff for the wonderful things you've helped us do, especially when it comes to I-10. Originally that was programmed for a full three years and through your efforts and the efforts of your staff, it was shortened significantly and that is now a wonderful addition to our community. I want to thank the District Engineer's office for their help in the I-19 and Frontage Road projects because those are vital to our community. I want to conclude by again welcoming you and you have a daunting task in a very difficult time, but necessary and important.

MICHAEL GOMEZ: (Mayor of Douglas) I represent Southeastern Arizona and I'm here to talk about ADOT's agenda ITEM 7a. I would like for you to know I have a lot of people to thank for their support. The Governor has written letters in support of the port of entry in Douglas and this money is drastically needed. The GSA has told us we have to put the infrastructure to the border before they start thinking about putting a new commercial port of entry. We have spent \$80K of city money to purchase the easement between 5th and 3rd Streets and we have more money to have infrastructure done to the border. I introduced a resolution that was the only one approved as a consent item at the Arizona League of Cities and I had 18 cities, 4 counties, and I had support for a port of entry in Douglas. The only reason it was changed to all the ports of entry in Arizona was because they told us they usually don't do it for one city, so I changed it to all border towns. I had support from Flagstaff and Kingman for a port of entry. If you believe the University of Arizona report that they spent \$7.2M every day, if we don't make it viable in Douglas, you're going to lose a lot of economic effect on this State. We are antiquated; we are 30 years old. We need your help. I hope you support it. Thank you very much.

DAN OLSEN: I'm here to discuss ITEM 10d, the Peterson Wash project. I'm President of D & O Contractors.

[It was requested that Mr. Olsen hold his comments until the item comes up on the agenda.]

VICTOR GONZALEZ: (Douglas International Port Authority) It's the most recent Port Authority that has been incorporated in Arizona. Our organization is made up of the private and public sector in support of the users of the Port as well as advocates for the expansion of the Douglas Port of Entry and infrastructure leading to and from the port of entry. I am here on behalf of the Port Authority to respectfully request that the Board support the funding of the Chino Road Extension as well as the design and environmental assessments. Chino Road is a

local road that, if funded, would provide the necessary infrastructure for multiple traffic circulation. Chino Road will serve as a catalyst for the expansion of the Douglas commercial Port of Entry and would serve to develop an eastern passage of a trade corridor for Arizona. More important is the investment necessary along our border region for not only planning, but for infrastructure. We need your approval for the Chino Road project and other projects along the border for infrastructure development. On behalf of the Port Authority, thank you.

JAMES MONSON: (Chairman of the Greater Nogales Santa Cruz County Port Authority) The Port Authority is comprised of principal stakeholders in the Nogales community. I urge you to approve the funding for the DCR, for the necessary improvements of the portions of Mariposa Road that connect the Federal Inspection facility with I-19. The Mariposa port of entry is Arizona's largest gateway for international trade with over \$20B worth of goods and products crossing each year. The facility processes over 300K trucks, 1.2M cars, and over 3M people each year northbound. The port of entry handles over 600K trucks, 2.4M cars, and over 6M people in both directions. Mariposa Road is also one of the most important roads in Arizona. In February of this year, we secured \$199.48M to pay for the reconfiguration of the Mariposa port of entry. This is one of the largest single construction projects in the State today. We broke ground on October 22nd and construction is well underway. Although the project will take another 40 months to complete, there is a sense of urgency to the improvements of Mariposa Road. Thanks to our close working relationship customs and border protection and the GSA, we have a commitment of the Federal Government that even during the construction phase the inspection capacity will not be hindered. Because we are enlarging the footprint of the Federal Inspection compound, the architects have found a way to expand the number of lanes, even during the construction phase. By the end of 2010, we will have two additional car lanes, and two additional cargo lanes; a 50% increase in inspection capacity and 50% increase in traffic on Mariposa Road. We are cognizant that the State budget has been severely hindered, but with the proposed improvements to Mariposa Road, the State can be assured of a great return on its investment. On behalf of the Greater Nogales Santa Cruz County Port Authority, I urge you to approve the funding for the Mariposa DCR.

ALBERT LANNON: (Tucson resident) Thank you for honoring the agenda for letting the public speak. It's a stark contrast to what happened in Tucson a year ago at this meeting. I would like to urge this Board to revisit the decision to go with a major investment study for an I-10 bypass through the Avra Valley. Whatever the projections were a year ago, those have changed dramatically with the recession, continuing unemployment, the slump in construction, slow and no-growth, persistent drought, and continued restrictions. I am asking you to reconsider the issue of double-decking six miles of the present freeway which, according to your staff, will do everything that needs to be done on the existing footprint, rather than build 178 miles of bypass that would be destructive to wildlife and to the community. Double-decking would be 1/10th the cost, it would be on the existing footprint, six miles versus 158 miles, it would avoid confrontation with communities, and protect wildlife. The money you have not found yet for a major investment study and are still looking for could be used to fill potholes and reopen rest areas rather than to destroy communities. We urge you to reconsider and revisit the I-10 bypass decision and to take it off the agenda.

[Albert presented a petition to the Chairman from citizens against the I-10 bypass]

CHAIRMAN HOUSEHOLDER: We wish we had money to fill in potholes and open rest areas, but it seems like the legislature doesn't want to give ADOT any money. I wish you folks would petition them a little bit and tell them to give some money to ADOT to keep the roads up.

ANNIE MCGREEVY: (Friends of Scenic Highway 82) I want to thank the Board and the staff of ADOT for redesigning the plans for I-19 to work around the new border patrol checkpoint. Two lanes of I-19 northbound will be open almost of the time; the other times we were afraid that some traffic may come through Patagonia and Sonoita and we're grateful that things have been changed so that most of the 90 days of construction will have two lanes open going north and southbound which is helpful for both sides of Santa Cruz County.

JACK HUSTED: (Arizona Game & Fish Commissioner) I'd like to thank Board Member Zubia for helping the Arizona Game & Fish get a seat at bqAZ sometime ago and our participation in that has been helpful. Today I can say that we support the CYMPO modifications to the bqAZ map in the Chino area.

CHRISTOPHER BANKS: (Picture Rocks resident) since 1971. Growth will continue, but we want to see it stay as pristine as it is. A proposed bypass would be devastating to not just our area, but the wildlife corridors. In my estimation, it is not necessary because they could double-deck the freeway at a lesser cost. When this first came up, we couldn't understand why we were even addressing it and taking good money to do consultant studies and everything when they could put that money towards better uses. They should do what they can with the existing freeway and make it a one-way thing for thru-traffic; but to build such a massive bypass through a pristine valley and make it a longer route for the truckers does not make sense to me.

SHAWN MURPHY: (Marana resident) My wife and I moved to this state 18 months ago. We made an informed decision, as we thought, at the time. We felt the State did a nice job in different areas informing people of what might happen when they moved in. For example, Reddington Road, there's a possibility it may get widened in the future. If you wanted to buy out there, you knew about that. This was not an informed decision, as far as I'm concerned. Pima County, the Marana Town, the Chambers of Commerce, I spent many days, hours, months, studying the State. I had no idea this was planned and wouldn't have bought where I bought based on that. I should have had a right to at least have an informed decision. I know the permitting processes in this State. But this particular thing was never announced. No realtors talked about it. I was very clear with people - is there anything on the planning in the future in this area that would adversely affect the property we're buying? I don't have the luxury of being able to sell and move. I feel we were not granted an informed decision. You folks do a nice job in the State, but you should be making areas aware that they need to announce to people moving in. This doesn't affect me, but it does affect people in the future that should buy out in the area I live in. You are obligated, in my opinion, to make sure the towns, the Chambers, realtors, are putting out information to people. There needs to be something in writing that can be handed out for people like me who want to have an informed decision.

JOHN SALEM: (Mayor, City of Kingman) On behalf of the Tri-city Council, we would like to extend a thank you for the projects up in Mojave County including the recent pavement preservation project from Rattlesnake Wash to Holy Moses Wash, the \$25M project awarded in

July of '09. It's just about completed and that stretch of highway going through Kingman on I-40 is really nice. No more potholes and cracks in the road. Last week our City Manager, Jack Kramer, a few engineers and myself got together with Mike Kondelis and toured the Hoover Dam Bypass. We saw how the bridge was coming along as well as the work being conducted from mile marker 2 through 17 on the Arizona side. There are a couple of new bridges there and it looks like progress is going well in that area. Thank you for all of the wonderful projects going on in Mojave County and for some of the other projects coming up perhaps you can keep us in mind. We are going to be the gateway from the Las Vegas area into Arizona and we certainly could use your support.

ANDY GUNNING: (Pima Association of Governments) I just want to welcome you and echo the comments of Supervisor Valadez. Thank you for the I-10 project and all the other projects happening in our region. You've really done a spectacular job with the I-10 widening. It came in on budget and well ahead of schedule. It's a real model for the State.

District Engineer's Report

TODD EMERY: Welcome to the Tucson District. Some of the active projects underway in Pima County:

- SR86, mile post 74 to 77 – ARRA project widening shoulders / turn lanes.
- SR86 - Brawley Wash to the Reservation boundary, widening shoulders / extending box culverts for safety.
- SR86 – Kinney to LaCholla - pavement preservation/ signal work/ intersection improvements.
- I-10 at Twin Peaks TI
- SR77 – widening areas to six lanes / pavement work. Completion Spring 2010
- I-10/I-19 Freeway Management System
- I-10 March Station - Phases I and II
- I-10 from Vail Road to County Line - fence replacement
- SR83 at Mile Post 44 - curve flattening

Key projects are:

- Bids were opened on 12/11/09 for I-10/I-19 Freeway Management System to extend and add cameras on I-10 east to Valencia Road and on I-19 south to Valencia Road; estimated cost is \$9.1M.
- As part of the I-10 project just completed, there is an interim Traffic Operations Center that was put into use to help manage traffic operations on the freeway. The new cameras will be incorporated and tied into the TOC.
- I-10/Twin Peaks - There is a new traffic interchange on I-10 which includes a new bridge over the Santa Cruz River, a new TI over I-10, and a grade separator crossing on the railroad. The bid was \$50.4M; estimated completion is December of 2010.
- I-10/Marsh Station, Phase I and Phase II are to build a new traffic interchange east of the current Marsh Station and to relocate the Union Pacific Railway to the north side of I-10, facilitating removal of bridges giving the lowest clearance on I-10. The cost is \$10.4M; estimated completion is November 2010.
- SR83 at Mile Post 44 is a safety project. There is a curve that has been a problem;

this project will straighten it out. The bids were opened 12/11/09; estimated cost \$3M.

I will defer going into specifics on Pinal County until the next Board meeting, but did want to show briefly what's going on in Pinal County:

- I-10, Concho to Picacho - widening to 3 lanes in each direction
- SR87 junction with SR287 - completing pavement preservation project
- SR79 and Gila River - bridge deck rehabilitation

In Santa Cruz County:

- SR82 bridge deck rehabilitation; estimated completion February
- I-19 from Rio Rico to Chavez Siding Road - fence replacement
- SR82 Mile Post 1.2 to 3.1 - micro-seal project

Tucson has seven segments with \$13.1 for pavement preservation. South Tucson has one \$1M project. Pima County has 51 segments for \$8M. Tohono O'Odham Nation has two segments for \$2.5M. ADOT will be administering the South Tucson project; the City of Tucson will administer their own and Pima County will administer their own, as well as the Pascua Yaqui Nation project. The Pascua Yaqui Tribe has two projects of \$500K. Town of Marana has three segments at \$3.7M. The Town of Oro Valley, five segments for \$3M, and the Town of Sahuarita has seven segments for \$3M. ADOT will be administering all of those projects.

Projects anticipated going out to bid in fiscal year 2010 in Pima:

- SR85 Lukeville Port of Entry
- I-10, Ruthrauff to Prince
- Project 3, pavement preservation, I-10, Kino to Valencia
- I-10 pavement preservation - Houghton to Mountain View (SR 83)
- Phase 3, I-10, Marsh Station
- SR86, Mile Post 141 to 145, pavement preservation

On the Lukeville Port of Entry, we're waiting for a Joint Project Agreement with the Federal Government. They will add lanes and inspection booths. It is anticipated to be advertised later this month.

- I-10 and Prince will consist of reconstruction of the Prince TI. I-10 goes over Prince now and when the project's over, it will go under Prince. There will be a grade separator crossing at the railroad on the east side of I-10. It is estimated at \$96M and will be advertised in June.
- I-10/Marsh Station Phase 3 - I-10 will be widened to account for a median and the railroad bridge will be removed. We will try to put this under Phase I or Phase II if possible to help alleviate the oversize loads from having to use SR90 and 82 and 83. This should be advertised in 2010.

In Santa Cruz County, the Trail Bridge will be replaced southbound to Grand Avenue or I-19 southbound. That should be advertised in January 2010. There are 12 active projects under

construction for \$108M. In the next six months, we anticipate 11 more projects coming for a total of \$243M. The Border Patrol is putting in an interim check point on I-19. We have been successful in reaching a consensus between the parties ensuring that traffic continues to flow and it's safe and not to interrupt industry in the south.

VICTOR FLORES: On the Lukeville, you indicated there is a document that needs to be signed off by the GSA, so is there anything other than waiting for them? Is it in the next month?

TODD EMERY: The Project Development Specialist told me that is all we're waiting for. It's 100% financed. We are ready to go.

STEVE CHRISTY: The Twin Peaks project, it's really coming along and is a fantastic project. It's going to be monumental. What percentage of that is from RTA funds?

TODD EMERY: ADOT has \$14M, Marana \$14M, Marana Water \$1.5M, RTA \$30.8M, AG \$19.6M, and FHWA \$11.4M with private developers at \$4.5M.

STEVE CHRISTY: I remember during the Citizen Advisory Days this was a major component of the entire RTA project. From a voter and taxpayer perspective, I would like to see if there's a possibility of waiving regulations or maybe bending or stretching some of the rules that apply with some kind of notification to motorists as they go through that project that RTA funds are being utilized as a matter of transparency to the taxpayers so they know their contributions are being positively affected. I know there are State regulations about signage, but I'm hoping your Director might be able to help in that regard.

TODD EMERY: We'll look into that.

FELIPE ZUBIA: What's the status of the Ina Road TI? : This seems to be a big bottleneck that's been around for decades.

TODD EMERY: I don't see it coming in the next few years, however, I was at a meeting this morning with the DOT Directors, and they are moving forward but it all depends on funding.

TODD EMERY: We had the kickoff public meeting for the Ina to Ruthrauff route section which would include the reconstruction of the Ina.

FELIPE ZUBIA: If we could get more detail next month when we're in Casa Grande that would be helpful.

TODD EMERY: Sure.

JOHN HALIKOWSKI: We will get Board Member Zubia an update on that and also the signage issue

ITEM 1: Director's Report

JOHN HALIKOWSKI: I'd like to combine Agenda Items 1 and 3. Mr. Biesty is not here

today due to the special legislative session. The budget remains extremely tight. The State Senate approved a set of budget bills now in the State House for consideration. The legislature is taking over \$2M from the Equipment Fund, removing money from the State Highway Fund since there are no actual dollars in the Equipment Fund for them to sweep. They are also taking \$1M from the State Highway Magazine. This is an enterprise fund and is self-supporting, but since there isn't \$1M in the State Highway Magazine Fund we will have to backfill that from State Highway Funds. We have a liability with the existing subscriptions that run for two or three years. If we were to close the magazine, we would have to refund all of those subscriptions. We feel the magazine serves a useful purpose to promote tourism and exhibit the State. We've been sending packages to Afghanistan to the troops and they've been grateful to receive Arizona's Highway magazine. The legislature is also taking \$2.1M from the Aviation Fund. There are balances in that fund, but that will be a hit to the aviation community and the ability to issue grants.

We're watching those bills closely. My assumption is those will continue to move forward and constitutes a \$5M hit at ADOT, State Highway, and Aviation funds. That will become significant because last month we reached an agreement with the northern communities whereby we would sell off part of our existing assets in the vehicle fleet that we feel we can dispose of to raise money to plow snow in those communities. The removal of these Highway funds is going to make us reassess our maintenance program and we'll have to make determinations exactly what the effects of those will be.

ADOT had its first big test of snow this season. We had to respond to one of the largest snowfalls in the State in the north since 1956. We are able to keep up due to the dedication and hard work of our Maintenance District employees. We have closed some of the roads we normally do for the winter, 261, 273, and 473 around the Sunrise area.

We're still awaiting approval from the Department of Justice on the MVD office closures. We've targeted 12 offices for closure. These are leased facilities and given our current budget situation we thought that where we can, we should cease paying leases. These buildings tend to have maintenance issues that are costly to maintain. We're looking to close those as soon as we get approval. We met with the Governor's office to brief them on the progress of the Oasis program. We are trying to partner with private entities to provide rest area facilities. Mr. McGee's group is going to be ready to accept solicitations from private entities in January and we're looking forward to seeing if there any privatization proposals in that regard.

We have been meeting with MAG, the Gila River Indian Community, and Phoenix officials on the South Mountain freeway portion through the Ahwatukee area and are continuing forward with our Environment Impact Study. We are waiting to see if there will be a letter from the community's government that's going to invite ADOT and MAG to work together to see if there is a proposal to move that alignment.

We met with the Arizona/Mexico Commission and talked about the ports of entry and improvements needed. We are going to convene a meeting with Customs and Border Patrol either this month or early next month. We feel there is a way by using oversize/overweight permits we may be able to move traffic through faster and not have to unseal those loads in Mexico and then have them reinspected. Through the use of the permits, we feel we can improve traffic flow through there.

A DPS Officer lost his life last night on the Loop 101 end in Phoenix. They were in a pursuit situation. We ask that our thoughts and prayers remain with the officer and his family today.

STEVE CHRISTY: How can you just stop paying leases?

JOHN HALIKOWSKI: Most of those leases have a 30-day clause whereby we can provide notice.

STEVE CHRISTY: We attended a meeting in Casa Grande; can you comment on that briefly?

JOHN HALIKOWSKI: There was a joint agreement signed by Maricopa, Pinal, and Pima Counties; the first step towards those three planning entities working together on projects that affect them inter-regionally. There was discussion about how these things might work. People from the State Land Department were there, mayors, and the Chairmen of MAG and PAG, and the Central Arizona Council of Governments. These are the first steps towards recognizing the Sun Corridor and the economic impacts as the corridor continues to grow. It's one of 20 identified megapolitan areas in the country and there are significant economic issues we have to look at. The conclusion is if Arizona is going to position itself to be competitive economically on a global scale and handle the population increases over the next 20-50 years including the idea we will be a place with livability and sustainability, we need to partner and start planning now.

ITEM 2: Consent Agenda

Motion made by Bob Montoya, seconded by Steve Christy, to approve the Consent Agenda. In a voice vote, the motion passed unanimously.

ITEM 3: Legislative Report (Previously discussed under ITEM: 1)

ITEM 4: Financial Report

JOHN FINK: November HURF was \$95.3M; down 5% compared to last November and down 4.1% compared to our estimate. Year-to-date HURF stands at \$484.5M; down 8.3% compared to last year and down 3.8% compared to our estimate. For the year, we are down \$19.3M below estimates. Through the remainder of the fiscal year, we have projected slightly better HURF results, assuming the economy is going to improve in the 2nd half. We have a bit to make up with the \$19M shortfall.

Gas tax revenue: \$185.7M - down 1.9% compared to last year; down 1.6% compared to estimate. November was up 1.8% over last November and right on estimate.

Use fuel tax revenue: \$69.1M - YTD down 13.9% compared to last year; down 5.1% compared to estimate. November was down 21% compared to last year; down 11.8% compared to estimate.

Vehicle license tax: YTD \$142.9M, down 9.8% compared to last year; down 9.2% compared to estimate. We continue to see new car sales lagging and are not seeing new vehicles coming into the State.

RARF: We do not have November results yet. October was \$24.1M, down 17.1% compared to last year and down 10.6% compared to estimate. For the first four months of the year, RARF is at \$98.9M, down 14.6% compared to last year and down 4.1% compared to estimate.

The preliminary statewide sales tax number indicates it will be down over 13% in November. By comparison, last November was down over 14%. The combination is almost a 30% decline in RARF revenues over the last two years.

Retail sales were \$45.7M, down 13.2% compared to last year and down 4.6% compared to estimate.

Contracting revenue was \$11M, down 41.5% compared to last year and down 20.1% compared to estimate. Last October it was down 20%; an approximate 60% decline in that revenue category. Only the utilities revenue category is up on a YTD comparison.

Aviation fund: November YTD revenue was \$5.3M; down 36.9% compared to last year and down 32.3% compared to estimate. Flight property taxes are deposited in November/December and May/June, so we see large month-to-month variations in those revenues. Trends suggest for the full year, the estimated revenue total of \$29.6M will be achieved.

Investment report: Average monthly invested balance for November was \$1.26B; monthly earnings were \$1.27M for an annualized yield of 1.22%; YTD earnings were \$7.89M for an annualized yield of 1.44%. The HELP Fund cash balance at the end of November was \$51.1M. There are 7 loans outstanding of \$23.7M. As those loans are repaid, the cash balance will continue to grow.

Low cash balance for the State Highway Fund trends for the past several months show a drop in November of -\$47M primarily due to DPS transfers and VLT sweeps during this fiscal year, as well as an increase in contractor payments, particularly for ARRA projects as cash has to advanced on contractor payments and then await reimbursement from the FHWA. When the Fund balance is negative, we have to cover the shortfall on a temporary basis with other funds to ensure all payments can be made. Projections indicate the balance will continue to trend downward through February and then should start trending upward slowly, mainly the result of DPS and VLT transfers. Sweeps to the General Fund will go away after February unless there are additional sweeps and transfers enacted.

ITEM 5: Financing Program

JOHN FINK: There is nothing to report. In your book is one page showing Municipal Bond rates over the last several years.

ITEM 6: Multimodal Planning Division Report

JENNIFER TOTH: I would like to recognize a special employee, Mr. Don Mauller who as of tomorrow will have 25 years of service with ADOT. I would like to present him with his 25 year service certificate. Over the last 12 years I've known Don, he has been in support of the Board and the 5-year program. He has been a tremendous support since I have been in this position. It's nice to see so many years of service for one agency. Thank you, Don.

ITEM 7: Priority Planning Advisory Committee (PPAC)

JENNIFER TOTH: I would propose taking ITEM 7a separately from the other items. This is in relation to the Coordinated Border Infrastructure Program Fund. We are proposing four different projects associated with those Funds:

1. Arizona-Sonora Border Master Plan - an initiative of the US/Mexico Joint Working Commission on Transportation Planning. The Caltrans as well as Baja have completed their Border Master Plan, Laredo has started theirs, and the FHWA is in support of Arizona moving forward on their master plan.
2. It is taking a long range look at the border communities working across the border in terms of ports of entry and transportation systems.
3. SR198-Mariposa Road DCR - this study was recommended out of the Mariposa I-19 connector route study. It is currently 5-lanes, but with the port of entry being increased, there will be 12 private operational vehicle lanes and 8 commercial vehicle lanes constructed. By 2011, within the construction, they will be increasing the lanes. There will be 8 POV and 6 commercial lanes by 2011. It is important to look at the capacity on SR189 and how it can handle the capacity once completion of the port is done.
4. The Natural Construction Project - the Chino Road Extension Construction Project to provide access to and from the new commercial port of entry, extending to the border, and the Chino Road DCR and EA to look at the potential of route swaps with US191 and the Chino Road (Pan American Highway).

I would recommend approval of Item 7a.

FELIPE ZUBIA: On the Master Plan, can you give me an idea of the objectives and tasks? Have you drafted an RFP yet?

JENNIFER TOTH: We have. The primary objectives are to create a plan for prioritizing and advancing the land ports of entry and related transportation projects, to develop the criteria for prioritizing those projects related to existing and new ports of entry, as well as transportation facilities leading to the Arizona/Sonoran ports of entry, ranking mid and long-term projects and services such roads, public transit, and railway projects; and then, establishing a process to institutionalize the dialogue among the federal, state, regional, and local stakeholders in the United States and Mexico to identify where future ports of entry may be connecting to transportation infrastructure and coordination on those projects.

FELIPE ZUBIA: So, it is a broad, long range overview and not necessarily specific to any one port? How many existing ports do we have today?

JENNIFER TOTH: Correct, it's across the whole border. I believe we have five ports.

FELIPE ZUBIA: How much overlap, if any, is there in this report or coordination will happen with our Statewide plan?

JENNIFER TOTH: With the bqAZ Study we started coordinating across our borders in terms of incorporating what's happening at Punta Colonet, the potential impacts, and starting those dialogues. What I see generating from the Border Master Plan is to further those discussions and come with a succinct way of looking the Border Master Plan area within 100 miles of the border or depending upon the project team decides. It can range up to 100 miles based upon use of the CBI funds. Taking a hard look at what is the potential impact to our transportation system from those ports of entry, looking at the impact from Punta Colonet, and the commercial trade and freight happening along there. I anticipate this will "link arms" with the Long Range Transportation Plan as we move forward and if we need to look at programatic investment strategies associated with the border communities in terms of the Long Range Transportation Plan. The Border Master Plan will do the project-specifics in terms of identifying what those needs are.

FELIPE ZUBIA: One of the biggest challenges is in how we link the Sun Corridor into Nogales and beyond, particularly from a port of entry shipping perspective. The Master Plan is an ambitious undertaking and I can see where the \$1M is not going to be enough once you begin.

STEVE CHRISTY: What kind of Federal support are you anticipating?

JENNIFER TOTH: In terms of coordination, absolutely. FHWA and SCT, which is FHWA's counterpart, has been involved in the discussions. They will be intimately involved. Financially, the CBI Fund is Federally-funded, so they are funding this study.

JOHN HALIKOWSKI: We are working closely with our counterparts within the Republic of Mexico and the Federal Government. They recently put \$200M in Federal funds into the improvement of the Mariposa Port of Entry. It's not just about the infrastructure; it's also about the procedures and how we move people and goods faster. For instance, do we need to do three inspections, do we need Customs and Border Patrol inspections, do we need inspection by yet another Federal agency than a State agency? We are looking at those processes aggressively. If we are going to attract infrastructure and businesses in the future, we are going to have to get on the ball and a \$1M is not going to be enough, but it's a start. If we don't, we will become the pass-through for the freight, or a "truck stop" for California.

Motion made by Victor Flores, seconded by Bobbie Lundstrom, to approve Item 7a. In a voice vote, the motion passed unanimously

JENNIFER TOTH: I would propose taking Items 7b through 7i, all of which are construction projects establishing new projects, four pavement preservation projects totaling \$18M, a slope rehabilitation project, safety, and bridge repair. I would recommend approval of Items 7b through 7i.

Motion made by Bob Montoya, seconded by Bobbie Lundstrom, to approve Items 7b through 7i. In a voice vote, the motion passed unanimously

JENNIFER TOTH: Items 7j through 7n are in relation to our Airport Development Program; five grants to three different sponsors. These are Federal match grants for our smaller airports. I would recommend approval of Items 7j through 7n.

Motion made by Victor Flores, seconded by Bob Montoya, to approve Items 7j through 7n. In a voice vote, the motion passed unanimously

ITEM 8: State Engineer's Report

FLOYD ROEHRICH: We have 113 construction contracts under way. Out of the \$1.6B in contract value, there is still more than \$400M left to perform. We continue to focus on closing out projects allowing us to free up extra funds, get them back in the program, and into more construction projects.

ITEM 9: American Recovery and Reinvestment Act (ARRA) 2009 Update

FLOYD ROEHRICH: I want to start focusing on the obligations to make sure we are on track with the strategy to deliver 100% of our funds. We have three major areas: ADOT within the MAG, PAG, and 13 other Counties and Greater Arizona region. Out of that funding of \$250M we have 75% of the funds obligated. The other 25% savings (approx. \$87M) is dedicated to a number of projects approved by the Board last month. Those projects are waiting approval of an updated commitment list; the certification list by the Governor which is in her office awaiting signature. The funds will then be obligated and the projects moving forward.

The Enhancement Program is in good shape with 92.2% obligated. There is just over \$1M left and down to their last couple of projects. Those are expected to advertise in early January, closing out the Enhancement Program. The local program is obligated 1/3 of the way through and down to \$105M left that needs to be obligated. With the push with support of the FHWA, local partners at City and County levels, and ADOT support, we are on plan to deliver 100% of those funds before the deadline of March 2nd.

With regard to the memo I sent to the Board members showing some level of funding strategy that shows the Greater Arizona Project List and what continues to be funded, within that project list, there are 49 projects left on the prioritized list that this Board had previously approved, with the exception of the three projects that continue to have potential for delivery of mitigation issues, and are expected to be moved forward in the next fiscal year. We are confident in pointing to that list and saying we have exceeded what the Board has asked for as far as a commitment to fund Greater Arizona projects.

BILL FELDMEIERS: You indicated on three projects, there are design issues. Can you elaborate on that?

FLOYD ROEHRICH: The issues we're running up against, for instance, the roadway and drainage improvement at Holiday Harbor where one is an environmental clearance because of the ground disturbance necessary to make the improvements. We're not sure when we will be

able to mitigate that issue yet this fiscal year. We will have to mitigate it by March 2nd to use our funds, but may not be able to resolve it in time to use Federal fiscal funds this year. We will continue to develop it. If it clears, we will look for funding; if it doesn't, we'll look to reprogram that. Another project, #74, a pavement preservation project in Coconino, I don't remember what was said about that. I'll find out why that's running up against issues. We're running into a clearance issue on project #78, the box culvert extension, because of the amount of disturbance in that area, there's an environmental concern as well and we don't know if we'll get that one cleared in time to be done this year or not.

BILL FELDMEIER: I understood that all these projects were "shovel ready."

FLOYD ROEHRICH: When this list was put together, it was based upon the best information we had available that they would be delivered and completed as shovel ready. As the year has progressed and we worked on finalizing those, when we ran into issues that looked as if it was going to impact that, we made assumptions at the time to react to the short time frame required by the Recovery Act to get the list developed and moved forward. We maybe had greater assumption that we were going to get these projects cleared than we did and, as we moved forward, we find that those three are impacted.

BILL FELDMEIER: 75 out of 78 is exemplary. I'm not so concerned about missing those three as I am making sure they don't fall way to the bottom and we have to start all over with them at some point down the line. I'd like to see those three handled in a priority situation, if that's a possibility.

FLOYD ROEHRICH: I couldn't agree with you more in that we already have a level of development moving forward on these. We need to finalize them and, as soon as they're ready, find a funding category for them and get them moved forward. We don't want to waste that effort. You're exactly right and that will a part of our focus next year as we put together the new 5-year Program and look at when the project team is confident that they will be able to deliver those projects.

BILL FELDMEIER: Will you keep us informed on those three?

FLOYD ROEHRICH: Yes, sir. I will.

JOHN HALIKOWSKI: I'd like to make an update on those three an agenda item for next month.

ITEM 10: Construction Contracts

FLOYD ROEHRICH: We have seven projects this month to award. Two were already approved on the Consent Agenda. There are five that need additional clarification to award. Two that were part of last month's meeting were deferred because of a State Engineer inquiry and receiving a protest; one of which Mr. Olsen is interested in and I'll bring him up when we get to that point to provide his comments.

The first one is Item 10a, the San Pedro River Bridge on SR82. This project is 11% over the Engineer's estimate which puts it outside the Consent Agenda. It is a necessary project

including necessary structural work for the integrity of that bridge. The concrete cost itself, given the remote nature of this site, and inefficiencies that are going to be part of the construction elements of this project, we do feel the bid is competent and would recommend award. A second issue was the apparently low bidder at the time. R.K. Sanders submitted a bid on one of our items for dewatering, and the specifications had clearly identified the equipment has to be available and crews available to do the work. At the time of the bid opening, R.K. Sanders had put \$0 in that item. I had a concern with giving a \$0 to that item as it gives the intent of non-performance, and not having the equipment and people available to respond if there's an incident. I felt the risk was too high to allow that to happen. The issue is more of an unbalancing of his bid and responsiveness to our bidding process. We notified the contractor that his bid will be rejected as unbalanced and unresponsive and I have not been made aware that he will be here to challenge that.

I am recommending that the rejection of R.K. Sanders' bid is not responsive due to unbalancing, and recommend that we award this contract to the new low bidder, Bison Contracting, in the amount of \$204,555.00.

CHAIRMAN HOUSEHOLDER: Is anybody here representing R.K. Sanders? No? Okay.

VICTOR FLORES: A contractor that suggests his dewatering process differs from ADOT's interpretation disqualifies him? Isn't that a subjective difference in opinion on how you would address the dewatering component?

FLOYD ROEHRICH: I don't disagree there are other methods that could be proposed. Our process allows for presenting those proposals after the bidding process. You don't bid that into your process as a different change. There's latitude to means and methods for a contractor, but it needs to be within the confines of the original scope of work. If a method changes our design, that is done through Engineering in proposals after the project is awarded. We evaluate it, agree with it, and then negotiate if there's a change. Sometimes the changes are higher, sometimes lower, if it's a better way to do it. I have concerns if the industry feels to get a project they can decide what they want to do and then bid their method, not ours, we will have bids come in with either zero or a dollar in them or no value whatsoever and then we'll be constantly having to evaluate every project to determine if they're valid or not.

VICTOR FLORES: So, if the contractor has \$10K worth of equipment for dewatering and there is no need, do we get \$10K off that contract?

FLOYD ROEHRICH: If that item does not happen, the contractor does not get paid for that, that's correct.

Motion made by Victor Flores, seconded by Felipe Zubia, on Item 10a to deny the bid of R.K. Sanders and recommend award of the contract to Bison Contracting in the amount of \$204,555.00. In a voice vote, the motion passed unanimously

FLOYD ROEHRICH: Item 10b is a transportation enhancement project in the vicinity of Safford, Discovery Park Boulevard to Relation Street, adding sidewalks, ramps, curbed driveways, handrail, and associated signage and miscellaneous work. We received a bid 15% under the Department's estimate. We reviewed that packet, evaluated it with other bids, and

determined this contractor has the necessary equipment and personnel. His bidding process was specifically around the concrete work which is a project that is within the scope of that contractor's capability for doing sidewalk work. We feel with the competitive nature of this project, it is a competent bid and we are recommending awarding this project to D & O Contractors.

Motion made by Bob Montoya, seconded by Bobbie Lundstrom, on Item 10b to award the contract to D & O Contractors. In a voice vote, the motion passed unanimously

FLOYD ROEHRICH: Item 10c is a Statewide project at multiple locations as part of a Recovery Act funding for rehabilitation of existing pipe culverts. We're putting a high density polyethylene pipe sleeve inside existing culverts that have shown to be rusty or have structural integrity issues. The estimates received are 17% over the Department's estimate. Upon evaluating these with the number of bids (13), we determined the two items with the greatest contribution towards the cost were the traffic control and the grout. The grout cost had to do with the inefficiencies of doing small grout quantities at multiple locations that we may not have given full consideration to. The other part was traffic control. Because there are so many sites, we evaluated a contractor would come into each site, do all the work, and then move on - finishing site by site. What we're finding from the contractor is they would sequence work because they're looking at different crews, so it would be multiple traffic set-up and more than we had planned for. We feel these are competent bids and recommend an award of this contract to Technology Construction, Inc.

Motion made by Victor Flores, seconded by Bill Feldmeier, to award the contract to Technology Construction, Inc. In a voice vote, the motion passed unanimously

FLOYD ROEHRICH: Item 10d was part of a protest as well as a State Engineer's inquiry and is the one Mr. Olsen is here to speak. We opened bids on this contract, the Safford-Bryce Road at Peterson Wash project, raising and widening the existing roadway, widening the box culvert, earth work, and asphalt paving. It is a project of significant concern as the road is on top of the box culvert, which is not only a drainage channel, but acts as a part of the roadway. It is not incidental concrete work; it is a minor concrete structure and has significant structural integrity necessary to the function of this route. When we opened bids, D & O Contractors was the apparent low bidder. In evaluating the bids after-the-fact, we determined a mistake was made. When the project was advertised, D & O Contractors came in, we looked their prequalification list, saw them on the list, and did not thoroughly look close enough at the type of work they're prequalified to do. We sold them a packet and accepted their bid, but subsequent to reviewing their bid, we determined D & O Contractors does not have the necessary prequalification to perform this work. The real issue is going to boil down to the minor concrete structures of the box culvert work. The specifications are clear; the contractor must be prequalified at the time of bidding. Prequalification cannot be given after-the-fact and relief cannot be provided. We request rejection of D & O's bid as it should not have been accepted, and that the bid be awarded to the second low bidder, Bison Contracting.

DAN OLSEN: My name is Dan Olsen. I'm the owner/President of D & O Contractors. D & O Contractors has been around for 19 years. I was affiliated with partners in another company before that which had been contracting in Arizona for 30 years. We've done high-profile ADOT jobs, several projects such as runaway ramps on I-17. When we put in our application

for qualification in March of last year, we put a resume of what we had done in last couple of years. We obviously learned something through the process here, but we didn't mark that we wanted to do bridges, but we did mark we wanted to be able to do minor concrete structures along with other things. When we got the approval letter, it said that we were approved up to \$1.5M and it said we were approved for grading and paving, and some other things on there, and "other related items." I took the assumption that "other related items" was minor concrete structure. Nothing said that I wasn't approved to do minor concrete structure and apparently there wasn't enough communication between ADOT and D & O a year in being able to answer the questions on what we'd been qualified to do. Mike Joiner has been with us for over 10 years who has done several of those things as well and actually worked for Bison Contracting before he was employed with me.

D & O Contractors is qualified to do the work. D & O Contractors has done all of the line items in this project. D & O Contractors has an unrestricted Arizona General Engineering license which allows D & O to do all of the work in this project by the State of Arizona. The protest is trivial. Neither Bison nor ADOT suggests that D & O is not qualified to perform the scope of work; however, the protest is form over substance because they're looking at non-critical paperwork, in my opinion, and not the fact that D & O Contractors has the ability to perform the work - to do the job. This could have been corrected and was not on either side, had ADOT informed us that our paperwork was incorrect at the time we purchased the plans to bid the project.

We got an approval letter from Mr. Crockett and his staff checked D & O Contractor's qualifications as always when we go down and pick up a set of plans. We've also been told at times it was over the \$1.5M or it was this or that and we could not purchase the plans or bid the project. In this case, that was not the case. ADOT never recalled the plans from D & O. ADOT opened the bid and read the bid. They had multiple opportunities to do something if they thought there was a problem with D & O Contractors. This project was advertised as a road widening job and D & O Contractors is qualified for this type of work. We provided bid bonds and are financially capable of doing this type of work. D & O Contractors is the lowest responsible bidder and therefore there is no prejudice to ADOT. Thank you for your time.

FLOYD ROEHRICH: In front of you is a background packet containing a number of pieces of information that corresponds with Mr. Olsen's group and others and does go into the prequalification requirement and the requirements not only by statute, but by our policy. As much as I can agree or disagree with Mr. Olsen's comments, it does come down to the issue of the requirement of a contractor being prequalified at the time of the bid and it does say the advertisements shall identify if prequalification is waived. In this case, it is not. It did need to be prequalified. There is also an issue of not just whether it's the Department's responsibility, but it's also the contractor's responsibility to not request bid documents for a contract for which it is not prequalified.

There was a lot of opportunity here to correct this situation; unfortunately, it did not happen either at the Department level or with Mr. Olsen and his firm. The clear issue here is D & O Contractors was not prequalified to do minor structural concrete and that is a category of ours that is reviewed, identified, and approved. It's not lumped into "other miscellaneous" work or other roadway work. It's its own clear item. I'm hopeful that we can correct that for Mr. Olsen and his firm in the future, but for this project and within the confines of our specifications and

the statute, he was not prequalified for that work and therefore, we still recommend that his bid be rejected and we move to the second low bidder.

VICTOR FLORES: The letter from Mr. Crockett where he is prequalified up to \$1.5M and that he's a General Engineering Contractor, would that not suggest that he is qualified to do this type of work?

FLOYD ROEHRICH: It's not just a question of the dollar amount; it's the type of work. "Minor concrete structures" is its own category. If he had submitted the information and the Prequalification Board did not approve him for that type of work, it needed to have been challenged at that time and approved. Minor concrete work, given the nature of this box culvert and that it is integral to the structural integrity of that roadway, it's just not "miscellaneous work or related work."

VICTOR FLORES: If a General Engineering contractor can build a dam, then he has to have a specialty license to do minor concrete work? Is it a specialty-type of an arrangement aside from the fact that you're qualified to build an entire freeway including all culverts?

FLOYD ROEHRICH: You can get a Contractor's License to do this type of work within the State. For ADOT because of the requirement to be prequalified and the fact that our prequalification determination is a dollar amount as well as type of work. Those conditions have to be met.

VICTOR FLORES: It's a procedural concern similar to protests that we've had and discussions of whether you submit a hard copy or you do it email or you fax it. The fact that they didn't follow a specific process is what's disqualifying perhaps a qualified contractor from being awarded this contract.

FLOYD ROEHRICH: It's procedural as well as statutory, correct.

STEVE CHRISTY: Is this contractor qualified to do this work, forgetting the procedural quirk? So, he is qualified to do this work?

FLOYD ROEHRICH: I'm not making that determination. He might very well be qualified to do the work and he may have people on staff to do the work. At the time he got prequalified with ADOT, he did not get that prequalification designation; therefore, he does not fit on that work with the Department. It needs to be remedied before a project is advertised, not after-the-fact.

BOBBIE LUNDSTROM: So it's a matter of protocol then on what he had to do in order to prequalify himself?

FLOYD ROEHRICH: It's a lot of procedure and statutory requirements that needed to have been followed that were not.

BOBBIE LUNDSTROM: And it has nothing to do with whether he's qualified or not?

FLOYD ROEHRICH: That's correct.

FELIPE ZUBIA: He went through the process to qualify for asphalt and concrete pavement work, right? If he would have checked the box to go through prequalification for minor concrete work, how much different would that review have been? Would it have required more proof that he's done the work? A review of his financial statements?

FLOYD ROEHRICH: Asphalt concrete is not the same as concrete. He's prequalified for pavement surface. Minor structural concrete is different than a paving contract. If at the time he had marked minor concrete structures, although Mr. Olsen said he did, but as part of the review process somehow the Prequalification Board determined that he did not fulfill enough information to give us comfort he could do that. Meaning, did he have the right amount of equipment, the right numbers of experienced staff? When they submit the prequalification, it's not just a review of their financial ability to bond or get the backing to do the work, it staffing, resources, and experience necessary to perform that work. Without having the full prequalification packet in front of me, but having talked with Mr. Crockett at the time of evaluation, they did not feel D & O had demonstrated enough of the background experience for minor concrete structures, so it was not approved.

FELIPE ZUBIA: Would there be any record of that position by staff last year when they reviewed it? Would there be any documentation?

FLOYD ROEHRICH: Yes, we keep our prequalification files and I would be happy to meet with Mr. Olsen and his firm and reevaluate that and get their prequalification updated if it needs to be, but for this specific project, I cannot give that relief after-the-fact.

FELIPE ZUBIA: I'm going to assume there was a reason behind him not getting that prequalification. Is there a protest process for an applicant?

FLOYD ROEHRICH: There is a process.

FELIPE ZUBIA: Was there a protest filed in this case?

FLOYD ROEHRICH: No, there wasn't. The process would be to submit new information, ask the Prequalification Board to evaluate it, or to request a review by the State Engineer's office. I was never asked to review those prequalifications.

FELIPE ZUBIA: As to this particular bid, did all the other bidders go through that process for prequalification and did all the other bidders satisfy that requirement for this type of work?

FLOYD ROEHRICH: Yes, all the bidders were prequalified and they all met the qualifications for this type of work.

FELIPE ZUBIA: Is the reason we prequalify for certain work to protect ADOT and make sure they can perform as a contractor on a specific project for certain types of work?

FLOYD ROEHRICH: That is a fair statement; to protect ADOT as well as the public interest for the expenditure of funds for improvements, the contractors are competent, responsive, and will perform the work.

STEVE CHRISTY: This firm, by their bid, seems to be looking to save the taxpayers some money and I'm not sure where we're at in the process, but are we too far down the road and are the requirements so constricting, there's no chance for a second chance?

FLOYD ROEHRICH: In order to do that we'd have to reject all bids and rebid the project. We would need a reason to do that or the rest of the bidders, especially the second low bidder, would then have a claim against the department that we're rejecting the bids for personal reasons. We either want to give this firm another chance or there's another issue. We have competent bids. There is a greater cost here, but we do not have a reason to reject these bids, other than it's a procedural issue.

DAN OLSEN: I have a copy of our application, the last page, and yes, we did mark "minor concrete structures" and other items. We did not mark "bridges." When we got the prequalification statement in March of 2009, it says, "Asphalt concrete paving, grading, draining, and related work" -- and my apologies, obviously I've got an education. I do need to get with ADOT and we do need to get ourselves up to "any and all" because we are qualified for "any and all." I don't want to be excluded again and I don't want this to happen again...and you will make your decision, but it was heartbreaking.

JOE ACOSTA, JR: (Assistant Attorney General) The decision you are about to make is one of legal requirement. Page 6 of your package contains the rules and regulations for prequalification that have been filed with the Secretary of State. Basically, it has the force of law that the legislature delegated to the Department the duty to fulfill the legislative requirement of lowest responsible bidder. The prequalification rule is law. Item G on page 6 tells you if you're not satisfied with the prequalification, you can go for a hearing and go to the State Engineer, neither of which happened. If you go to H, it says "A contractor shall not request bid documents for a contract for which he does not prequalify." It was up to the contractor to know if he was prequalified for the job or not. To the extent you want to look at any other documents, the prequalification letter is page 3 and you can see it's clear as to what items of work were accepted by the Department for this contractor. In answer to the question whether the other bidders were prequalified for the work, which is in pages 22 through 35. There is a separate list for each contractor.

VICTOR FLORES: The problem I'm having is the contractor signed off on a document where it says "minor concrete" and then he gets a letter saying he is prequalified and he's thinking that because he checked that off he's prequalified to include minor concrete. It's an assumption on his part that was incorrect. It has also suggested it's been an oversight by ADOT. So, if it's a procedural problem, I don't understand how I am precluded from disagreeing with an error that occurred on both sides. In my opinion, it's not addressed specifically in what you cited in the prequalifications because he thinks he's prequalified and the only reason he's not is because we are suggesting that he's not because he didn't get a letter that says the "minor concrete" portion of it, but he did check it off on the other document. Am I not able to suggest that we are wrong in our assessment on what happened with this contractor by statute? Is it illegal for me to disagree with the recommendation by ADOT?

JOE ACOSTA JR: I'm afraid so. The reason is the regulations are the law and they say, "if you don't like the letter that you receive, you can do something about it" which didn't happen.

The law also says, “don’t ask for bid documents if you’re not prequalified.” The contractor can’t say “it’s ADOT’s mistake so give me a chance.” The law puts this in the hands of the Prequalification Board and the State Engineer, not in this Board. This Board is not involved in that process.

BOB MONTROYA: I understand Mr. Olsen’s concern. If I made an application to the State for prequalification and checked off all the appropriate boxes and I get a letter saying that I’ve been prequalified and it says “and related work,” wouldn’t you think that the State, if they were rejecting any of the boxes he had checked, they would have stated in this letter “In this prequalification you are accepted for this, this, and this, but rejected” on some others so that he would have the opportunity to appeal within the 15 days? If I got this letter, I would have assumed I was accepted, so I think part of that responsibility should be on us as the ADOT Board or the Prequalification Board. That is a key piece and from that I don’t feel comfortable rejecting this bid.

JOHN HALIKOWSKI: If you look at the letter of March 31st, on page 3, it says, “You are prequalified” for this amount - in this case, \$1.5M. If I didn’t know about the rule on page 4, specifically items 5 and 10, it’s true - this contractor was prequalified for a certain amount, but that did not necessarily mean that he was qualified based on work history or other conditions. I think we have some work to do on this letter to say that even though you’re prequalified for a certain amount of contracting, it doesn’t necessarily mean that you’re prequalified to do the type of work. We do also need to include, if someone is refused, that they understand by documentation through us the appeal procedures and time frames.

FLOYD ROEHRICH: That is included in the prequalification packet. There may be some communication issues that broke down here and we can work to fix those, but it does not negate the fact that they were not prequalified for the work and by statute as well as rules of policy, their bid is not responsive and should be rejected.

Motion made by Victor Flores, seconded by Bob Montoya, to reject the recommendation from staff and issue the contract to D & O Contractors.

STEVE CHRISTY: I have to disagree with that motion and will be voting no, not only because of the facts of the case, I would be more comfortable knowing why they were rejected for that work as part of their application. I understand that when you put “related work” in there, they may have assumed it includes the other stuff they checked off, but not knowing what the application looks like, that just may be a reiteration of the exact check box on that category. Rejecting staff’s recommendation is virtually going to have no effect because of the law. Bison’s going to appeal and get overturned and it will be a lot of needless, unnecessary time and effort. There need to be changes as to how we notify these people on how their prequalification application ended up. But ultimately rejecting their recommendation isn’t going to have much of an effect.

VICTOR FLORES: If nothing else, this will bring the significance of the importance of covering these types of things. It will affect two contractors because one might lose it and the other thinks he’s got it and also may lose it, but I would call for the question on this motion and then go forward.

CHAIRMAN HOUSEHOLDER: Could I entertain a motion to go to executive session?

VICTOR FLORES: I called for the question, so I don't think that's debatable. We need to vote it.

JOE ACOSTA JR: He has called for the question. In my opinion, you can call for an executive session any time you want.

BOB MONTOYA: I seconded the motion, but would it be more appropriate to table this item or reject all bids and rebid the work?

VICTOR FLORES: I don't want to be difficult and it's certainly no reflection on staff, but again, I think the discussion is supposed to cease once you ask for the question. I think we need to vote it.

CHAIRMAN HOUSEHOLDER: According to our attorney, we can go into executive session any time we want and I think we need to go into the executive session and listen to what Joe has to tell us in there.

Motion made by Victor Flores, seconded by Steve Christy to go into executive session. In a voice vote, the motion passed unanimously.

[The Board convened Executive Session from 11:27 a.m. to 11:41 a.m.]

[The Board reconvened the Regular meeting at 11:43 a.m.]

CHAIRMAN HOUSEHOLDER: We had a motion by Victor Flores, seconded by Bob Montoya to reject the staff's recommendations and I think we've got a call for a vote.

In a roll call vote as follows, the motion made previously by Victor Flores, seconded by Bob Montoya, to reject the recommendation from staff and issue the contract to D & O Contractors failed 2-3: Bob Montoya, yes; Felipe Zubia, no; Bobbie Lundstrom, no; Victor Flores, yes; Steve Christy, no.

A Motion was then made by Felipe Zubia, seconded by Bobbie Lundstrom, to accept staff's recommendation and award the contract to Bison Contracting, Inc. In a roll call vote, the motion passed unanimously.

VICTOR FLORES: I would like to explain my "yes" vote. The previous motion was no reflection on staff. I believe we need to be cognizant of these "hiccups" that cause problems, especially when they're procedural. I appreciate all the work staff does and I will vote yes.

BOB MONTOYA: I will echo those same comments, and I will vote yes as well.

FLOYD ROEHRICH: Item 10e in Maricopa County is to grade and pave alleyways throughout Litchfield Park. Although the bids were almost 17% under estimate, it was a competitive bid between 18 contractors. We recommend award of this project.

Motion made by Felipe Zubia, seconded by Bobbie Lundstrom, to award the contract to Nesbitt Contracting, Inc. In a voice vote, the motion passed unanimously.

ITEM 11: Public Private Partnership (P3) and Rest Area Update

JOHN McGEE: We have completed and posted on the P3 website the Conflict of Interest policy and are near completing guidelines for unsolicited and solicited proposals which should be completed within the next 2-3 weeks and, once finalized, will also be posted on the website.

This past Wednesday our first RFP for professional consulting services was issued for the Program Manager position. The Financial Advisor RFP either has been issued today or will be within the next day or so. The RFP for legal services is supposed to be issued next week.

We are making progress on the Oasis Rest Area Program and have tentatively identified an area up on I-40 from Williams east to the I-40 peninsula and south on I-17 to Camp Verde. We are going to be looking in that area at potential sites and having discussions with owners of those sites. The Governor's office was pleased on the direction we're going with that.

ITEM 12: bqAZ Follow-up to December 7th Transportation Board Study Session (Deferred)

ITEM 13: State Airport System Plan (SASP) Update (Deferred)

ITEM 14: Comments and Suggestions (Deferred)

ITEM 15: Adjourn

Motion made by Victor Flores, seconded by Steve Christy to adjourn. In a voice vote the motion carried and the meeting concluded at 11:50 a.m.

Delbert Householder, Chairman
State Transportation Board

John Halikowski, Director
Arizona Department of Transportation

**Minutes of the
ARIZONA DEPARTMENT OF TRANSPORTATION
Priority Planning Advisory Committee Members
ADOT Board Room**

The regular meeting of the Arizona Department of Transportation Priority Planning Advisory Committee (PPAC) was held **Tuesday, December 1st, 2009 at 3:00PM** with Jennifer Toth presiding.

Committee Members present as follows:

FLOYD ROEHRICH	MICHAEL KLEIN
JOHN FINK	DALLAS HAMMIT
SAM MAROUFKHANI	TODD WILLIAMS
RIC ATHEY for STACEY STANTON	

AGENDA

1. Call to Order **Jennifer Toth**
2. Roll Call **Jennifer Toth**
3. Call to Audience **No comments made**
4. Minutes from the Meeting of November 3, 2009
Jennifer Toth called a motion to approve the minutes of November 3, 2009. Todd Williams made the motion to adopt the minutes and Floyd Roehrich seconded the motion minutes for November 3, 2009 were adopted.
5. RTP Freeway Program/Regional Freeway System Status Report - **Steve Hull**
The MAG tentative scenario for balancing cost and revenue in the freeway program was approved by MAG Regional Council on October 28, 2009. It included a combination of deferrals, scope changes, value engineering and cost reductions to better reflect current economic price conditions. MAG is also moving forward on TIP amendments and funding source changes for the remainder of the proposed MAG ARRA freeway projects. Those changes are on the MAG Transportation Policy Committee agenda for December 2, 2009, and subsequent Regional Council approval on December 9, 2009. By December 10 or 11 ADOT should receive a TIP modification letter from MAG listing those changes.
6. Highway Contingency Fund Report
John Fink reported the Highway Contingency Fund balance as of November 23rd is \$37,697,000.

7.

CBI (Coordinated Border Infrastructure Program) Fund requested for one master plan, two DCR/EA's and one construction project.

Item #7 presented Rudolfo Perez and Bill Harmon

PROJECT MANAGER: Rudolfo Perez and Bill Harmon

REQUESTED ACTION:

* Arizona – Sonora Border Master Plan \$ 1,000,000

* SR 189 / Mariposa Road DCR (Design Concept Report) and EA (Environmental Assessment), Nogales \$ 2,000,000

* Chino Road Extension Constuction Project (0.25 Miles), Douglas \$ 2,000,000

* Chino Road DCR and EA, Douglas \$ 1,500,000

NEW PROGRAM AMOUNT: \$ 6,500,000

Dallas Hammit made the motion to approve item #7

Todd Williams seconded the motion

Item #7 approved.

8. FY 2010 - 2014 Transportation Facilities Construction Program Requested Modifications

Item #8a presented by Ronald McCally

a. ROUTE NO: SR 101L @ MP 20.0
COUNTY: Maricopa
DISTRICT: Phoenix Construction
SCHEDULE: New Project Request
SECTION: 51st Avenue to 35th Avenue (EB)
TYPE OF WORK: Construct additional auxillary lane
PROGRAM AMOUNT: New Project
PROJECT MANAGER: Ronald McCally
PROJECT: H748901C
REQUESTED ACTION: Establish a new construction project for \$3,000,000 in the FY 2010 Highway Construction Program. **Funds are available from the ARRA funding.**

NEW PROGRAM AMOUNT: \$ 3,000,000

Floyd Roehrich made the motion to approve item #8a

Sam Maroufkhani seconded the motion

Item #8a approved - Contingent upon MAG Regional Council approval for meeting on December 9, 2009

Item #8b presented by Ronald McCally

b. ROUTE NO: SR 101L @ MP 8.0
COUNTY: Maricopa
DISTRICT: Phoenix Construction
SCHEDULE: FY 2010
SECTION: Northern Avenue to Grand Avenue (SB)
TYPE OF WORK: Roadway improvements and auxiliary lanes
PROGRAM AMOUNT: \$ 3,000,000
PROJECT MANAGER: Ronald McCally
PROJECT: H748801C, Item# 46010
REQUESTED ACTION: Request to change the funding source of the construction project in the FY 2010 Highway Construction Program. **Change funding source from NH to \$3,000,000 of ARRA funding.**

NEW PROGRAM AMOUNT: \$ 3,000,000

**Floyd Roehrich made the motion to approve item #8b
Dallas Hammit seconded the motion
Item #8b approved. – No State Transportation Board approval needed.**

Item #8c presented by Ronald McCally

c. ROUTE NO: SR 101L @ MP 9.3
COUNTY: Maricopa
DISTRICT: Phoenix Construction
SCHEDULE: FY 2010
SECTION: Olive Avenue
TYPE OF WORK: TI improvements
PROGRAM AMOUNT: \$3,000,000
PROJECT MANAGER: Ron McCally
PROJECT: H693901C, Item# 45810
JPA: 09-179 with the City of Peoria
REQUESTED ACTION: Request to change the funding source of the construction project in the FY 2010 Highway Construction Program. **See funding sources below.**

ARRA funding \$ 2,708,000
JPA 09-179 with the City of Peoria \$ 292,000
NEW PROGRAM AMOUNT: \$ 3,000,000

**Floyd Roehrich made the motion to approve item #8c
Dallas Hammit seconded the motion
Item #8c approved. - No State Transportation Board approval needed.**

Item #8d presented by Monica Baiza

d. ROUTE NO: I-17 @ MP 200.0
COUNTY: Maricopa
DISTRICT: Phoenix Construction
SCHEDULE: FY 2010
SECTION: I-10 to Indian School Road
TYPE OF WORK: Roadway improvements
PROGRAM AMOUNT: \$ 1,500,000
PROJECT MANAGER: Monica Baiza
PROJECT: H746501C, Item# 45910
REQUESTED ACTION: Request to change the funding source of the construction project in the FY 2010 Highway Construction Program. **Change funding source from NH to \$1,500,000 of ARRA funding.**

NEW PROGRAM AMOUNT: \$ 1,500,000

Floyd Roehrich made the motion to approve item #8d

Todd Williams seconded the motion

Item #8d approved. – No State Transportation Board approval needed.

Items #8e and f presented by Rod Collins

e. ROUTE NO: I-8 @ MP 158.5
COUNTY: Pinal
DISTRICT: Tucson
SCHEDULE: New Project Request
SECTION: MP 158.5 to Bianco Road
TYPE OF WORK: Pavement preservation
PROGRAM AMOUNT: New Project
PROJECT MANAGER: Rod Collins
PROJECT: H779201C
REQUESTED ACTION: Establish a new pavement preservation project for \$13,000,000 in the FY 2010 Highway Construction Program. Project is 11.5 miles in length. **Funds are available from the FY 2010 Pavement Preservation Fund #72510.**

NEW PROGRAM AMOUNT: \$ 13,000,000

f. ROUTE NO: SR 87 @ MP 267.0
 COUNTY: Gila
 DISTRICT: Prescott
 SCHEDULE: New Project Request
 SECTION: Pine to Rim
 TYPE OF WORK: Pavement preservation
 PROGRAM AMOUNT: New Project
 PROJECT MANAGER: Rod Collins
 PROJECT: H683201C
 REQUESTED ACTION: Establish a pavement preservation project for \$3,750,000 in the FY 2010 Highway Construction Program. Project is 10.1 miles in length. **Funds are available from the FY 2010 Pavement Preservation Fund #72510.**

NEW PROGRAM AMOUNT: \$3,750,000

**Floyd Roehrlich made the motion to approve item #8e and f
 Mike Klein seconded the motion
 Items #8e and f approved.**

Item #8g and h presented by Mafiz Mian

g. ROUTE NO: SR 77 @ MP 379.2
 COUNTY: Navajo
 DISTRICT: Holbrook
 SCHEDULE: New Project Request
 SECTION: Washboard Wash
 TYPE OF WORK: Pavement preservation
 PROGRAM AMOUNT: New Project
 PROJECT MANAGER: Mafiz Mian
 PROJECT: H792301C
 REQUESTED ACTION: Establish a new pavement preservation project for \$110,000 in the FY 2010 Highway Construction Program. Project is 0.1 mile in length. **Funds are available from the FY 2010 Minor Pavement Preservation Fund #74810.**

NEW PROGRAM AMOUNT: \$ 110,000

h. ROUTE NO: SR 264 @ MP 359.5
COUNTY: Navajo
DISTRICT: Holbrook
SCHEDULE: New Project Request
SECTION: Coconino - Navajo County Line
TYPE OF WORK: Pavement preservation
PROGRAM AMOUNT: New Project
PROJECT MANAGER: Mafiz Mian
PROJECT: H778101C
REQUESTED ACTION: Establish a new pavement preservation project for \$750,000 in the FY 2010 Highway Construction Program. **Funds are available from the FY 2010 Minor Pavement Preservation Fund #74810.**

NEW PROGRAM AMOUNT: \$ 750,000

**Todd Williams made the motion to approve item #8g and h
Mike Klein seconded the motion
Items #8g and h approved.**

Item #8i presented by Mafiz Mian

i. ROUTE NO: SR 260 @ MP 349.7
COUNTY: Navajo
DISTRICT: Globe
SCHEDULE: New Project Request
SECTION: MP 349.7 in Pinetop
TYPE OF WORK: Rehabilitation of the retaining wall
PROGRAM AMOUNT: New Project
PROJECT MANAGER: David Mellgren
PROJECT: H609701C
REQUESTED ACTION: Establish a new rehabilitation project for \$150,000 in the FY 2010 Highway Construction Program. **Funds are available from the FY 2010 Slope Management Fund #77010.**

NEW PROGRAM AMOUNT: \$ 150,000

**Sam Maroufkhani made the motion to approve item #8i
Floyd Roehrich seconded the motion
Item #8i approved.**

Item #8j presented by Pradeep Tiwari

j. ROUTE NO: SR 260 @ MP 281.9
COUNTY: Navajo
DISTRICT: Prescott
SCHEDULE: New Project Request
SECTION: MP 281.9 to 301.5
TYPE OF WORK: Traffic management and engineering (tree removal)
PROGRAM AMOUNT: New Project
PROJECT MANAGER: Pradeep Tiwari
PROJECT: H796801C
REQUESTED ACTION: Establish a new highway enhancement of safety project for \$400,000 in the FY 2010 Highway Construction Program.
Funds are available from the Highway Safety Improvement Fund #72810.

NEW PROGRAM AMOUNT: \$ 400,000

Todd Williams made the motion to approve item #8j
Dallas Hammit seconded the motion
Item #8j approved.

Item #8k presented by Nonn Viboolmate

k. ROUTE NO: I-40 @ MP 9.8
COUNTY: Mohave
DISTRICT: Kingman
SCHEDULE: New Project Request
SECTION: Lake Havasu TI Underpass #1586
TYPE OF WORK: Bridge repair
PROGRAM AMOUNT: New Project
PROJECT MANAGER: Noon Viboolmate
PROJECT: H742001C
REQUESTED ACTION: Establish a new bridge project for \$570,000 in the FY 2010 Highway Construction Program.
Funds are available from the FY 2010 Bridge Inspection and Repairs Fund #71410.

NEW PROGRAM AMOUNT: \$ 570,000

Floyd Roehrich made the motion to approve item #8k
Ric Athey seconded the motion
Item #8k approved.

9. FY 2010 - 2014 Airport Development Program

Items #9a, b, c, d and e presented by Nancy Faron

a. AIRPORT NAME: Holbrook Municipal
 SPONSOR: City of Holbrook
 AIRPORT CATEGORY: Public GA
 SCHEDULE: FY 2010 – 2014
 PROJECT #: E10F26
 PROGRAM AMOUNT: New Project
 PROJECT MANAGER: Nancy Faron
 PROJECT DESCRIPTION: Install Perimeter Fencing & Gate Controller;
 Install Weather Reporting Equipment (AWOS-111); Rehabilitate Runway 3/21, Approximately 6,900'X75'.
 REQUESTED ACTION: Recommend STB approval.
 FUNDING SOURCES: **FAA** \$357,512
Sponsor \$9,408
State \$9,408
Total Program \$376,328

b. AIRPORT NAME: Holbrook Municipal
 SPONSOR: City of Holbrook
 AIRPORT CATEGORY: Public GA
 SCHEDULE: FY 2010 - 2014
 PROJECT #: E10F30
 PROGRAM AMOUNT: New Project
 PROJECT MANAGER: Kenneth Potts
 PROJECT DESCRIPTION: Prepare an Airport Master Plan Update Study including Environmental Evaluation
 Environmental Overview and Obstruction Survey.
 REQUESTED ACTION: Recommend STB approval.
 FUNDING SOURCES: **FAA** \$242,488
Sponsor \$6,381
State \$6,382
Total Program \$255,251

c. AIRPORT NAME: Springerville Municipal
 SPONSOR: Town of Springerville
 AIRPORT CATEGORY: Public GA
 SCHEDULE: FY 2010 - 2014
 PROJECT #: E10F27
 PROGRAM AMOUNT: New Project
 PROJECT MANAGER: Nancy Faron
 PROJECT DESCRIPTION: Construct Taxi lane, Approximately 200'X35'.
 REQUESTED ACTION: Recommend STB approval.
 FUNDING SOURCES: **FAA** \$272,381
Sponsor \$7,168
State \$7,168
Total Program \$286,717

d. AIRPORT NAME: Winslow-Lindbergh Regional
 SPONSOR: City of Winslow
 AIRPORT CATEGORY: Public GA
 SCHEDULE: FY 2010 - 2014
 PROJECT #: E10F28
 PROGRAM AMOUNT: New Project
 PROJECT MANAGER: Nancy Faron
 PROJECT DESCRIPTION: Install Perimeter Fencing, Phase 1, Approximately 2,000 Lineal Feet.
 REQUESTED ACTION: Recommend STB approval.
 FUNDING SOURCES: **FAA** \$227,519
Sponsor \$5,987
State \$5,988
Total Program \$239,494

e. AIRPORT NAME: Winslow-Lindbergh Regional
 SPONSOR: City of Winslow
 AIRPORT CATEGORY: Public GA
 SCHEDULE: FY 2010 - 2014
 PROJECT #: E10F29
 PROGRAM AMOUNT: New Project
 PROJECT MANAGER: Kenneth Potts
 PROJECT DESCRIPTION: Master Plan Update Study.
 REQUESTED ACTION: Recommend STB approval.
 FUNDING SOURCES: **FAA** \$268,850
Sponsor \$7,075
State \$7,075
Total Program \$283,000

Ric Athey made the motion to approve item #9a, b, c, d and e

Dallas Hammit seconded the motion

Items #9a, b, c, d and e approved

10. Next regular scheduled meeting of the Priority Planning Advisory committee (PPAC). Times and dates of meetings could vary and will be announced at the time of agenda distribution.

- December 23, 2009 – 1:30 PM Wed.
- February 3, 2010 - 10:00 AM Wed.
- March 3, 2010 – 10:00 AM Wed.
- March 31, 2010 – 10:00 AM Wed.
- May 5, 2010 – 10:00 AM Wed.
- June 2, 2010 – 10:00 AM Wed.
- June 30, 2010 – 10:00 AM Wed.
- August 4, 2010 – 10:00 AM Wed.
- September 1, 2010 – 10:00 AM Wed.
- September 29, 2010 – 10:00 AM Wed.
- November 3, 2010 – 10:00 AM Wed.
- December 1, 2010 – 10:00 AM Wed.

WEB LINKS

Priority Programming

http://www.azdot.gov/MPD/Priority_Programming/Index.asp

PPAC:

http://www.azdot.gov/MPD/Priority_Programming/PPAC/Index.asp

11. Adjourn PPAC Meeting **3:36PM**

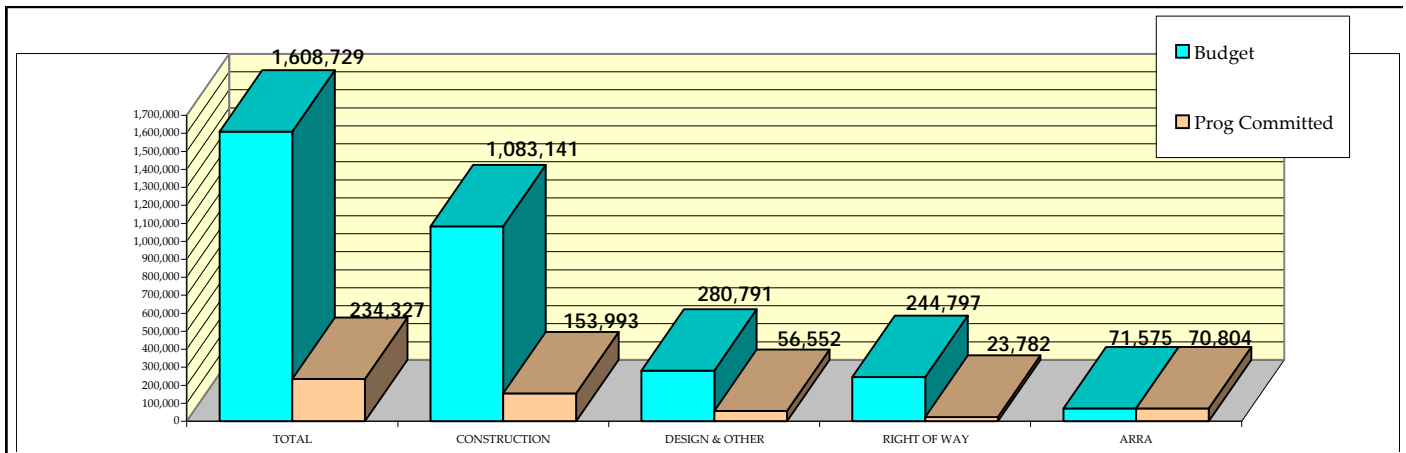
ARIZONA DEPARTMENT OF TRANSPORTATION
 FY 2010 Highway Program Monitoring Report
 YTD Total Transportation Facilities Construction Program Summary
 (Dollars in Thousands)

PROGRAM DATA
 AS OF DECEMBER 16, 2009

PRIORITY PLANNING ADVISORY COMMITTEE
 DECEMBER 23, 2009

PROGRAM CATEGORY	PLANNED PROGRAM	REVISED PROGRAM (1)	PROGRAM COMMITTED (4)		ACTUAL COMMITTED (4)	COMMITTED VARIANCE
			AMOUNT	%		
STATEWIDE (2)						
CONSTRUCTION	529,987	615,282	81,351	13.22%	53,672	27,679
DESIGN & STUDY	57,192	70,541	15,363	21.78%	15,363	0
RIGHT-OF-WAY	15,300	19,289	2,536	13.15%	2,536	0
OTHER (3)	23,888	38,610	14,957	38.74%	14,957	0
STATE TOTAL	626,367	743,722	114,207	15.36%	86,528	27,679
REGIONAL TRANSPORTATION PLAN						
CONSTRUCTION	420,310	467,859	20,917	4.47%	13,604	7,313
DESIGN & STUDY	143,192	155,192	9,376	6.04%	9,376	0
RIGHT-OF-WAY	192,500	225,508	21,246	9.42%	21,246	0
OTHER (3)	16,198	16,448	16,197	98.47%	16,197	0
RTP TOTAL	772,200	865,007	67,736	7.83%	60,423	7,313
TOTAL	1,398,567	1,608,729	181,943	11.31%	146,951	34,992
AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009						
MAG	54,125	57,125	54,125	94.75%	54,125	0
PAG	10,600	10,600	9,100	85.85%	9,100	0
GREATER ARIZONA	6,850	22,840	7,579	33.18%	7,579	0
ARRA TOTAL (5)	71,575	90,565	70,804	78.18%	70,804	0
TOTAL	1,470,142	1,699,294	252,747	14.87%	217,755	34,992

- (1) Revised program includes Board approved program changes.
- (2) Includes PAG Program.
- (3) "Other" category includes subprograms such as training, public information, recreational trails program, risk management indemnification and hazardous material removal.
- (4) Program Committed represents dollars programmed; Actual Committed represents dollars advertised or actual dollars awarded, except for Right-of-Way. Right-of-Way Program Committed and Actual Committed are actual cash expended.
- (5) ARRA 2010 total project dollars includes only the remaining unobligated funds from 2009.



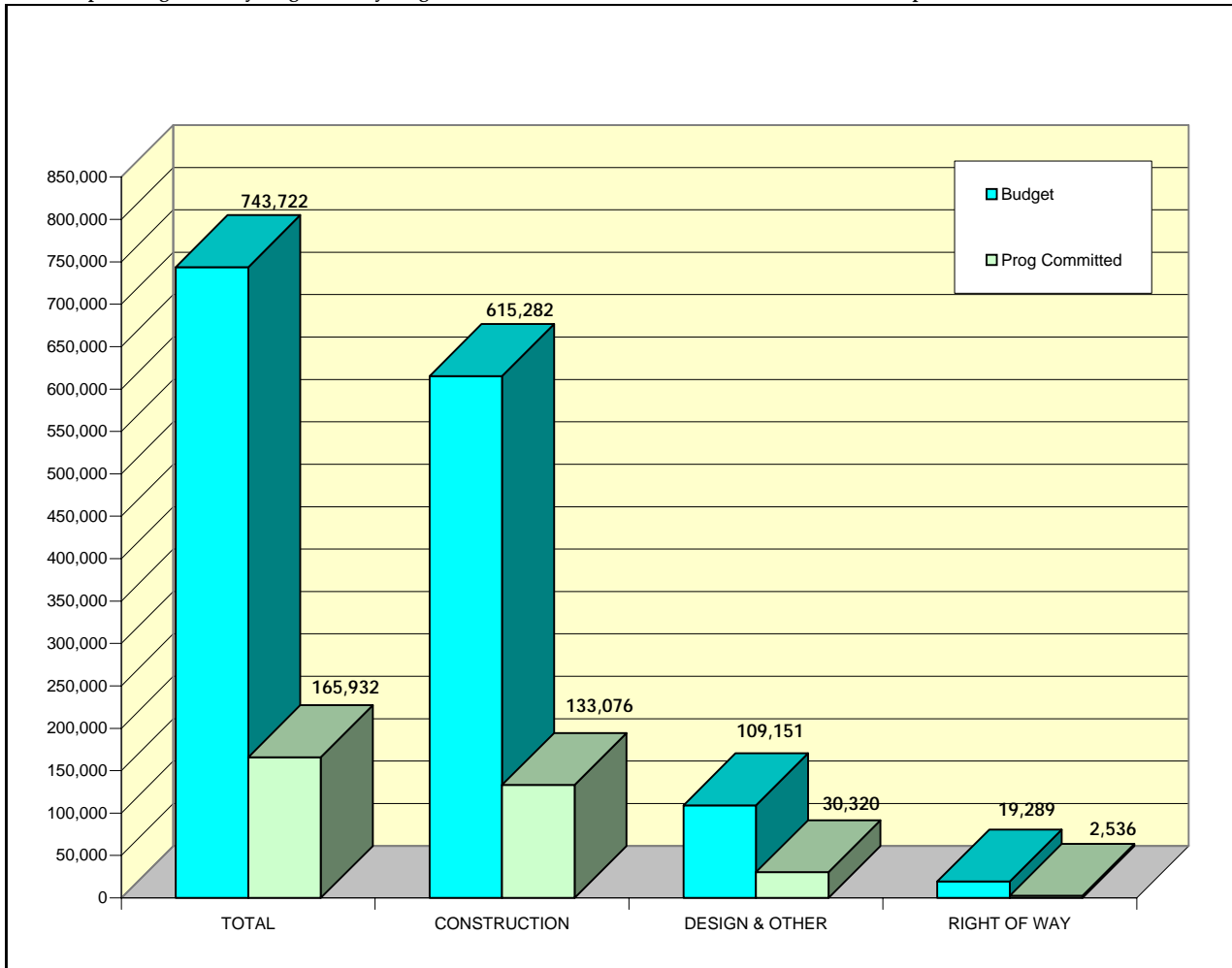
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 FY 2010 Highway Program Monitoring Report
 YTD Statewide Transportation Facilities Construction Program Summary
 (Dollars in Thousands)

PROGRAM DATA
 AS OF DECEMBER 16, 2009

PRIORITY PLANNING ADVISORY COMMITTEE
 DECEMBER 23, 2009

PROGRAM CATEGORY	PLANNED PROGRAM	REVISED PROGRAM (1)	PROGRAM COMMITTED (4)		ACTUAL COMMITTED (4)	COMMITTED VARIANCE
			AMOUNT	%		
STATEWIDE (2)						
CONSTRUCTION	529,987	615,282	81,351	13.22%	53,672	27,679
DESIGN & STUDY	57,192	70,541	15,363	21.78%	15,363	0
RIGHT-OF-WAY	15,300	19,289	2,536	13.15%	2,536	0
OTHER (3)	23,888	38,610	14,957	38.74%	14,957	0
TOTAL (2)	626,367	743,722	114,207	15.36%	86,528	27,679

- (1) Revised program includes Board approved program changes.
- (2) Includes PAG Program.
- (3) "Other" category includes subprograms such as training, public information, recreational trails program, risk management indemnification and hazardous material removal.
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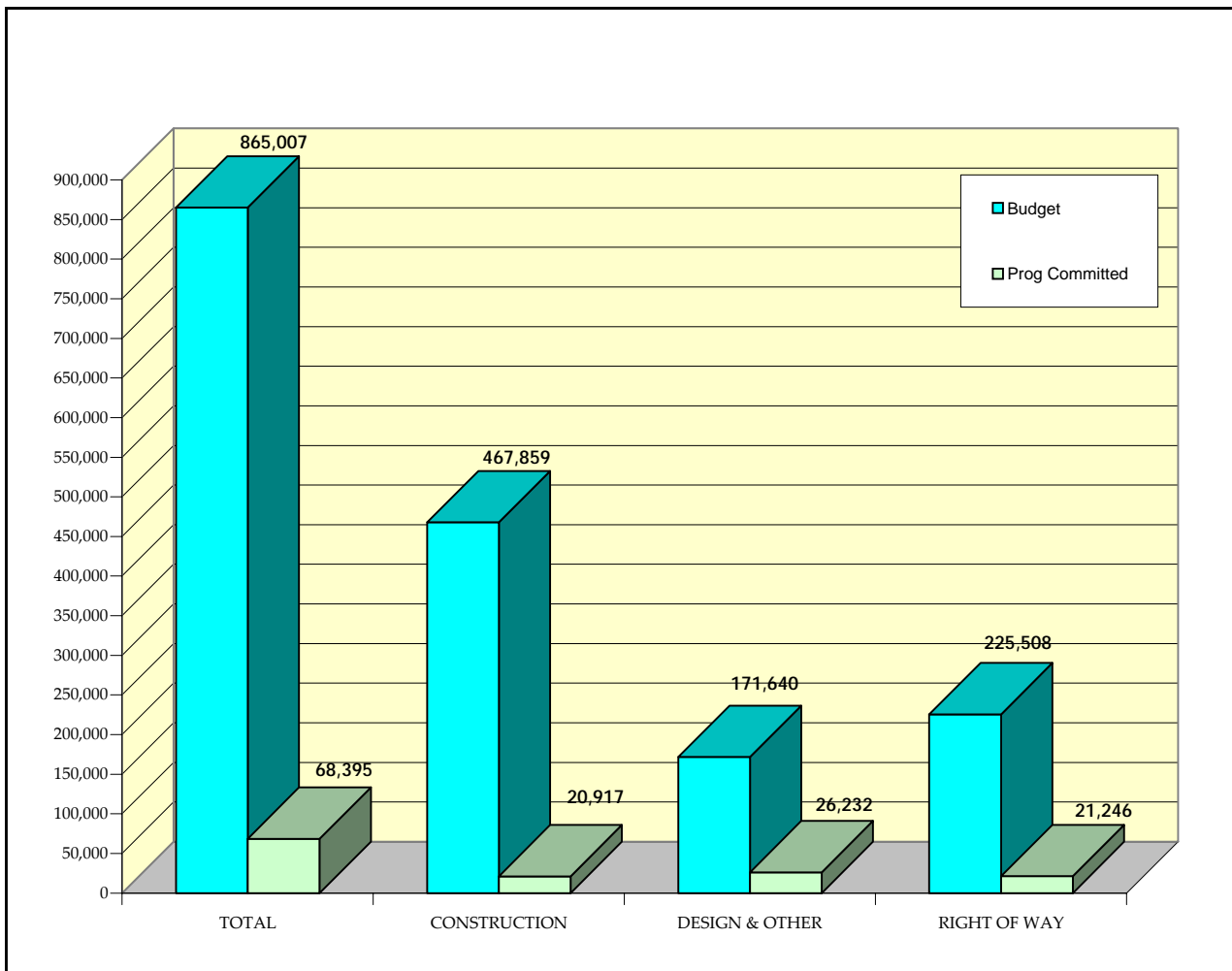
ARIZONA DEPARTMENT OF TRANSPORTATION
 FY 2010 Highway Program Monitoring Report
 YTD Regional Transportation Plan (RTP) Construction Program Summary
 (Dollars in Thousands)

PROGRAM DATA
 AS OF DECEMBER 16, 2009

PRIORITY PLANNING ADVISORY COMMITTEE
 DECEMBER 23, 2009

PROGRAM CATEGORY	PLANNED PROGRAM	REVISED PROGRAM (1)	PROGRAM COMMITTED (3)		ACTUAL COMMITTED (3)	COMMITTED VARIANCE
			AMOUNT	%		
REGIONAL TRANSPORTATION PLAN						
CONSTRUCTION	420,310	467,859	20,917	4.47%	13,604	7,313
DESIGN & STUDY	143,192	155,192	9,376	6.04%	9,376	0
RIGHT-OF-WAY	192,500	225,508	21,246	9.42%	21,246	0
OTHER (2)	16,198	16,448	16,197	98.47%	16,197	0
TOTAL	772,200	865,007	67,736	7.83%	60,423	7,313

- (1) Revised program includes Board approved program changes.
- (2) "Other" category includes subprograms such as training, public information, recreational trails program, risk management indemnification and hazardous material removal.
- (3) Program Committed represents dollars programmed; Actual Committed represents dollars advertised or actual dollars awarded, except for Right-of-Way. Right-of-Way Program Committed and Actual Committed are actual cash expended.



ARIZONA DEPARTMENT OF TRANSPORTATION
 FY 2010 Highway Program Monitoring Report
 Statewide Transportation Facilities Construction Program
 (Dollars in Thousands)

CONSTRUCTION PROJECTS AWARDED
 DECEMBER 2009

PRIORITY PLANNING ADVISORY COMMITTEE
 DECEMBER 23, 2009

RT.	MP.	TRACS #	PROJECT LOCATION	WORK DESCRIPTION	PROGRAM AMT	AWARD AMT	PROGRAM OVER (UNDER) AWARD
				TOTAL PAVEMENT PRESERVATION	0	0	0
STATEWIDE PROJECTS					CURRENT MONTH TOTAL	0	0
					PRIOR MONTHS TOTAL	92,613	51,363
					YEAR TO DATE TOTAL	92,613	26,950

FY 2010 Highway Program Monitoring Report
Regional Transportation Plan (RTP) Construction Program
(Dollars in Thousands)

PROGRAM DATA
DECEMBER 2009

PRIORITY PLANNING ADVISORY COMMITTEE
DECEMBER 23, 2009

RT.	MP.	TRACS #	PROJECT LOCATION	TYPE OF WORK	PROGRAM AMT	AWARD AMT	PROGRAM OVER (UNDER) AWARD
<u>CONSTRUCTION PROJECTS AWARDED</u>							
DEC							
				CURRENT MONTH TOTAL	0	0	0
				PRIOR MONTHS TOTAL	59,185	38,150	21,035
				YEAR TO DATE TOTAL	59,185	38,150	21,035

RT.	MP.	TRACS #	PROJECT LOCATION	TYPE OF WORK	PROGRAM AMT	REVISED PROGRAM AMT	PROG AMT INCR. (DECR.)
<u>PROGRAM MODIFICATIONS APPROVED</u>							
DEC							
			Closeouts [Actual Cost] Under (Over)				7,321
				CURRENT MONTH TOTAL			7,321
				BEGINNING BALANCE			64,451
				YEAR TO DATE TOTAL			71,772

RT.	MP.	TRACS #	PROJECT LOCATION	TYPE OF WORK	PROGRAM AMT	REVISED PROGRAM AMT	PROG AMT INCR. (DECR.)
<u>PROGRAM MODIFICATIONS PROPOSED</u>							
JAN							
				TOTAL PROGRAM CHANGES PROPOSED	0	0	0
				CURRENT YEAR TO DATE BALANCE			92,807
				PROPOSED YEAR TO DATE BALANCE			92,807

ARIZONA DEPARTMENT OF TRANSPORTATION
 FY 2010 Highway Program Monitoring Report
 American Recovery and Reinvestment Act of 2009 Program
 (Dollars in Thousands)

CONSTRUCTION PROJECTS AWARDED
 DECEMBER 2009

PRIORITY PLANNING ADVISORY COMMITTEE
 DECEMBER 23, 2009

RT.	MP.	TRACS #	PROJECT LOCATION	WORK DESCRIPTION	PROGRAM AMT	AWARD AMT	PROGRAM OVER (UNDER) AWARD	
MAG								
10	MA	H721101C	I-10; VERRADO WAY to SARIVAL ROAD	Construct General Purpose Lane (a)	43,200	26,297	16,903	
17	MA	H688101C	I-17; SR 74 TO ANTHEM WAY IN PHOENIX	Construct General Purpose Lane (a)	22,500	13,314	9,186	
60	MA	H686601C	US-60 (GRAND AVE); SR 303L to 99TH AVE	10 Miles Widening	45,000			
60	MA	H669001C	US-60 (GRAND AVE);99TH AVE to 83RD AVE in PEORIA	2.5 Miles Widening	11,200	8,105	3,095	
101	MA	H707601C	SR-101L @ BEARDSLEY RD/UNION HILLS DR in GLENDALE	Union Hills & Bridge with Beardsley Connector	9,250	6,141	3,109	
85	MA	H595514C	SOUTHERN AVE AT I10	Construct General Purpose Lane (b)	18,298	11,711	6,587	
101	MA	H748901C	51ST AVE - 35TH AVE EB	Construct Auxiliary lane	3,000			
MAG PROJECTS					CURRENT MONTH TOTAL	152,448	65,567	38,881
(VARIANCES NOT INCLUDED					PRIOR MONTHS TOTAL	0	0	0
IN ARRA CONTINGENCY)					YEAR TO DATE TOTAL	152,448	65,567	38,881

RT.	MP.	TRACS #	PROJECT LOCATION	WORK DESCRIPTION	PROGRAM AMT	AWARD AMT	PROGRAM OVER (UNDER) AWARD	
PAG								
86	PM	H543401C	SR-86 ACROSS BRAWLEY WASH w/o TUCSON (MP 145.69 to 148.3)	Roadway Widening	5,000	1,661	3,339	
10	PM	H640401C	I-10; I-19 to VALENCIA RD in TUCSON	FMS	9,100			
10	PM	H239001C	I-10; CIENEGA CREEK to MARSH	Relocated Interchange	18,000	10,123	7,877	
10	PM	H724201C	I-10; RITA RD to HOUGHTON RD e/o TUCSON	Pavement Preservation (a)	6,000	3,113	2,887	
86	PM	H776701C	SR-86; KINNEY RD to LA CHOLLA BLVD in TUCSON	Pavement Preservation (a)	3,500	2,404	1,096	
86	PM	H630201C	SR-86 w/o SELLS (MP 73.9 - MP 77.4)	Shoulder Widening (a)	3,327	2,061	1,266	
86	PM	H755601C	SR-86 @ SANTA CRUZ RIVER in TUCSON	Bridge Deck Rehabilitation (a)	200	151	49	
19	PM	H750101C	I-19; NOGALES to I-10 in TUCSON	Sign Replacement	1,500			
PAG PROJECTS					CURRENT MONTH TOTAL	46,627	19,513	16,514
(VARIANCES NOT INCLUDED					PRIOR MONTHS TOTAL	0	0	0
IN ARRA CONTINGENCY)					YEAR TO DATE TOTAL	46,627	19,513	16,514

ARIZONA DEPARTMENT OF TRANSPORTATION
 FY 2010 Highway Program Monitoring Report
 American Recovery and Reinvestment Act of 2009 Program
 (Dollars in Thousands)

CONSTRUCTION PROJECTS AWARDED
 DECEMBER 2009

PRIORITY PLANNING ADVISORY COMMITTEE
 DECEMBER 23, 2009

RT.	MP.	TRACS #	PROJECT LOCATION	WORK DESCRIPTION	PROGRAM AMT	AWARD AMT	PROGRAM OVER (UNDER) AWARD	
GREATER ARIZONA								
60	GI	H743601C	US-60; MIAMI CITY LIMITS to MCMILLAN WASH in GLOBE	Pavement Preservation	9,500	6,021	3,479	
60	YV	H765901C	SR-60; I-17 to BIG BUG CREEK (1st BRIDGE)	Pavement Preservation (a)	6,600	2,500	4,100	
10	CH	H682201C	I-10; EAST BENSON INTERCHANGE to JOHNSON RD	Pavement Preservation	11,000	7,034	3,966	
10	PN	H710601C	I-10; TOWN OF PICACHO to PICACHO PEAK	Roadway Widening	30,000	17,301	12,699	
191	GE	H643201C	US-191 @ BLACK HILLS RD (BACK COUNTRY BYWAY) at MP 159.5	Intersection Improvement	750	681	69	
95	LA	H584101C	US-95; PELIGRO (MP 63) to CLARKS (MP 80) n/o YUMA	Pavement Preservation	11,000	9,040	1,960	
89	CN	H682601C	US-89; TOWNSEND RD to FERNWOOD ROAD n/o FLAGSTAFF	Pavement Preservation (a)	8,000	4,678	3,322	
191	AP	H773801C	US-191; MP 427 to MP 436 s/o CHINLE	Pavement Preservation	5,000	3,015	1,985	
93	MO	H738901C	US-93; MP 104.1 to MP 106 (RANCH ROAD SECTION)	Construct Parallel Roadway	15,000	7,158	7,842	
70	GH	H680801C	US-70 @ 8TH AVENUE in SAFFORD	Intersection Improvement	191	191	0	
10	CH	H763801C	I-10; (EB) LUZENA - BOWIE	Pavement Preservation	3,000	1,486	1,514	
160	NA	H635601C	US-160; KAYENTA to NAVAJO ROUTE 59	Pavement Preservation (a)	4,400	6,722	(2,322)	
160	NA	H658501C	US-160; NAVAJO ROUTE 59 to DENNEHOTSO	Pavement Preservation (a)	6,000	3,693	2,307	
87	GI	H588901C	PAYSON TO PINE @ MP 255	Shoulder Widening (a)	8,610	4,467	4,143	
83	SC	H747001C	SONOITA NORTH	Pavement Preservation	2,750	2,249	501	
60	GI	H657401C	TIMBER MOUNTAIN - SENECA	Pavement Preservation (a)	5,000	3,542	1,458	
191	GE	H710001C	LOWER CORONADO TRAIL AT MP 175	Drainage Improvement	400			
191	CH	H650901C	SUNSTITES AT HIGH STREET	Widen Roadway for Turn Lanes	595	404	191	
160	CN	H527401C	US-160; US 89 - to VANN'S TRADING POST w/o TUBA CITY	Pavement Preservation (a)	4,100	3,537	563	
40	CN	H545701C	I-40 (WB) @ WALNUT CANYON (MP 205 to MP 208)	Reconstruct Roadway	12,000	7,229	4,771	
80	CH	H767501C	SR-80 thru TOMBSTONE	Pavement Preservation	1,956	746	1,210	
40	AP	H706601C	I-40 @ BLACK CREEK w/o HOUCK	Bridge Rehabilitation	700	438	262	
40	AP	H692401C	I-40 (EB) @ DEAD RIVER	Scour Retrofit	280	149	131	
95	LA	H675701C	US-95 s/o BOUSE WASH	Construct Passing Lanes	1,800	1,614	186	
95	YU	H705301C	US-95 (16TH ST) @ I-8 (MP 24.2 to MP 24.8) in YUMA	Roadway/Bridge Widening	11,500	11,351	149	
74	MA	H691201C	MP 19 - NEW RIVER ROAD (a) Project obligated in FY 2009; shown for information only.	System Enhancements	4,090	2,441	1,649	
GREATER ARIZONA PROJECTS					CURRENT MONTH TOTAL	164,222	107,687	56,135
(VARIANCES NOT INCLUDED					PRIOR MONTHS TOTAL	0	0	0
IN ARRA CONTINGENCY (SEE PAGE 8)					YEAR TO DATE TOTAL	164,222	107,687	56,135

ARIZONA DEPARTMENT OF TRANSPORTATION
 FY 2010 Highway Program Monitoring Report
 American Recovery and Reinvestment Act of 2009 Program
 (Dollars in Thousands)

CONSTRUCTION PROJECTS AWARDED
 DECEMBER 2009

PRIORITY PLANNING ADVISORY COMMITTEE
 DECEMBER 23, 2009

RT.	MP.	TRACS #	PROJECT LOCATION	WORK DESCRIPTION	PROGRAM AMT	AWARD AMT	PROGRAM OVER (UNDER) AWARD
GREATER ARIZONA							
999	SW	VARIOUS	S/W FENCING	Safety Fence Replacement (a)	1,461		
40	MO	H780601C	I-40 (RAILROAD AVENUE - RATTLESNAKE WASH)	Chain Link R/W Fence Replacement (a)	620	488	132
80	CH	H781101C	SR 80 (DOUBLE ADOBE - DOUGLAS)	Barbed Wire R/W Fence Replacement (a)	820	401	419
17	MA	H780401C	I-17, TABLE MESA RD TI - ROCK SPRINGS TI	Barbed Wire R/W Fence Replacement (a)	190	104	86
40	MO	H780901C	I-40 STATE LINE-OATMAN HIGHWAY TI	Barbed Wire R/W Fence Replacement (a)	300	205	95
180	NA	H781301C	US 180 HOLBROOK - PETRIFIED FOREST ROAD	Barbed Wire R/W Fence Replacement (a)	1,000	580	420
40	CN	H780801C	I-50, (SR 64 TI - VOLUNTEER WASH)	Barbed Wire R/W Fence Replacement (a)	800	345	455
10	PM	H782101C	I-10,VAIL ROAD - COUNTY LINE	Barbed Wire R/W Fence Replacement	290	203	87
87	GI	H781201C	PAYSON TO PINE	Barbed Wire R/W Fence Replacement(a)	800	385	415
8	YU	H780301C	US 95 TI TO ARABY RD TI	System Enhancement-Safety Improve(a)	784	321	463
19	SC	H780501C	RIO RICO DR TI TO CHAVEZ SIDING RD TI	Highway Safety Enhancement/Culvert Lining (a)	435	371	64
73	CI	H781001C	CEDAR CREEK TO CANYON DAY	Highway Safety Enhancement/Culvert Lining Pavement Preservation	500	325	175
999	SW	VARIOUS	CULVERT LINING	Flagstaff Micro Seal (a)	1,900		
999	SW	H778501C	CULVERT LINING	Slurry Seal (a)	1,700		
40	CN	H784501C	I-40; MP 150 TO 191 - MICRO SEAL FLAGSTAFF	Pavement Preservation (a)	582	582	0
277	NA	H784701C	SR 277; MP 305.7 TO 312.7 - SLURRY SEAL	Pavement Preservation (a)	334	334	0
999	SW	H784601C	GLOBE DISTRICT CHIP SEALS	Pavement Preservation (a)	670	545	125
95	YU	H784901C	US 95; MP 44.3 TO 54 - CHIP SEAL	Pavement Preservation (a)	224	503	(279)
60	MA	H784801C	US 60; MPA 107.6 TO 110.2-MICRO SEAL	Pavement Preservation (a)	620	370	250
999	SW	H782601C	HOLBROOK DISTRICT CHIP SEALS	Pavement Preservation (a)	790	674	116
999	SW	H782701C	SOUTHEAST ARIZONA MICRO SEALS	Pavement Preservation (a)	1,280	1,194	86
				(a) Project obligated in FY 2009; shown for information only.			
GREATER ARIZONA PROJECTS				CURRENT MONTH TOTAL	16,100	7,930	3,109
GREATER ARIZONA PROJECTS				SUBTOTAL FROM PAGE 7	164,222	107,687	56,135
TOTAL GREATER ARIZONA PROJECTS				YEAR TO DATE TOTAL	180,322	115,616	59,245
				TOTAL ARRA PROJECTS	379,397	200,697	114,639
				PROJECT ADJUSTMENTS			(240)
				YEAR TO DATE TOTAL	379,397	200,697	114,399

ARIZONA DEPARTMENT OF TRANSPORTATION
 FY 2010 Highway Program Monitoring Report
 Statewide Contingency Summary
 (Dollars in Thousands)

	JUL Actual	AUG Actual	SEP Actual	OCT Actual	NOV Actual	DEC Actual	JAN Proposed	FEB Proposed	MAR Proposed	APR Proposed	MAY Proposed	JUN Proposed	YTD
2009 Balance Forward	5,215												5,215
BEGINNING BALANCE	5,000	5,000	27,961	30,477	33,470	36,968	36,968	36,968	36,968	36,968	36,968	36,968	5,000
PROGRAM CHANGES:													
BUDGET AUTHORITY CHANGES (Federal Aid, PAG, Third Party)	0	0	0	0	0	0	0	0	0	0	0	0	0
PROJECT BUDGET CHANGES	0	0	(2,739)	0	0	0	0	0	0	0	0	0	(2,739)
SUBPROGRAM BUDGET CHANGES	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL PROGRAM CHANGES	0	0	(2,739)	0	0	0	0	0	0	0	0	0	(2,739)
PROJECT VARIANCES:													
AWARDS UNDER (OVER) PROGRAM BUDGETS	0	21,192	402	1,895	3,461	0	0	0	0	0	0	0	26,950
CLOSEOUTS - TOTAL EXP UNDER (OVER) AWARDS	0	1,769	(362)	1,098	37	0	0	0	0	0	0	0	2,542
TOTAL PROJECT VARIANCES	0	22,961	40	2,993	3,498	0	0	0	0	0	0	0	29,492
MONTH END CONTINGENCY	5,000	27,961	30,477	33,470	36,968	36,968	36,968	36,968	36,968	36,968	36,968	36,968	36,968

ARIZONA DEPARTMENT OF TRANSPORTATION
 FY 2010 Highway Program Monitoring Report
 Statewide Contingency (Program Changes Approved)
 (Dollars in Thousands)

PROGRAM MODIFICATIONS
 DECEMBER 2009

PRIORITY PLANNING ADVISORY COMMITTEE
 DECEMBER 23, 2009

RT.	MP.	TRACS #	PROJECT LOCATION	TYPE WORK	PROGRAM AMT (1)	REVISED PROGRAM AMT (1)	INCR. (DECR.)	
BUDGET AUTHORITY CHANGES:								
PROJECT BUDGET CHANGES:								
TOTAL PROJECT BUDGET CHANGES								0
SUBPROGRAM BUDGET CHANGES:								
TOTAL SUBPROGRAM BUDGET CHANGES								0
TOTAL INCREASE (DECREASE)								0
PROJECT VARIANCES:								
		Awards Under (Over) Program Budgets (1)		Award adjustment from prior month			(729)	
		Closeouts [Actual Cost] Under (Over) Project Awards (2)		due to JPA 07- 036, Burnside Junction			0	
TOTAL PROJECT VARIANCES								(729)
CURRENT MONTH TOTAL							(729)	
BEGINNING BALANCE							37,697	
YEAR TO DATE BALANCE							36,968	

ARIZONA DEPARTMENT OF TRANSPORTATION
 FY 2010 Highway Program Monitoring Report
 Statewide Contingency (Program Changes Proposed)
 (Dollars in Thousands)

PROGRAM MODIFICATIONS
 DECEMBER 2009

PRIORITY PLANNING ADVISORY COMMITTEE
 DECEMBER 23, 2009

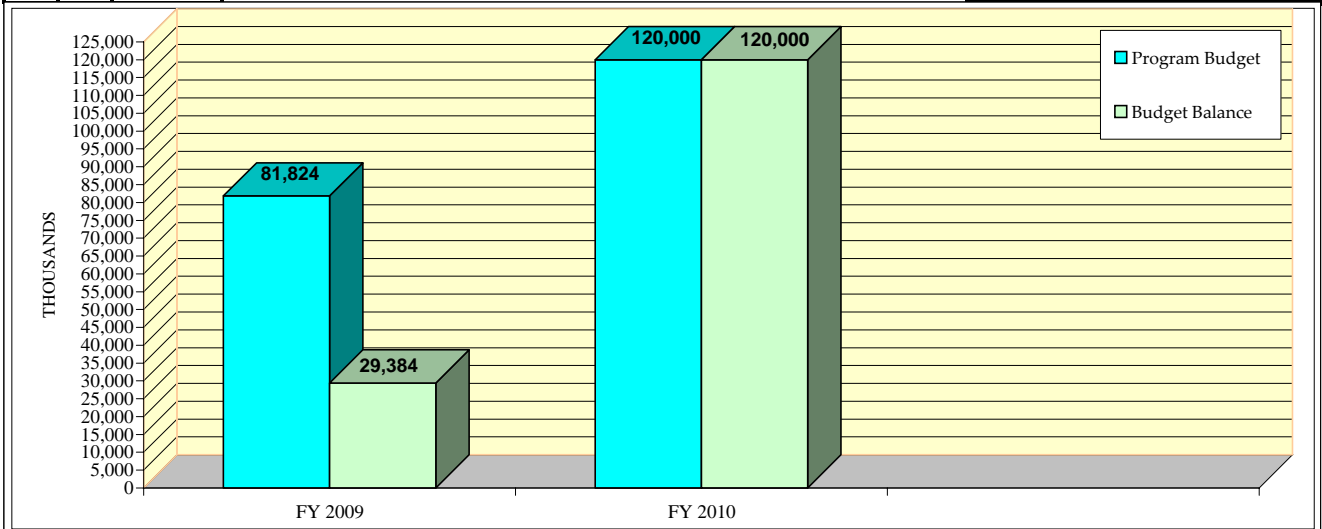
RT.	MP.	TRACS #	PROJECT LOCATION	TYPE WORK	PROGRAM AMT	REVISED PROGRAM AMT	INCR. (DECR.)
BUDGET AUTHORITY CHANGES:							
		No changes this month					
		TOTAL BUDGET AUTHORITY CHANGES					0
PROJECT BUDGET CHANGES:							
17	YV	H426901C	CORDES JUNCTION TI	Reconstruct TI	51,725	65,200	(13,475)
		TOTAL PROJECT BUDGET CHANGES					(13,475)
SUBPROGRAM BUDGET CHANGES:							
		TOTAL SUBPROGRAM BUDGET CHANGES					0
TOTAL PROGRAM CHANGES PROPOSED					51,725	65,200	(13,475)
CURRENT YEAR TO DATE BALANCE							36,968
PROPOSED YEAR-TO-DATE BALANCE							23,493

ARIZONA DEPARTMENT OF TRANSPORTATION
 FY 2010 Highway Program Monitoring Report
 YTD Statewide Pavement Preservation Contingency Fund FY 2010 and FY 2011
 (Dollars in Thousands)

YTD PROGRAM MODIFICATIONS
 DECEMBER 2009

PRIORITY PLANNING ADVISORY COMMITTEE
 DECEMBER 23, 2009

RT.	MP.	TRACS #	PROJECT LOCATION	TYPE WORK	REVISED		FISCAL YEARS	
					PROG AMT (1)	PROG AMT (1)	2010	2011
PRB ACTIONS PREVIOUSLY APPROVED:								
TB ACTIONS PREVIOUSLY APPROVED:								
8	158.5	H779201C	MP 158.5 TO BIANO ROAD	Pavement Preservation (a)	0	13,000	(13,000)	
87	267	H683201C	PINE TO RIM	Pavement Preservation (a)	0	3,750	(3,750)	
(a) Establish a New Project using item 72510								
PROJECT AWARDS UNDER (OVER) PROGRAM BUDGETS								
TOTAL TB ACTIONS PREVIOUSLY APPROVED								
							(16,750)	0
PPAC PROPOSED:								
191	CH	H791601C	GLENN ROAD TO ELFRIDA	Pavement Preservation	0	1,150	(1,150)	
160	AP	H658601C	RED MESA TO TEEC NOS POS	Pavement Preservation	0	8,200	(8,200)	
TOTAL PPAC PROPOSED								
							(9,350)	0
TOTAL MODIFICATIONS REPORTED THIS MONTH					0	26,100	(9,350)	0
PLANNED PROGRAM BEGINNING BALANCE							81,824	120,000
PREVIOUS YEAR-TO-DATE MODIFICATIONS					0	0	(43,090)	0
CURRENT YEAR-TO-DATE					0	0	29,384	120,000



ARIZONA DEPARTMENT OF TRANSPORTATION

FY 2010 Highway Program Monitoring Report

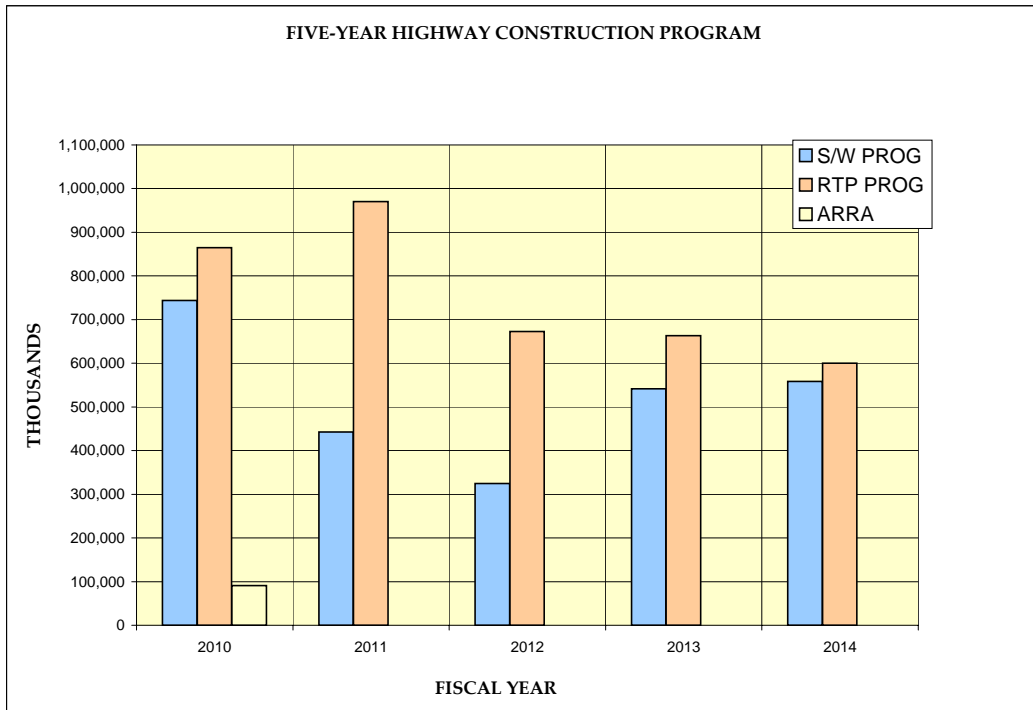
Program Adjustment Summary FY 2010 - 2014

(Dollars in Thousands)

PROGRAM DATA
DECEMBER 2009

PRIORITY PLANNING ADVISORY COMMITTEE
DECEMBER 23, 2009

AREA	YEAR	PLANNED PROGRAM	PROGRAM YTD ADJ	REVISED PROGRAM
STATEWIDE (PAG Program is included herein)	2010	626,367	117,355	743,722
	2011	420,758	21,810	442,568
	2012	323,715	1,020	324,735
	2013	552,574	(11,000)	541,574
	2014	558,258	0	558,258
	TOTAL	2,481,672	129,185	2,610,857
REGIONAL TRANSPORTATION PLAN	2010	772,200	92,807	865,007
	2011	970,324	0	970,324
	2012	672,780	0	672,780
	2013	662,900	0	662,900
	2014	600,000	0	600,000
	TOTAL	3,678,204	92,807	3,771,011
AMERICAN RECOVERY & REINVESTMENT ACT OF 2009	2010	71,575	18,990	90,565
	TOTAL	71,575	18,990	90,565
TOTAL	2010	1,470,142	229,152	1,699,294
	2011	1,391,082	21,810	1,412,892
	2012	996,495	1,020	997,515
	2013	1,215,474	(11,000)	1,204,474
	2014	1,158,258	0	1,158,258
	TOTAL	6,231,451	240,982	6,472,433



January 15, 2010

RES. NO. 2010-01-A-001
PROJECT: 017MA239H676501R
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: Little Squaw Creek Bridge SB
ROUTE NO.: Interstate Route 17
ENG. DIST.: Prescott
COUNTY: Maricopa

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the establishment and improvement of a portion of Interstate Route 17 within the above referenced project.

This portion was previously established as a controlled access State Highway by the Arizona Highway Commission Resolution 65-27, dated April 2, 1965, pages 139-141 of the Official Minutes; thereafter Arizona Transportation Board Resolution 2009-04-A-020, dated April 17, 2009, established additional right of way for improvements.

New right of way is now needed to facilitate construction and provide future maintenance to replace the existing bridge to enhance the safety of the traveling public. Accordingly, it is necessary to establish and acquire the new right of way for this project.

The new right of way to be established 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, Intermodal Transportation Division, Phoenix, Arizona, entitled "60% Design Plans, dated November 4, 2009, PHOENIX - CORDES JUNCTION Highway."

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

January 15, 2010

RES. NO. 2010-01-A-001
PROJECT: 017MA239H676501R
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: Little Squaw Creek Bridge SB
ROUTE NO.: Interstate Route 17
ENG. DIST.: Prescott
COUNTY: Maricopa

I further recommend the acquisition of the new right of way, material for construction, haul roads and various easements necessary for or incidental to the improvement.

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 SOUTH 17TH AVENUE
R/W Operations, MD 612E
PHOENIX, AZ 85007-3213

January 15, 2010

RES. NO. 2010-01-A-001
PROJECT: 017MA239H676501R
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: Little Squaw Creek Bridge SB
ROUTE NO.: Interstate Route 17
ENG. DIST.: Prescott
COUNTY: Maricopa

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director, Arizona Department of Transportation, on January 15, 2010, presented and filed with this Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment and acquisition of new right of way for the improvement of a portion of Interstate Route 17 as set forth in the above referenced project.

The new right of way to be established 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, Intermodal Transportation Division, Phoenix, Arizona, entitled "60% Design Plans, dated November 4, 2009, PHOENIX - CORDES JUNCTION Highway."

WHEREAS establishment and acquisition of the new right of way is necessary for this improvement; and

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended establishment and acquisition of the additional land needed for this improvement; therefore, be it

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

RESOLVED that the portion of right of way as depicted in Appendix "A" is hereby designated a state route; be it further

January 15, 2010

RES. NO. 2010-01-A-001
PROJECT: 017MA239H676501R
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: Little Squaw Creek Bridge SB
ROUTE NO.: Interstate Route 17
ENG. DIST.: Prescott
COUNTY: Maricopa

RESOLVED that prior to construction, the acquired right of way be established as a state highway; be it further

RESOLVED that the Director is hereby authorized to acquire by lawful means, including exchanges, in accordance with Arizona Revised Statutes Section 28-7092, an estate in fee, 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 secure an appraisal of the property to be acquired and that necessary parties be compensated. Upon failure to acquire said lands by other lawful means, the Director is authorized to initiate condemnation proceedings.

January 15, 2010

RES. NO. 2010-01-A-001
PROJECT: 017MA239H676501R
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: Little Squaw Creek Bridge SB
ROUTE NO.: Interstate Route 17
ENG. DIST.: Prescott
COUNTY: Maricopa

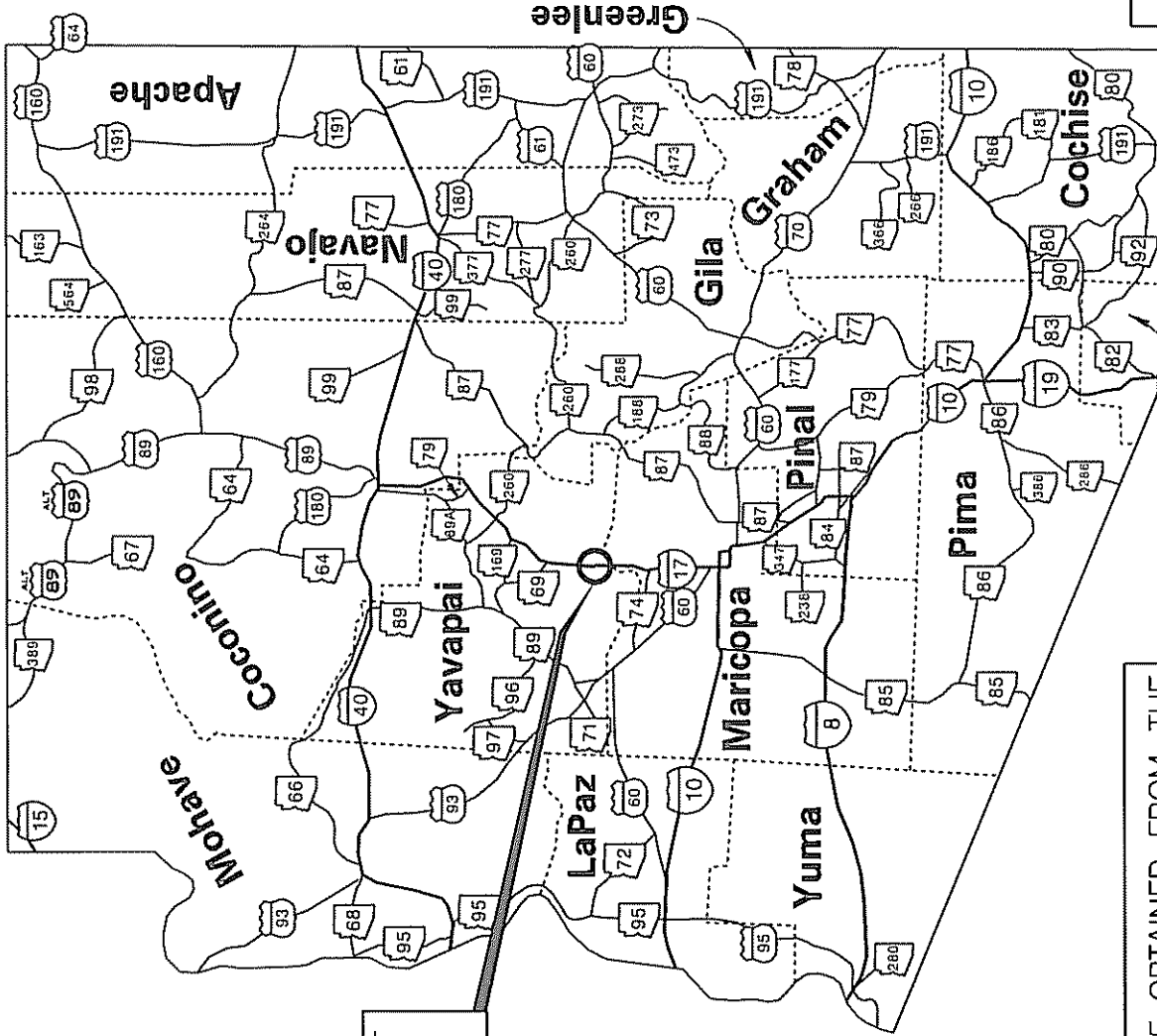
CERTIFICATION

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 Transportation Board made in official session on January 15, 2010.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on January 15, 2010.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation



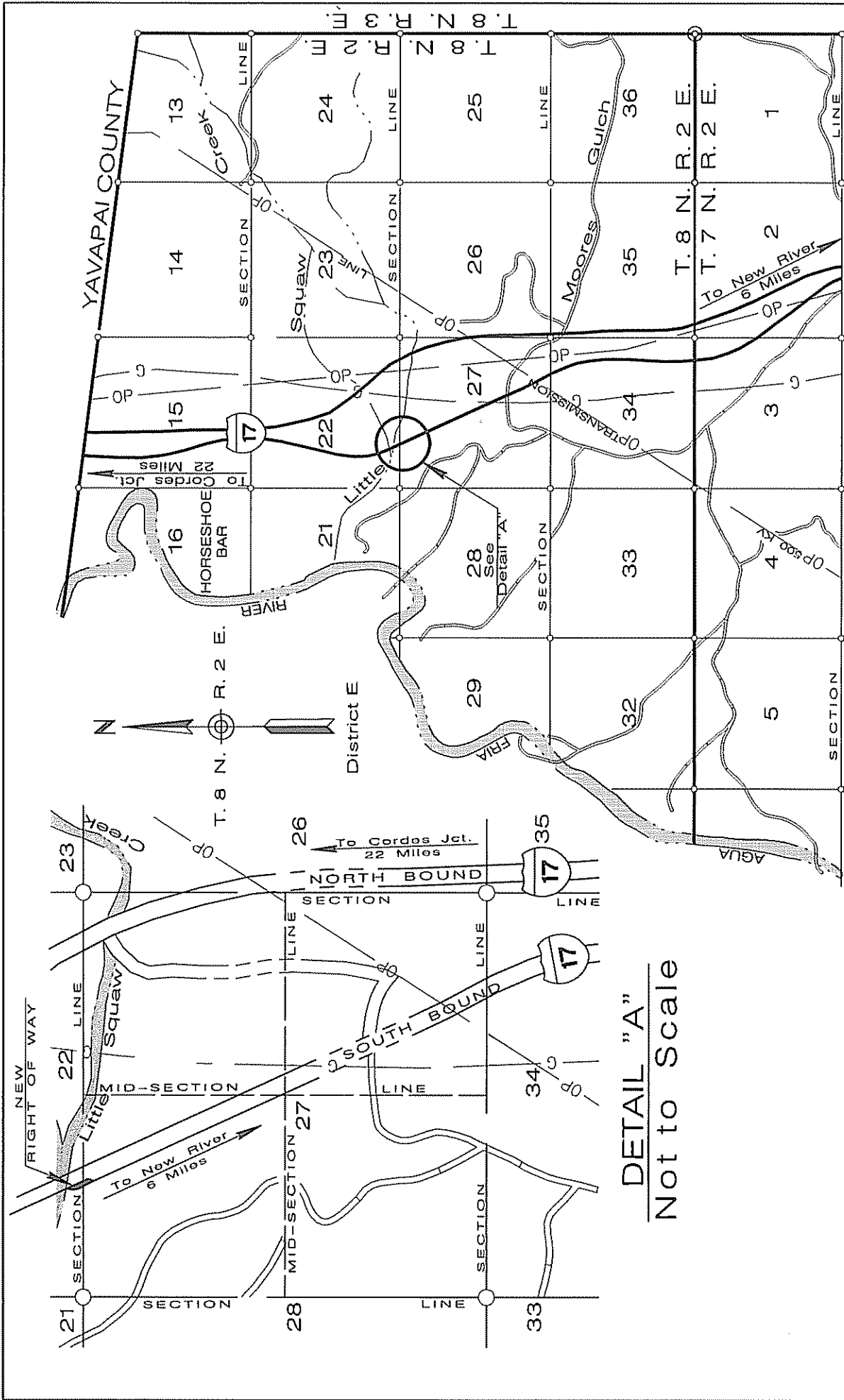


AREA OF ESTABLISHMENT
SEE SHEET 2 OF 2
FOR DETAILS

A LEGIBLE COPY CAN BE OBTAINED FROM THE
ARIZONA DEPARTMENT OF TRANSPORTATION
STATE ENGINEER'S OFFICE
RIGHT OF WAY GROUP
205 SOUTH 17TH AVENUE
PHOENIX, ARIZONA 85007
MAIL DROP 612E

017 MA 239 H6765 01R
PHOENIX - CORDES JCT. HWY
Little Squaw Creek Bridge SB
Maricopa County

APPENDIX "A"



A LEGIBLE COPY CAN BE OBTAINED FROM THE
 ARIZONA DEPARTMENT OF TRANSPORTATION
 STATE ENGINEER'S OFFICE
 RIGHT OF WAY GROUP
 205 SOUTH 17TH AVENUE
 PHOENIX, ARIZONA 85007
 MAIL DROP 612E

AREA OF ESTABLISHMENT

APPENDIX "A"

017 MA 239 H6765 01R
 PHOENIX - CORDES JCT. HWY
 Little Squaw Creek Bridge SB
 Maricopa County

JAN. 15, 2010 SHEET 2 OF 2

January 15, 2010

RES. NO. 2010-01-A-002
PROJECT: 087MA204H678201R
HIGHWAY: MESA - PAYSON
SECTION: New Four Peaks - Dos "S" Ranch
ROUTE NO.: State Route 87
ENG. DIST.: Phoenix
COUNTY: Maricopa

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the establishment and improvement of a portion of State Route 87 within the above referenced project.

This portion was previously established as a state route by Arizona Highway Commission Resolution 59-116, dated June 15, 1959; Resolution 61-014, dated July 26, 1960, established State Route 87 as a state highway; thereafter, various Resolutions established additional right of way for improvements thereof. And Arizona Department of Transportation Resolution 06-10-A-049, dated October 20, 2006, established additional right of way as a state route for this upcoming construction project.

New right of way is now needed to expand the existing lanes, shoulder widths and for bringing the vertical alignment into current ADOT standards to enhance the safety of the traveling public. Accordingly, it is necessary to establish and acquire the new right of way for this project.

The new right of way to be established 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, Intermodal Transportation Division, Phoenix, Arizona, entitled "Right of Way Plans, MESA - PAYSON Highway, Project 087MA204H678201R."

In the interest of public safety, necessity and convenience, I recommend that the area depicted in Appendix "A" be established and improved as a state route and state highway.

January 15, 2010

RES. NO. 2010-01-A-002
PROJECT: 087MA204H678201R
HIGHWAY: MESA - PAYSON
SECTION: New Four Peaks - Dos "S" Ranch
ROUTE NO.: State Route 87
ENG. DIST.: Phoenix
COUNTY: Maricopa

I further recommend the acquisition of the new right of way, material for construction, haul roads and various easements necessary for or incidental to the improvement.

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 SOUTH 17TH AVENUE
R/W Operations, MD 612E
PHOENIX, AZ 85007-3213

January 15, 2010

RES. NO. 2010-01-A-002
PROJECT: 087MA204H678201R
HIGHWAY: MESA - PAYSON
SECTION: New Four Peaks - Dos "S" Ranch
ROUTE NO.: State Route 87
ENG. DIST.: Phoenix
COUNTY: Maricopa

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director, Arizona Department of Transportation, on January 15, 2010 presented and filed with this Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment and acquisition of new right of way for the improvement of a portion of State Route 87 as set forth in the above referenced project.

The new right of way to be established 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, Intermodal Transportation Division, Phoenix, Arizona, entitled "Right of Way Plans, MESA - PAYSON Highway, Project 087MA204H678201R."

WHEREAS establishment and acquisition of the new right of way is necessary for this improvement; and

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended establishment and acquisition of the additional land needed for this improvement; therefore, be it

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

RESOLVED that the portion of right of way as depicted in Appendix "A" is hereby designated a state route and state highway; be it further

January 15, 2010

RES. NO. 2010-01-A-002
PROJECT: 087MA204H678201R
HIGHWAY: MESA - PAYSON
SECTION: New Four Peaks - Dos "S" Ranch
ROUTE NO.: State Route 87
ENG. DIST.: Phoenix
COUNTY: Maricopa

RESOLVED that the Director is hereby authorized to acquire by lawful means, including exchanges, in accordance with Arizona Revised Statutes Section 28-7092, an estate in fee, 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 secure an appraisal of the property to be acquired and that necessary parties be compensated. Upon failure to acquire said lands by other lawful means, the Director is authorized to initiate condemnation proceedings.

January 15, 2010

RES. NO. 2010-01-A-002
PROJECT: 087MA204H678201R
HIGHWAY: MESA - PAYSON
SECTION: New Four Peaks - Dos "S" Ranch
ROUTE NO.: State Route 87
ENG. DIST.: Phoenix
COUNTY: Maricopa

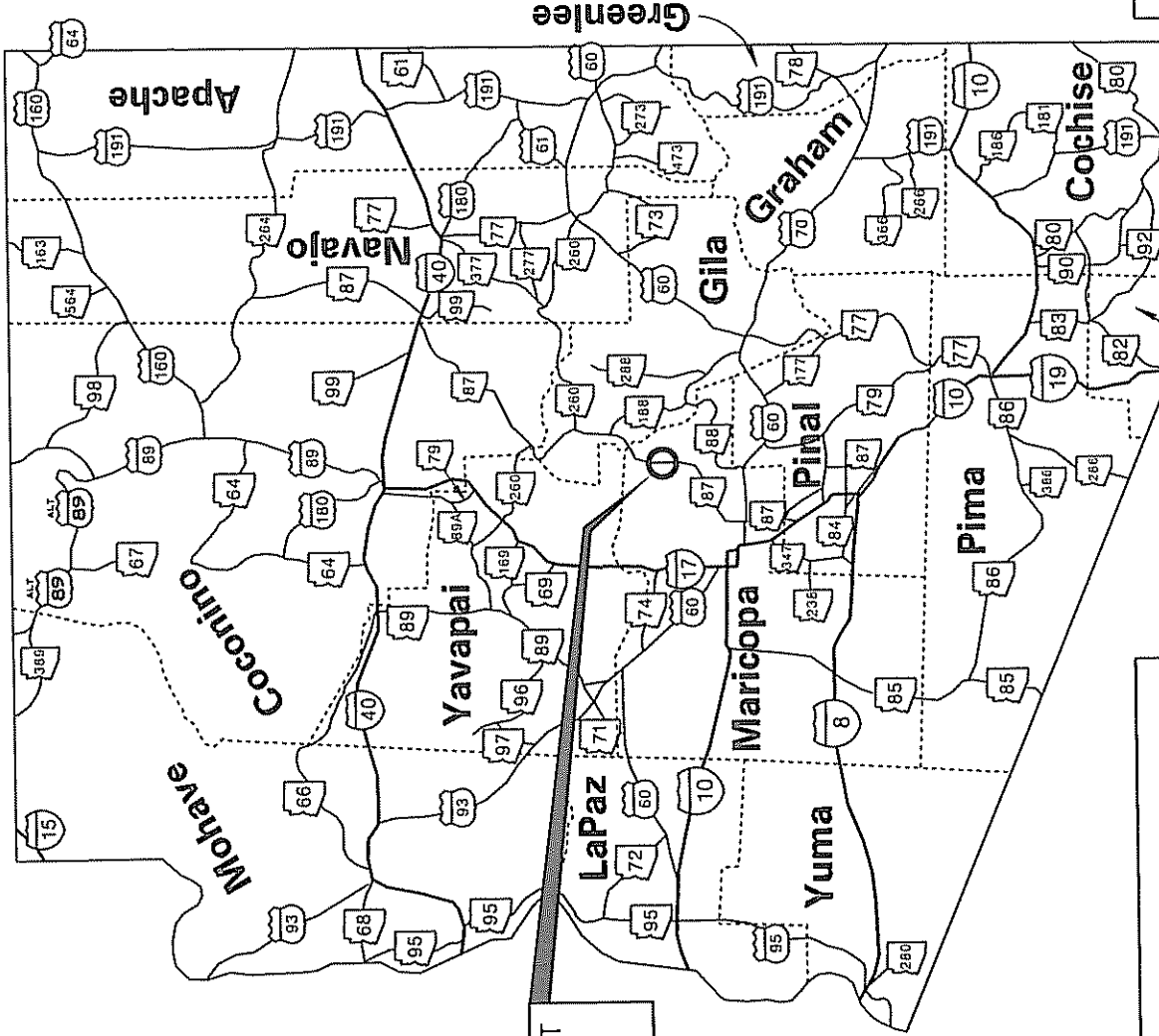
CERTIFICATION

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 Transportation Board made in official session on January 15, 2010.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on January 15, 2010.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

2010 JAN 15 10:00 AM
Arizona Department of Transportation
John S. Halikowski
Director

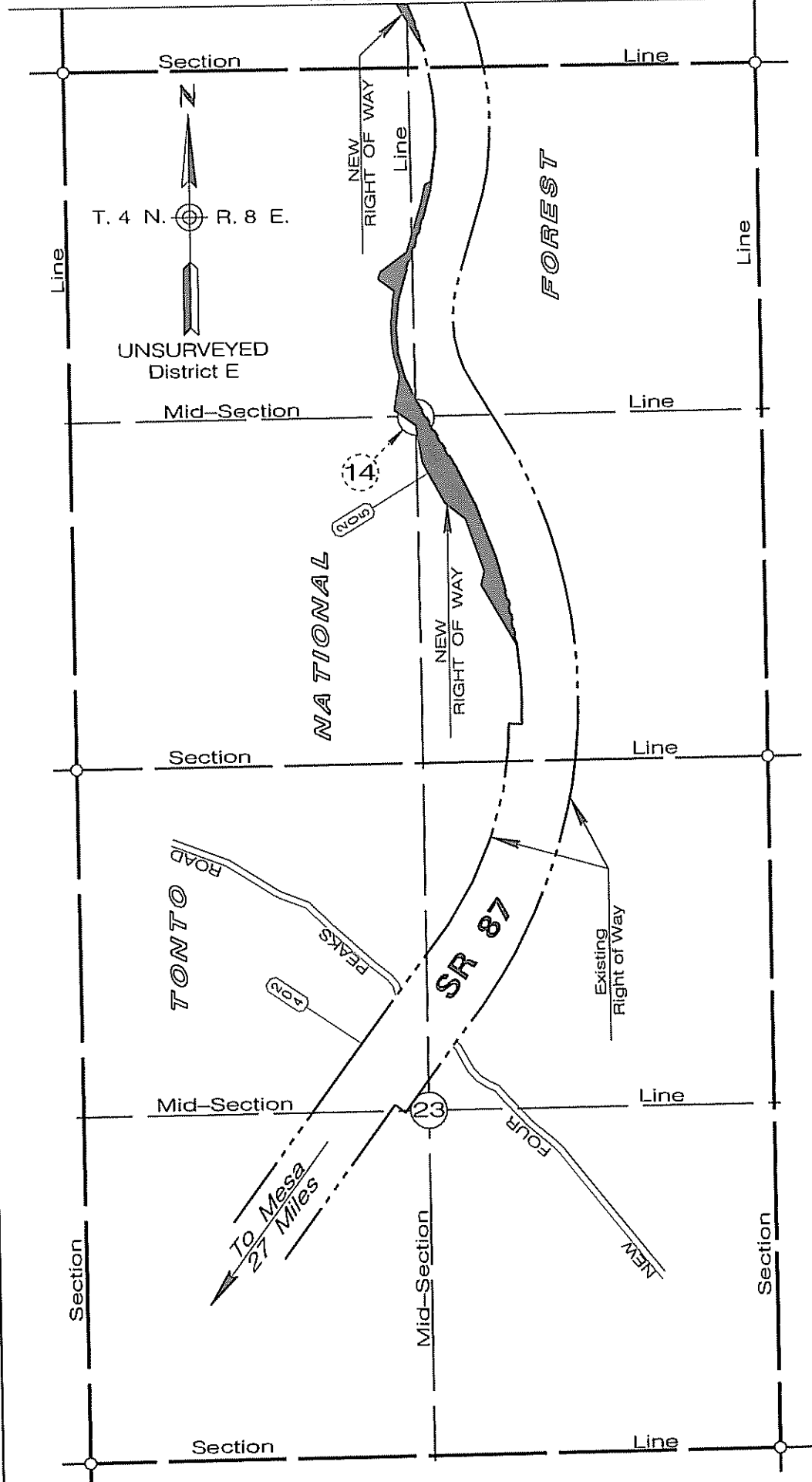


AREA OF ESTABLISHMENT
SEE SHEETS 2 & 3
FOR DETAILS

A LEGIBLE COPY CAN BE OBTAINED FROM THE
ARIZONA DEPARTMENT OF TRANSPORTATION
STATE ENGINEER'S OFFICE
RIGHT OF WAY GROUP
205 SOUTH 17TH AVENUE
PHOENIX, ARIZONA 85007
MAIL DROP 612E

087 MA 204 H6782 01R
MESA - PAYSON HIGHWAY
New Four Peaks Road -
DOS "S" Ranch Road
Maricopa County

APPENDIX "A"



087 MA 204 H6782 01R
 MESA - PAYSON HIGHWAY
 New Four Peaks Road - DOS "S" Ranch Road
 Maricopa County

AREA OF ESTABLISHMENT

APPENDIX "A"

A LEGIBLE COPY CAN BE OBTAINED FROM THE
 ARIZONA DEPARTMENT OF TRANSPORTATION
 STATE ENGINEER'S OFFICE
 RIGHT OF WAY GROUP
 205 SOUTH 17TH AVENUE
 PHOENIX, ARIZONA 85007
 MAIL DROP 612E

T. 5 N. R. 8 E.
T. 4 N. R. 8 E.

T. 4 N. R. 8 E.

UNSURVEYED
District E



TONTON

207

SR 87

NEW
RIGHT OF WAY

Existing
Right of Way

NEW
RIGHT OF WAY

209

NATIONAL

FOREST

Line

Line

Mid-Section

2

Line

Section

Line

Mid-Section

Mid-Section

11

Line

Section

MATCH LINE SHEET 2

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ARIZONA DEPARTMENT OF TRANSPORTATION
STATE ENGINEER'S OFFICE
RIGHT OF WAY GROUP
205 SOUTH 17TH AVENUE
PHOENIX, ARIZONA 85007
MAIL DROP 612E

AREA OF
ESTABLISHMENT

APPENDIX "A"

087 MA 204 H6782 01R
MESA - PAYSON HIGHWAY
New Four Peaks Road - DOS "S" Ranch Road
Maricopa County

JAN 15, 2010 SHEET 3 OF 3

January 15, 2010

RES. NO. 2010-01-A-003
PROJECT: 087MA211H675801R
HIGHWAY: MESA - PAYSON
SECTION: Vicinity of Sycamore Creek
ROUTE NO.: State Route 87
ENG. DIST.: Phoenix
COUNTY: Maricopa

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the establishment and improvement of a portion of State Route 87 within the above referenced project.

This portion was previously established as a State Route by Arizona Highway Commission Resolution 59-116 dated June 15, 1959, and as a State Highway by Resolution 61-14 dated July 26, 1960; Resolution 70-92 dated November 20, 1970, established additional right of way for improvements; thereafter Arizona Transportation Board Resolution 79-04-A-007, dated February 8, 1979, established additional right of way to reconstruct the Sycamore Creek River embankment; and Resolution 95-11-A-097, dated November 17, 1995, established additional right of way for improvements thereof.

New right of way is now needed for new cut slopes, channels and slope erosion control to enhance safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way for this project.

The new right of way to be established 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, Intermodal Transportation Division, Phoenix, Arizona, entitled "Right of Way Plans, MESA - PAYSON Highway, Project 087MA211H675801R."

In the interest of public safety, necessity and convenience, I recommend that the area depicted in Appendix "A" be established and improved as a state route and state highway.

January 15, 2010

RES. NO. 2010-01-A-003
PROJECT: 087MA211H675801R
HIGHWAY: MESA - PAYSON
SECTION: Vicinity of Sycamore Creek
ROUTE NO.: State Route 87
ENG. DIST.: Phoenix
COUNTY: Maricopa

I further recommend the acquisition of the new right of way, material for construction, haul roads and various easements necessary for or incidental to the improvement.

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 SOUTH 17TH AVENUE
R/W Operations, MD 612E
PHOENIX, AZ 85007-3213

JANUARY 15, 2010

RES. NO. 2010-01-A-003
PROJECT: 087MA211H675801R
HIGHWAY: MESA - PAYSON
SECTION: Vicinity of Sycamore Creek
ROUTE NO.: State Route 87
ENG. DIST.: Phoenix
COUNTY: Maricopa

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director, Arizona Department of Transportation, on January 15, 2010, presented and filed with this Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment and acquisition of new right of way for the improvement of a portion of State Route 87 as set forth in the above referenced project.

The new right of way to be established 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, Intermodal Transportation Division, Phoenix, Arizona, entitled "Right of Way Plans, MESA - PAYSON Highway, Project 087MA211H675801R."

WHEREAS establishment and acquisition of the new right of way is necessary for this improvement; and

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended establishment and acquisition of the additional land needed for this improvement; therefore, be it

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

January 15, 2010

RES. NO. 2010-01-A-003
PROJECT: 087MA211H675801R
HIGHWAY: MESA - PAYSON
SECTION: Vicinity of Sycamore Creek
ROUTE NO.: State Route 87
ENG. DIST.: Phoenix
COUNTY: Maricopa

RESOLVED that the portion of right of way as depicted in Appendix "A" is hereby designated a state route and state highway; be it further

RESOLVED that the Director is hereby authorized to acquire by lawful means, including exchanges, in accordance with Arizona Revised Statutes Section 28-7092, an estate in fee, 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

January 15, 2010

RES. NO. 2010-01-A-003
PROJECT: 087MA211H675801R
HIGHWAY: MESA - PAYSON
SECTION: Vicinity of Sycamore Creek
ROUTE NO.: State Route 87
ENG. DIST.: Phoenix
COUNTY: Maricopa

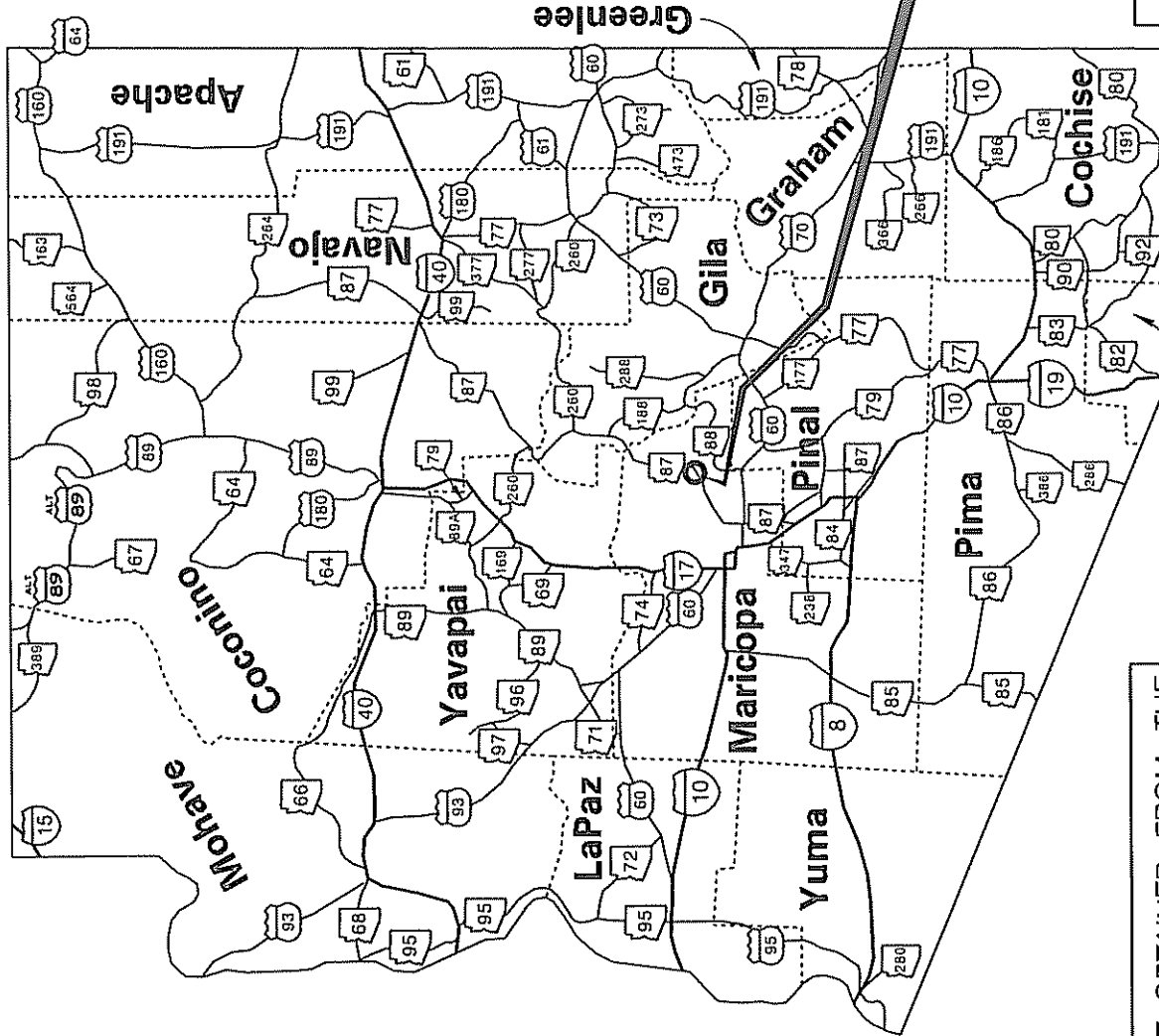
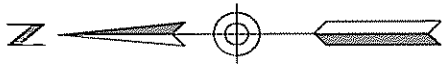
CERTIFICATION

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 Transportation Board made in official session on January 15, 2010.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on January 15, 2010.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED
[Signature]
Assistant Attorney General
Attorney for Department
of Transportation
Date 1/15/10

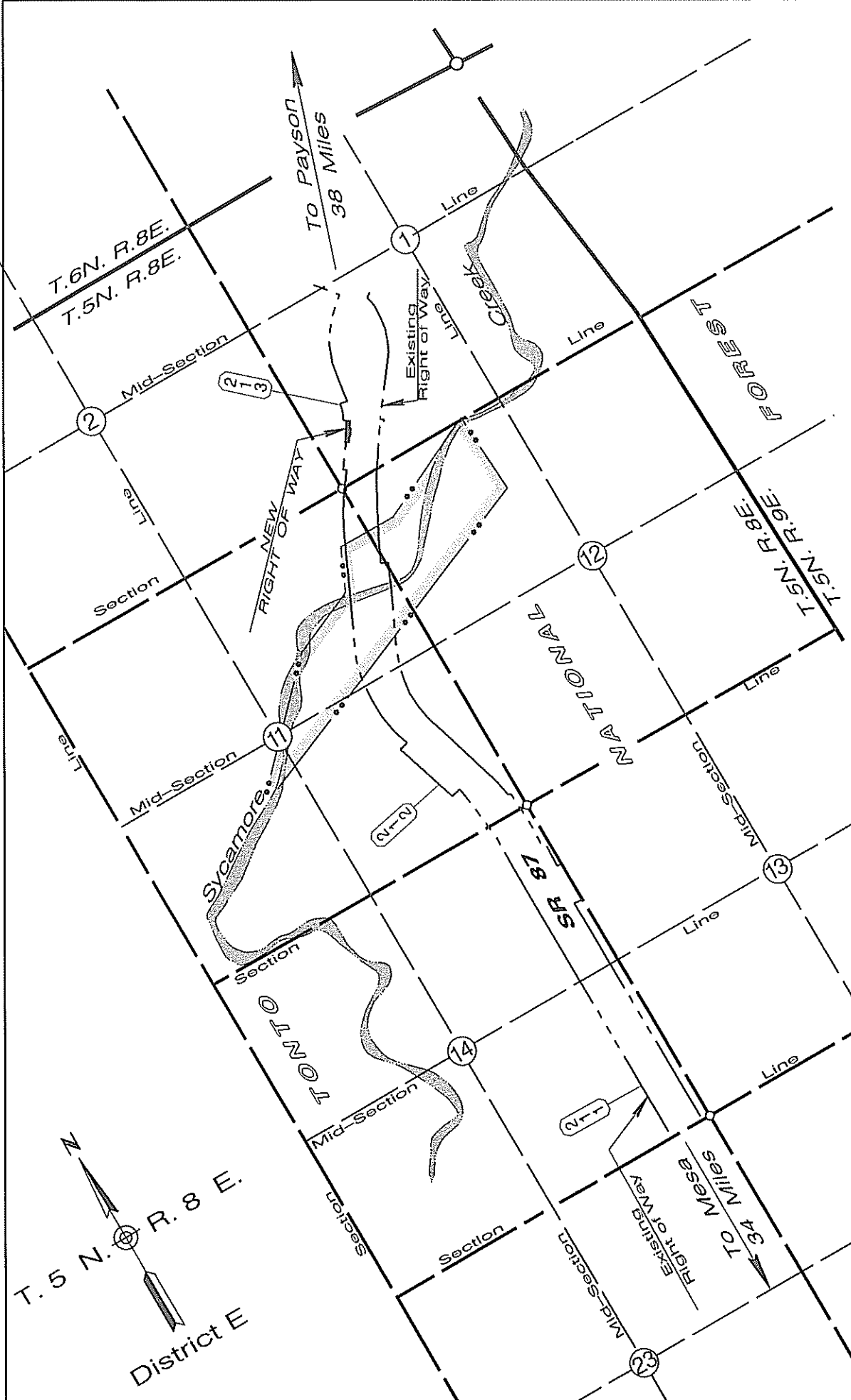


AREA OF ESTABLISHMENT
SEE SHEET 2 OF 2
FOR DETAILS

087 MA 211 H6758 01R
MESA - PAYSON HIGHWAY
Vicinity of Sycamore Creek
Maricopa County

APPENDIX "A"

A LEGIBLE COPY CAN BE OBTAINED FROM THE
ARIZONA DEPARTMENT OF TRANSPORTATION
STATE ENGINEER'S OFFICE
RIGHT OF WAY GROUP
205 SOUTH 17TH AVENUE
PHOENIX, ARIZONA 85007
MAIL DROP 612E



087 MA 211 H6758 01R
 MESA - PAYSON HIGHWAY
 Vicinity of Sycamore Creek
 Maricopa County

AREA OF ESTABLISHMENT

APPENDIX "A"

A LEGIBLE COPY CAN BE OBTAINED FROM THE
 ARIZONA DEPARTMENT OF TRANSPORTATION
 STATE ENGINEER'S OFFICE
 RIGHT OF WAY GROUP
 205 SOUTH 17TH AVENUE
 PHOENIX, ARIZONA 85007
 MAIL DROP 612E

January 15, 2010

RES. NO. 2010-01-A-004
PROJECT: 600-0-701 / 101LMA002H081103R
HIGHWAY: AGUA FRIA FREEWAY
SECTION: Jct. I-10 - Glendale Avenue
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Phoenix
COUNTY: Maricopa
DISPOSAL: D-M-422

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the disposal of a portion of a drainage easement originally acquired for use within the above referenced project.

This portion of State Route 101 Loop was previously established as a state route designated State Route 417 by Arizona Transportation Board Resolution 84-11-A-073 dated November 16, 1984; Resolution 87-11-A-105 dated December 18, 1987, redesignated this portion of State Route 417 to State Route 101 Loop; Resolution 88-10-A-092 dated October 21, 1988, established this portion as an access controlled state highway, designated State Route 101 Loop; and Resolution 98-06-A-021 dated July 22, 1998, established additional right of way for improvements thereof.

Said portion of drainage easement right of way is no longer required in the State Transportation System, nor will it be used for public highway purposes. Accordingly, I recommend that said portion of drainage easement right of way be removed from the State Transportation System by vacation and extinguishment thereof.

January 15, 2010

RES. NO. 2010-01-A-004
PROJECT: 600-0-701 / 101LMA002H081103R
HIGHWAY: AGUA FRIA FREEWAY
SECTION: Jct. I-10 - Glendale Avenue
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Phoenix
COUNTY: Maricopa
DISPOSAL: D-M-422

The portion of drainage easement right of way to be vacated and extinguished was acquired by easement dated March 26, 1999, recorded May 12, 1999 in Document No. 99-0454877, and is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled "Right of Way Plans, AGUA FRIA FREEWAY Highway, Project 600-0-701 / 101LMA002H081103R."

All other rights of way, easements and appurtenances thereto, subject to the provisions of Arizona Revised Statutes Section 28-7210, shall continue as they existed prior to the disposal of the portion of easement right of way depicted in Appendix "A".

Pursuant to Arizona Revised Statutes Sections 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 Operations, MD 612E
PHOENIX, AZ 85007-3213

January 15, 2010

RES. NO. 2010-01-A-004
PROJECT: 600-0-701 / 101LMA002H081103R
HIGHWAY: AGUA FRIA FREEWAY
SECTION: Jct. I-10 - Glendale Avenue
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Phoenix
COUNTY: Maricopa
DISPOSAL: D-M-422

RESOLUTION OF DISPOSAL

JOHN S. HALIKOWSKI, Director, Arizona Department of Transportation, on January 15, 2010, presented and filed with this Transportation Board his written report under Arizona Revised Statutes Sections 28-7046 and 28-7214, recommending disposal of a portion of a drainage easement from the State Transportation System by vacating and extinguishing thereof.

The portion of drainage easement right of way to be disposed is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled "Right of Way Plans, AGUA FRIA FREEWAY Highway, Project 600-0-701 / 101LMA002H081103R."

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

WHEREAS a remaining portion of the 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 portion of drainage easement right of way be removed from the State Transportation System by vacation and extinguishment; therefore be it

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

January 15, 2010

RES. NO. 2010-01-A-004
PROJECT: 600-0-701 / 101LMA002H081103R
HIGHWAY: AGUA FRIA FREEWAY
SECTION: Jct. I-10 - Glendale Avenue
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Phoenix
COUNTY: Maricopa
DISPOSAL: D-M-422

RESOLVED that the portion of drainage easement right of way no longer needed for State transportation purposes, is removed by vacation and extinguishment from the State Transportation System; be it further

RESOLVED that the remaining portion of the drainage easement right of way not being disposed herein shall remain in the State Transportation System for use as such.

January 15, 2010

RES. NO. 2010-01-A-004
PROJECT: 600-0-701 / 101LMA002H081103R
HIGHWAY: AGUA FRIA FREEWAY
SECTION: Jct. I-10 - Glendale Avenue
ROUTE NO.: State Route 101 Loop
ENG. DIST.: Phoenix
COUNTY: Maricopa
DISPOSAL: D-M-422

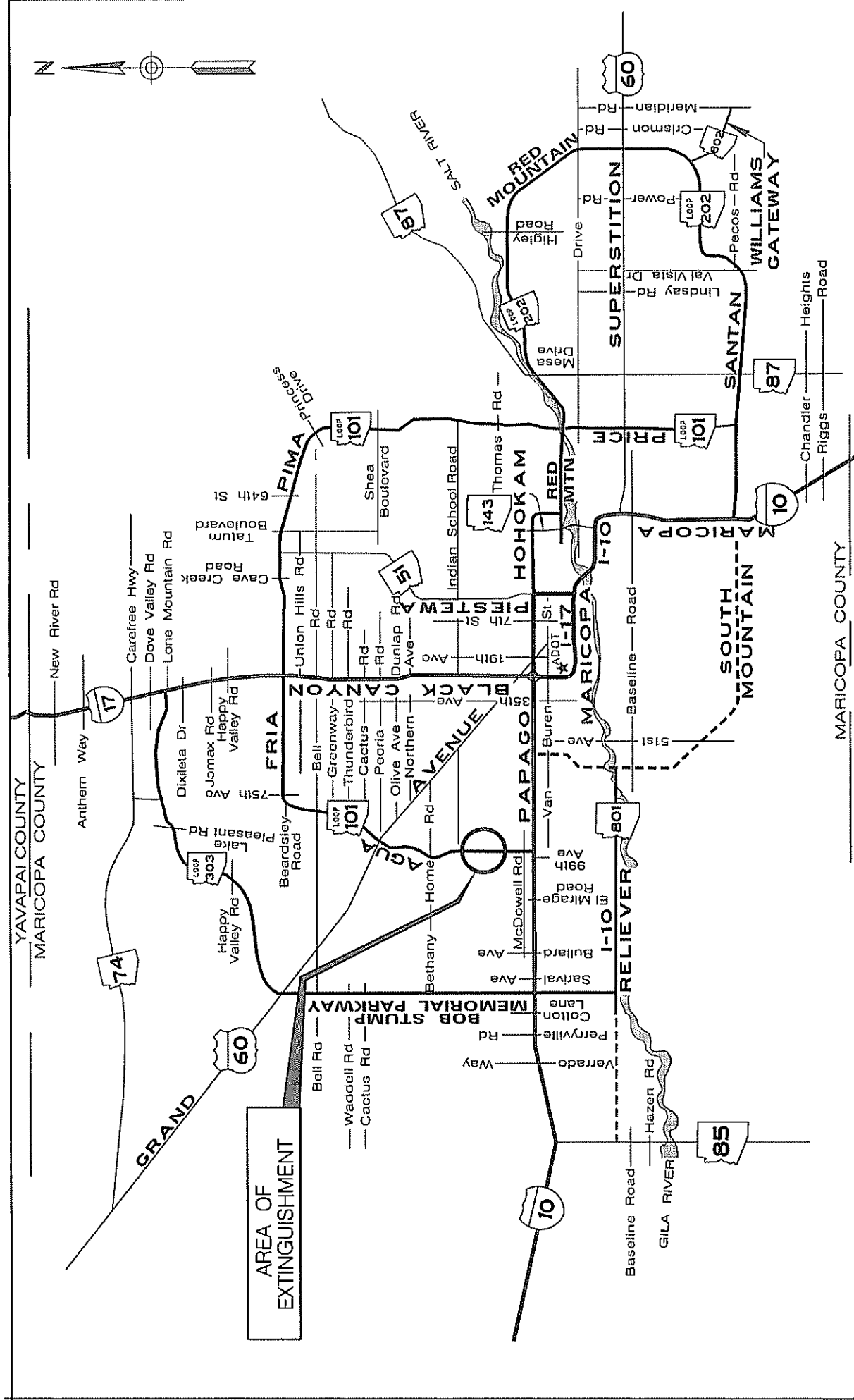
CERTIFICATION

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 Transportation Board made in official session on January 15, 2010.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on January 15, 2010.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED
[Signature]
Arizona Department of Transportation
January 15, 2010



A LEGIBLE COPY CAN BE OBTAINED FROM THE
 ARIZONA DEPARTMENT OF TRANSPORTATION
 STATE ENGINEER'S OFFICE
 RIGHT OF WAY GROUP
 205 SOUTH 17TH AVENUE
 PHOENIX, ARIZONA 85007
 MAIL DROP 612E

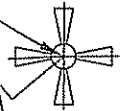
101L MA 002 H0811 03R
 600-0-701
 AGUA FRIA FREEWAY
 Jct. I-10 - Glendale Avenue
 Maricopa County

APPENDIX "A"

JAN 15, 2010 SHEET 1 OF 3

EXHIBIT TO ACCOMPANY
LEGAL DESCRIPTION

NORTHEAST CORNER
SECTION 18
3" SRP BRASS CAP FLUSH
(NOW MARKED BY A METAL
SHAFT IN CONCRETE BRIDGE)



**FLOOD CONTROL DISTRICT
OF MARICOPA COUNTY**
(INST. #98-0197400, MCR)
APN #102-59-007-G

CITY OF GLENDALE

(INST. #06-1240272, MCR)

(INST. #98-0197401, MCR)

SECTION TIE
N50°40'58"E
249.89'



= DENOTES A PORTION
OF ADOT DRAINAGE
EASEMENT TO
BE EXTINGUISHED
CONTAINING
1999.84 SQ. FT.
OR 0.0459 ACRE

APN #102-59-011-H

ARIZONA DEPARTMENT OF
TRANSPORTATION
DRAINAGE EASEMENT
(INST. #99-0454877, MCR)

RADIAL TIE
N69°35'39"W

C1

N87°33'00"E 85.38'

N89°24'29"W 92.47'

POB
NW ROW
TERMINUS
CORNER

S69°35'39"E
(BASIS OF BEARING) 100.00'

SE ROW
TERMINUS
CORNER

**NORTH BALL PARK
BOULEVARD**

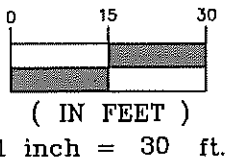
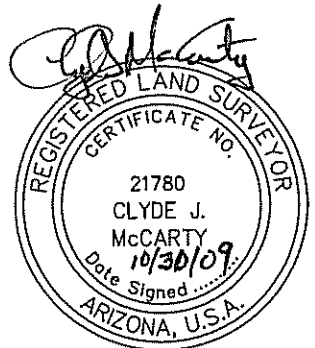
LOT 9

APN #102-59-024
(BK.1020, PG.39, MCR)

8' PUE
(BK.1020,
PG.39, MCR)

**GLENDALE SPRING
TRAINING COMPLEX**

(BK.1020, PG.39, MCR)



CURVE TABLE				
CURVE	DELTA	RADIUS	CH.BRG.	LENGTH
C1	0°35'50"	2070.13'	N20°06'26"E	21.58'

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S00°35'31"W	24.87'

NE 1/4
SEC. 18
T. 2 N.
R. 1 E.

EXPIRES 9/30/2012

Stanley Consultants A Stanley Group Company
Engineering, Environmental
INC. and Construction Services - Worldwide

October 30, 2009
Arizona Department of Transportation
Drainage Easement Extinguishment (a portion only)
Page 1 of 1



Expires 9/30/2012

LEGAL DESCRIPTION

A portion of that Arizona Department of Transportation Drainage Easement as recorded in Instrument #1999-0454877, Maricopa County Records lying within that tract as conveyed to City of Glendale by deed of record in Instrument #1998-0197401, Maricopa County Records and in the Northeast Quarter of Section 18, Township 2 North, Range 1 East of the Gila & Salt River Meridian, Maricopa County, Arizona, more particularly described as follows:

BEGINNING at the northwest right-of-way terminus corner of North Ball Park Boulevard as shown on the final plat of Glendale Spring Training Complex recorded in Book 1020, Page 39, Maricopa County Records from which point the southeast right-of-way terminus corner thereof bears S 69°35'39" E a distance of 100.00 feet and the northeast corner (3" Salt River Project brass cap flush now marked by a metal shaft in concrete bridge) of said Section 18 bears N 50°40'58" E a distance of 249.89 feet;

Thence 21.58 feet along the west line of said City of Glendale tract and along the arc of a non-tangent curve to the left from which point the radius point bears N 69°35'39" W, having a radius of 2070.13 feet, through a central angle of 00°35'50" and a chord bearing N 20°06'26" E;

Thence N 87°33'00" E, across said City of Glendale tract, a distance of 85.38 feet to a point on the west line of Parcel No. 1 as conveyed to the City of Glendale by deed of record in Instrument #2006-1240272, Maricopa County Records;

Thence S 00°35'31" W, along said west line, a distance of 24.87 feet;

Thence N 89°24'29" W, leaving said west line and across said City of Glendale tract (Instrument #1998-0197401, Maricopa County Records), a distance of 92.47 feet to the POINT OF BEGINNING.

Said Description contains 1999.84 square feet or 0.0459 acre of land more or less.

The basis of bearing for the above description is S 69°35'39" E for the northerly right-of-way terminus of North Ball Park Boulevard as shown on the final plat of Glendale Spring Training Complex recorded in Book 1020, Page 39, Maricopa County Records.

Q:\sdsk\DODGERS STADIUM\PHOENIX NORTH EXTENSION OF BALL PARK BLVD\COP
MOD\documents\ ADOT DRAINAGE EASEMENT EXTINGUISHMENT V1.doc

January 15, 2010

RES. NO. 2010-01-A-005
PROJECT: F-031-1-807 / 077PM071H088801R
HIGHWAY: TUCSON - ORACLE JCT. - GLOBE
SECTION: Roger Road - Ina Road (Target Donation)
ROUTE NO.: State Route 77
ENG. DIST.: Tucson
COUNTY: Pima
PARCEL: 10-1601

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the establishment of improvements to State Route 77 within the above referenced project.

This portion was previously established as a state route and state highway, designated U.S. Route 80 & 89, by Arizona Highway Commission Resolution dated September 9, 1927, page 26 of the Official Minutes; various Resolutions established additional right of way for improvements thereof; thereafter Arizona Transportation Board Resolution 92-08-A-056, dated August 21, 1992, renumbered and redesignated U.S. Route 89 to State Route 77 and Resolution 2003-05-A-022, dated May 9, 2003, established additional right of way for improvements thereof.

Bus stop facilities, turn lane, drainage and sidewalk improvements have recently been constructed by a developer under an Arizona Department of Transportation Permit within the vicinity of Roger Road and State Route 77 in the City of Tucson. The constructed features have been inspected and approved by the Arizona Department of Transportation Tucson District, and is now necessary to establish the donated right of way utilized in the improvements as a state route and state highway. Accordingly, it is necessary to establish the donated right of way.

January 15, 2010

RES. NO. 2010-01-A-005
PROJECT: F-031-1-807 / 077PM071H088801R
HIGHWAY: TUCSON - ORACLE JCT. - GLOBE
SECTION: Roger Road - Ina Road (Target Donation)
ROUTE NO.: State Route 77
ENG. DIST.: Tucson
COUNTY: Pima
PARCEL: 10-1601

The donated right of way to be established 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, Intermodal Transportation Division, Phoenix, Arizona, entitled "Right of Way Plans, TUCSON - ORACLE JCT. - GLOBE Highway, Project F-031-1-807 / 077PM071H088801R."

In the interest of public safety, necessity and convenience, I recommend that the area depicted in Appendix "A" be established and improved as a state route and state highway.

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 SOUTH 17TH AVENUE
R/W Operations, MD 612E
PHOENIX, AZ 85007-3213

January 15, 2010

RES. NO. 2010-01-A-005
PROJECT: F-031-1-807 / 077PM071H088801R
HIGHWAY: TUCSON - ORACLE JCT. - GLOBE
SECTION: Roger Road - Ina Road (Target Donation)
ROUTE NO.: State Route 77
ENG. DIST.: Tucson
COUNTY: Pima
PARCEL: 10-1601

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director, Arizona Department of Transportation, on January 15, 2010, presented and filed with this Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment and acquisition of donated right of way for constructed improvements to State Route 77 as set forth in the above referenced project.

The right of way to be donated and established is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled "Right of Way Plans, TUCSON - ORACLE JCT. - GLOBE Highway, Project F-031-1-807 / 077PM071H088801R."

WHEREAS bus stop facilities, turn lane, drainage and sidewalk improvements have recently been constructed by a developer under an Arizona Department of Transportation Permit within the vicinity of Roger Road and State Route 77 in the City of Tucson. The constructed features have been inspected and approved by the Arizona Department of Transportation Tucson District, and is now necessary to establish the donated right of way utilized in the improvements as a state route and state highway. Accordingly, it is necessary to establish the donated right of way; and

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended establishment and acquisition of the donated land utilized for this improvement; therefore, be it

January 15, 2010

RES. NO. 2010-01-A-005
PROJECT: F-031-1-807 / 077PM071H088801R
HIGHWAY: TUCSON - ORACLE JCT. - GLOBE
SECTION: Roger Road - Ina Road (Target Donation)
ROUTE NO.: State Route 77
ENG. DIST.: Tucson
COUNTY: Pima
PARCEL: 10-1601

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

RESOLVED that the donated right of way as depicted in Appendix "A" is hereby designated a state route and state highway; be it further

RESOLVED that the Director is hereby authorized to acquire by lawful means, including donations, in accordance with Arizona Revised Statutes Section 28-7092, an estate in fee, or such other interest as is required.

January 15, 2010

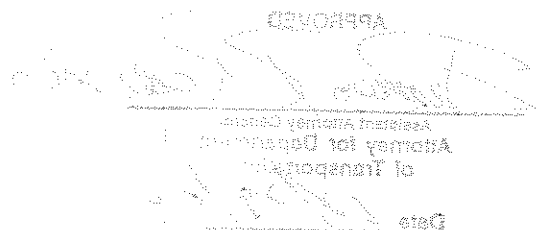
RES. NO. 2010-01-A-005
PROJECT: F-031-1-807 / 077PM071H088801R
HIGHWAY: TUCSON - ORACLE JCT. - GLOBE
SECTION: Roger Road - Ina Road (Target Donation)
ROUTE NO.: State Route 77
ENG. DIST.: Tucson
COUNTY: Pima
PARCEL: 10-1601

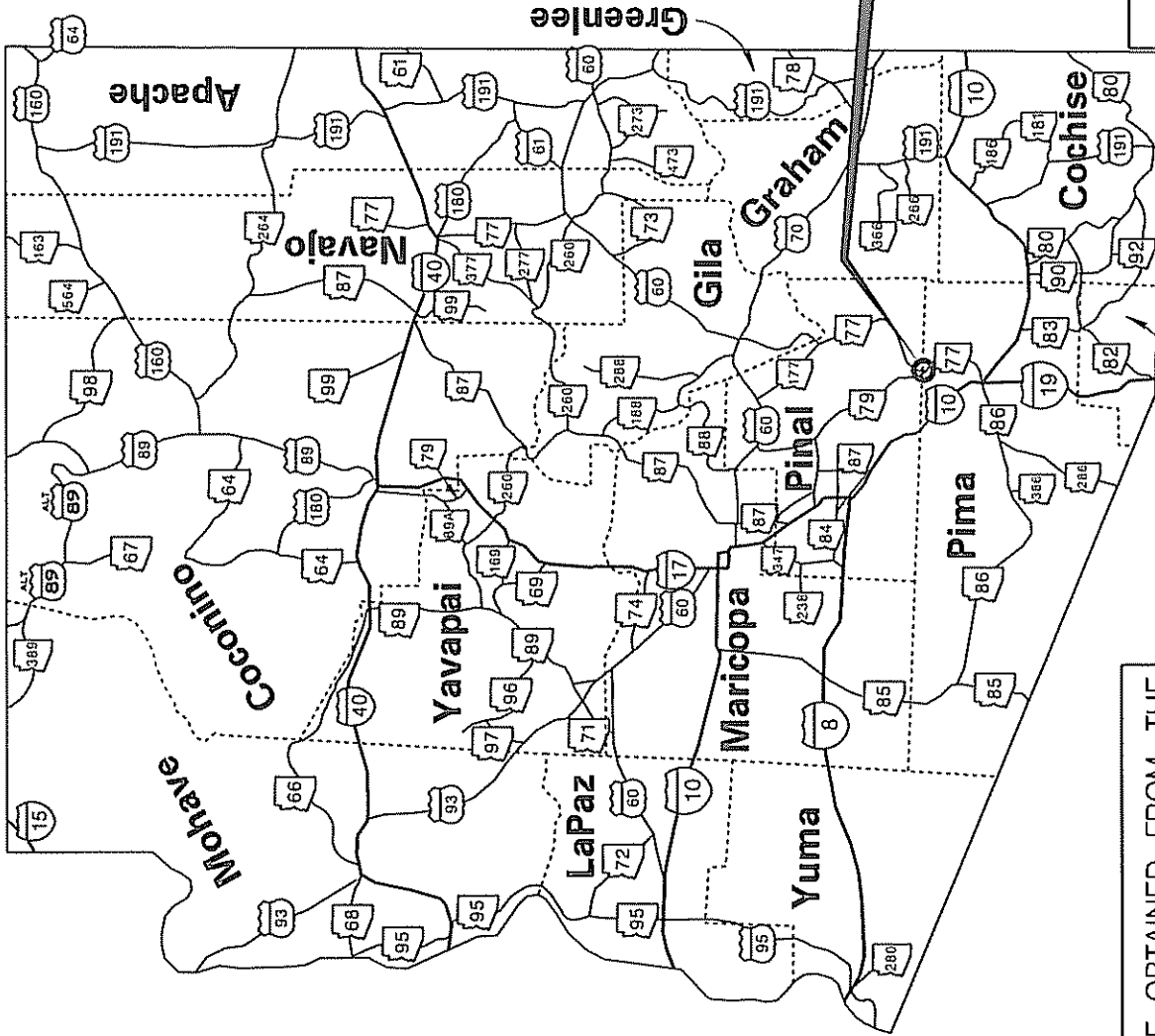
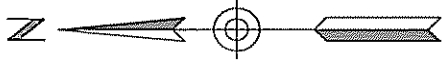
CERTIFICATION

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 Transportation Board made in official session on January 15, 2010.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on January 15, 2010.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation





A LEGIBLE COPY CAN BE OBTAINED FROM THE
 ARIZONA DEPARTMENT OF TRANSPORTATION
 STATE ENGINEER'S OFFICE
 RIGHT OF WAY GROUP
 205 SOUTH 17TH AVENUE
 PHOENIX, ARIZONA 85007
 MAIL DROP 612E

077 PM 071 H0888 01R
 F-031-1-807
 TUCSON - ORACLE JCT. - GLOBE
 Roger Road - Ina Road (Target Donation)
 Pima County

APPENDIX "A"

MATCH LINE - SEE SHEET 03

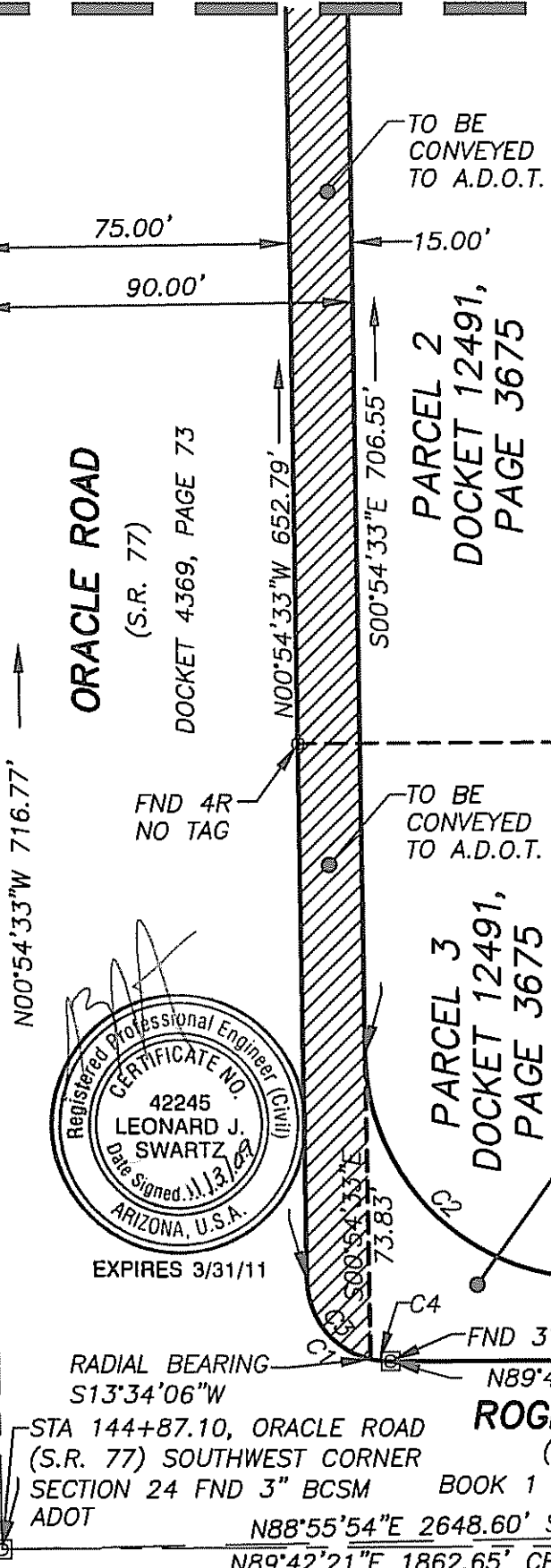
LEGEND

- ⊠ BCSM
- FOUND POINT AS NOTED
- SET 4R TAGGED LA 16294
- S.R. STATE ROUTE
- A.D.O.T. ARIZONA DEPARTMENT OF TRANSPORTATION
- BCSM BRASS CAP SURVEY MONUMENT
- ACP ALUMINUM CAPPED PIN
- FD FOUND
- 4R #4 REBAR
- PARCEL LINE
- BOUNDARY LINE
- - - CENTERLINE
- - - SECTION LINE
- - - EASEMENT LINE
- ▨ A.D.O.T. ACQUISITION AREA



SCALE: 1"=40'

DWG: F:\Projects\Survey Department\06-0236 Target Oracle-Roger\06-0236 Exhibits\A_D_O_T Exhibit_110309.dwg USER: condrews
 DATE: Nov 03, 2009 8:24am XREFS: 061003_2d



CURVE TABLE			
CURVE	LENGTH	RADIUS	DELTA
C1	31.20'	20.00'	89°23'06"
C2	85.80'	55.00'	89°23'06"
C3	26.36'	20.00'	75°31'21"
C4	4.84'	20.00'	13°51'45"

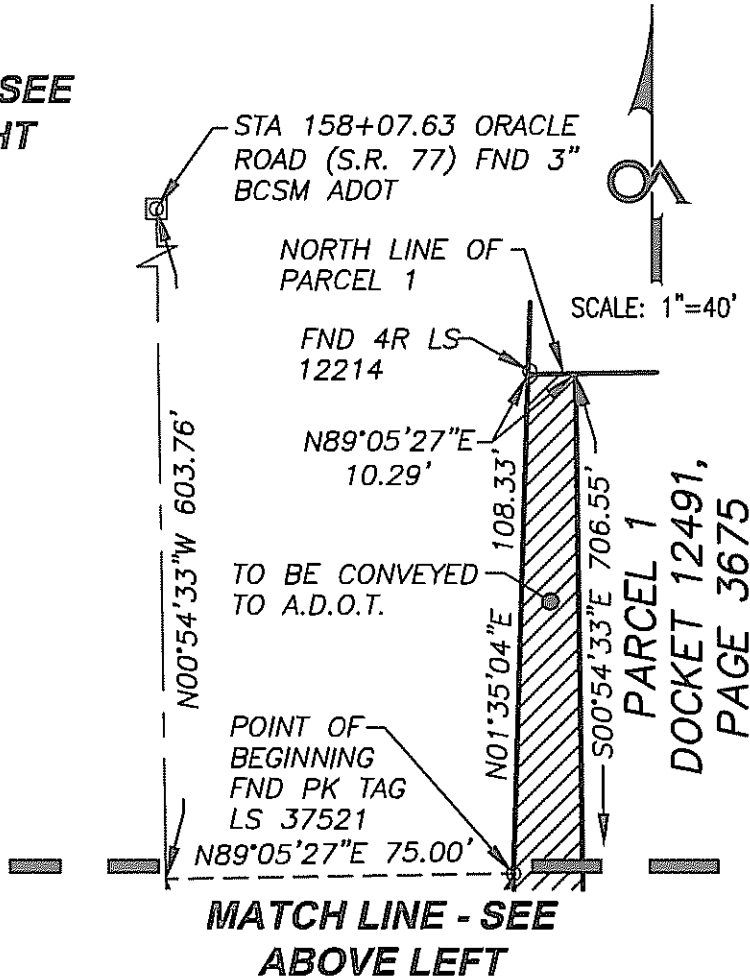
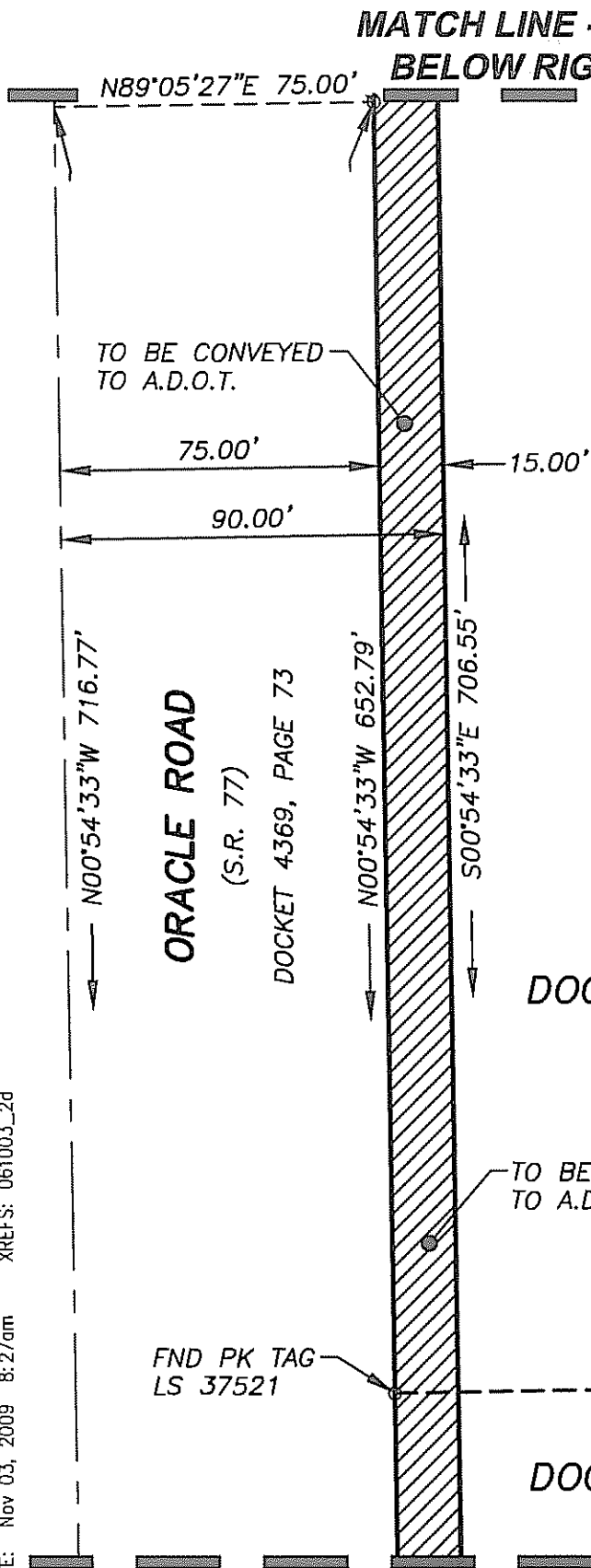
PROJECT NO: 2006-0236
 DRAWN BY: JHW
 DATE: 03/02/09

APPENDIX "A"
 A.D.O.T. RIGHT OF WAY
 DONATION

OLSSON ASSOCIATES
 3025 WEST INA ROAD
 TUCSON, ARIZONA 85741-2107
 PH. 520-777-6728- FAX 520-777-3878

SHEET
 2 of 5

DWG: F:\Projects\Survey Department\06-0236 Target Oracle-Roger\06-0236 Exhibits\A_D_O_T Exhibit_110309.dwg
 DATE: Nov 03, 2009 8:27am
 XREFS: 061003_2d
 USER: candrews



PARCEL 1
 DOCKET 12491, PAGE 3675

PARCEL 2
 DOCKET 12491, PAGE 3675



EXPIRES 3/31/11

MATCH LINE - SEE SHEET 02

PROJECT NO: 2006-0236
 DRAWN BY: JHW
 DATE: 03/02/09

APPENDIX "A"
 A.D.O.T. RIGHT OF WAY
 DONATION



OLSSON ASSOCIATES
 3025 WEST INA ROAD
 TUCSON, ARIZONA 85741-2107
 PH. 520-777-6728- FAX 520-777-3872

SHEET
 3 of 5

APPENDIX "A"
SHEET 4 OF 5

Additional A.D.O.T Right of Way (Oracle Road)

That part of the Southwest one-quarter of the Southwest one-quarter of Section 24, Township 13 South, Range 13 East, Gila and Salt River Meridian, Pima County, Arizona, described as follows:

Commencing at the Southwest corner of said Section 24;

Thence N 00° 54' 33" W along the west line of said Southwest one-quarter of Section 24 a distance of 716.77 feet to a point from which the South 1/16th corner on said west line bears N 00° 54' 33" W a distance of 603.76 feet;

Thence at right angles N 89° 05' 27" E a distance of 75.00 feet to the Point of Beginning on the east right of way line of Oracle Road (State Route 77) as shown on Arizona State Highway plans of the Tucson-Oracle Jct.-Globe State Highway Project No. F-031-1-807 as approved on May 27, 1966;

Thence N 01° 35' 04" E, along said east right of way line, a distance of 108.33 feet to the north line of Parcel 1 as recorded in Docket 12491 at Page 3675 records of Pima County, Arizona;

Thence N 89° 05' 27" E, along said north line, a distance of 10.29 feet to a line lying 90.00 feet east of and parallel with the west line of said Southwest one-quarter of Section 24;

Thence S 00° 54' 33" E along said parallel line a distance of 706.55 feet to the northern most corner of the west line of that certain parcel of land conveyed to the City of Tucson and recorded as Docket 13405 at Page 3300, records of Pima County, Arizona;

Thence continue S 00° 54' 33" E along said parallel line a distance of 73.83 feet to a point lying on the east right-of-way line of said Oracle Road (State Route 77), said point lying on the arc of a non-tangent curve, concave to the northeast, from which a radial line bears S 13° 34' 06" W;

APPENDIX "A"
SHEET 5 OF 5

Thence westerly and northerly along said east right-of-way line, along the arc of said curve, to the right, having a radius of 20.00 feet and a central angle of 75° 31' 21" for an arc distance of 26.36 feet;

Thence N 00° 54' 33" W along said east right-of-way line a distance of 652.79 feet to the Point of Beginning;

Containing 11,375 square feet of land, more or less



January 15, 2010

RES. NO. 2010-01-A-006
PROJECT: 090CH327H600501R
HIGHWAY: WHETSTONE T.I. - JCT. S.R. 80
SECTION: San Pedro River Bridge (# 2944)
ROUTE NO.: State Route 90
ENG. DIST.: Safford
COUNTY: Cochise

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the establishment and improvement of a portion of State Route 90 within the above referenced project.

This portion was previously established as a state route designated State Route 80 by Arizona Highway Commission Resolution dated February 18, 1936, page 496 of the Official Minutes; Arizona Highway Commission Resolution dated May 8, 1936, pages 575 and 576, of the Official Minutes established this portion as a State Highway; subsequently State Route 80 was renumbered to State Route 90, thereafter various Resolutions established additional right of way for improvements thereof.

New right of way is now needed for turnout improvements which will enhance the safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way for this project.

The new right of way to be established 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, Intermodal Transportation Division, Phoenix, Arizona, entitled "15% Design Plans, dated August 2009, WHETSTONE T.I. - JCT. S.R. 80 Highway."

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

January 15, 2010

RES. NO. 2010-01-A-006
PROJECT: 090CH327H600501R
HIGHWAY: WHETSTONE T.I. - JCT. S.R. 80
SECTION: San Pedro River Bridge (# 2944)
ROUTE NO.: State Route 90
ENG. DIST.: Safford
COUNTY: Cochise

I further recommend the acquisition of the new right of way, material for construction, haul roads and various easements necessary for or incidental to the improvement.

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 SOUTH 17TH AVENUE
R/W Operations, MD 612E
PHOENIX, AZ 85007-3213

January 15, 2010

RES. NO. 2010-01-A-006
PROJECT: 090CH327H600501R
HIGHWAY: WHETSTONE T.I. - JCT. S.R.80
SECTION: San Pedro River Bridge (# 2944)
ROUTE NO.: State Route 90
ENG. DIST.: Safford
COUNTY: Cochise

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director, Arizona Department of Transportation, on January 15, 2010, presented and filed with this Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment and acquisition of new right of way for the improvement of a portion of State Route 90 as set forth in the above referenced project.

The new right of way to be established 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, Intermodal Transportation Division, Phoenix, Arizona, entitled "15% Design Plans, dated August 2009, WHETSTONE T.I. - JCT. S.R. 80 Highway."

WHEREAS establishment and acquisition of the new right of way is necessary for this improvement; and

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended establishment and acquisition of the additional land needed for this improvement; therefore, be it

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

RESOLVED that the portion of right of way as depicted in Appendix "A" is hereby designated a state route; be it further

January 15, 2010

RES. NO. 2010-01-A-006
PROJECT: 090CH327H600501R
HIGHWAY: WHETSTONE T.I. - JCT. S.R. 80
SECTION: San Pedro River Bridge (# 2944)
ROUTE NO.: State Route 90
ENG. DIST.: Safford
COUNTY: Cochise

RESOLVED that prior to construction, the acquired right of way be established as a state highway; be it further

RESOLVED that the Director is hereby authorized to acquire by lawful means, including exchanges, in accordance with Arizona Revised Statutes Section 28-7092, an estate in fee, 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

January 15, 2010

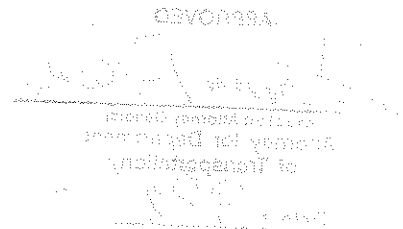
RES. NO. 2010-01-A-006
PROJECT: 090CH327H600501R
HIGHWAY: WHETSTONE T.I. - JCT. S.R. 80
SECTION: San Pedro River Bridge (# 2944)
ROUTE NO.: State Route 90
ENG. DIST.: Safford
COUNTY: Cochise

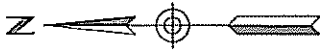
CERTIFICATION

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 Transportation Board made in official session on January 15, 2010.

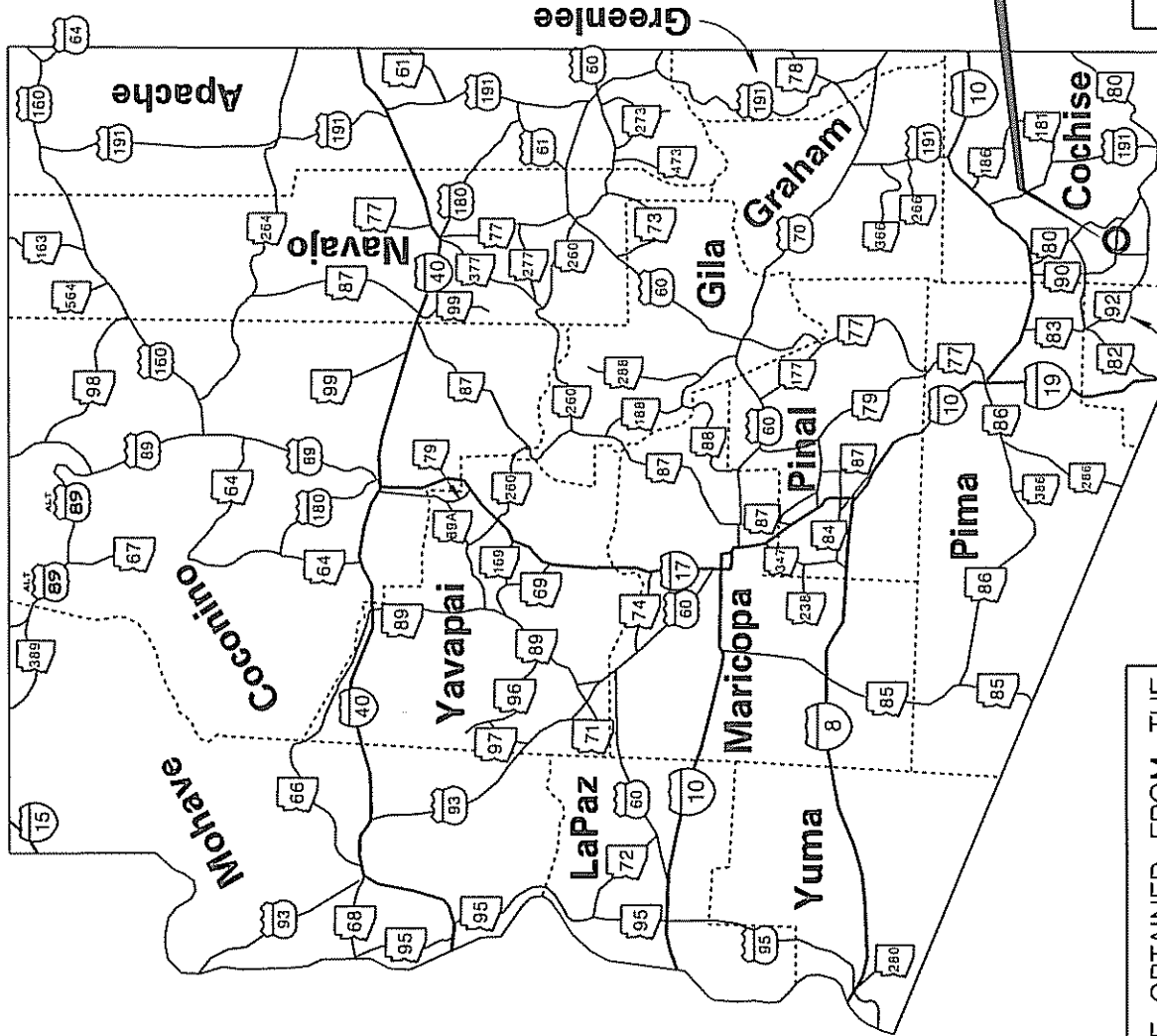
IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on January 15, 2010.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation





District S

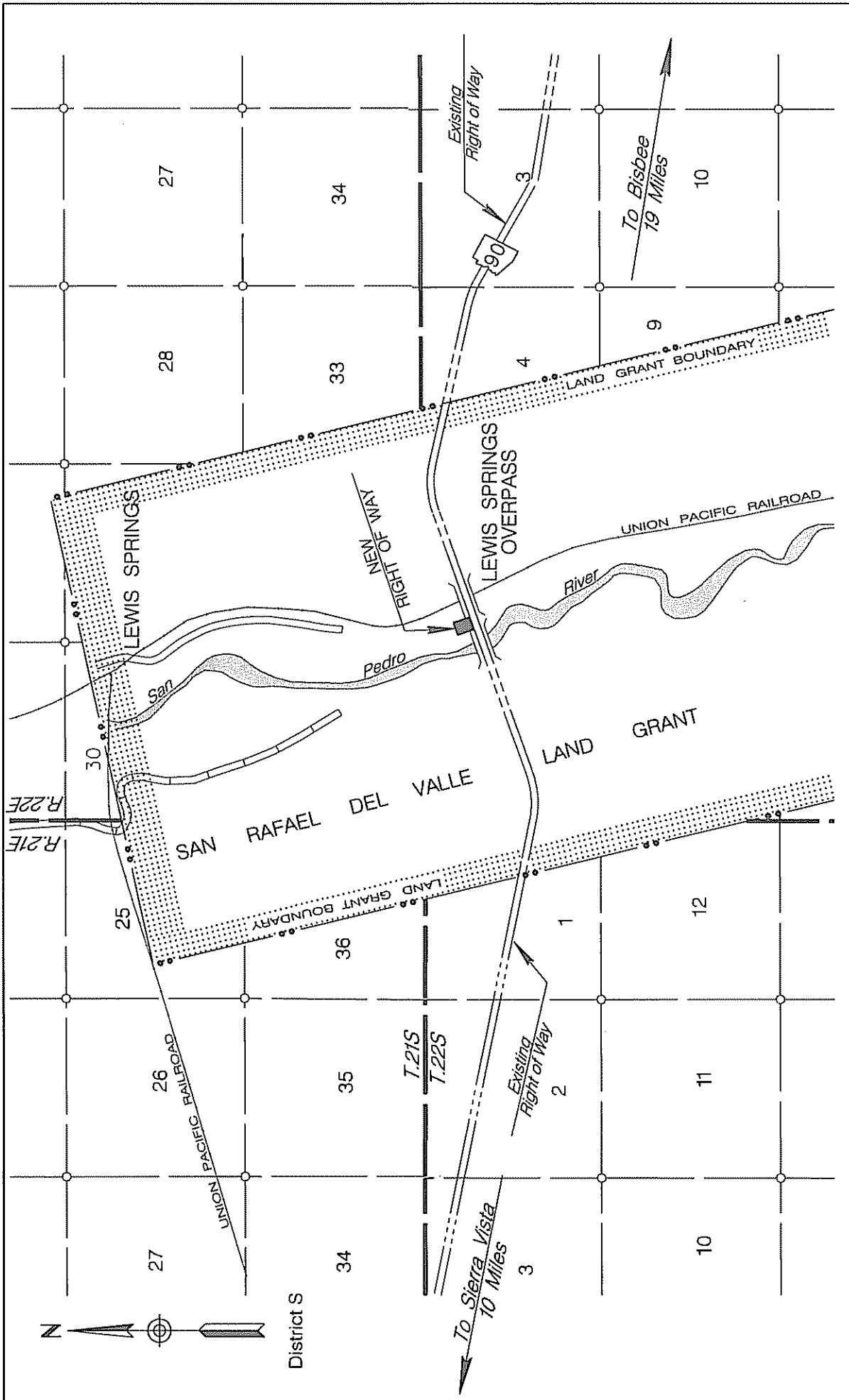


AREA OF ESTABLISHMENT
SEE SHEET 2 OF 2
FOR DETAILS

A LEGIBLE COPY CAN BE OBTAINED FROM THE
 ARIZONA DEPARTMENT OF TRANSPORTATION
 STATE ENGINEER'S OFFICE
 RIGHT OF WAY GROUP
 205 SOUTH 17TH AVENUE
 PHOENIX, ARIZONA 85007
 MAIL DROP 612E

090 CH 327 H6005 01R
 WHETSTONE T1 - JCT SR 80
 San Pedro River Bridge
 Cochise County

APPENDIX "A"



090 CH 327 H6005 01R
 WHETSTONE T1 - JCT SR 80
 San Pedro River Bridge
 Cochise County

AREA OF ESTABLISHMENT

APPENDIX "A"

A LEGIBLE COPY CAN BE OBTAINED FROM THE
 ARIZONA DEPARTMENT OF TRANSPORTATION
 STATE ENGINEER'S OFFICE
 RIGHT OF WAY GROUP
 205 SOUTH 17TH AVENUE
 PHOENIX, ARIZONA 85007
 MAIL DROP 612E

January 15, 2010

RES. NO. 2010-01-A-008
PROJECT: I-002-2 / I-8-2(2) (ACQ)
008MA098H749401R (CURRENT)
HIGHWAY: YUMA - GILA BEND (ACQ)
YUMA - CASA GRANDE (CURRENT)
SECTION: MP. 97.5 - Painted Rock T.I. (Abengoa Solar)
ROUTE NO.: Interstate Route 8
ENG. DIST.: Yuma
COUNTY: Maricopa
DISPOSAL: D-Y-042
PARCEL NO. 455

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the disposal of a portion of easement right of way originally acquired for use within the above referenced project.

This portion of Interstate Route 8 was previously established as an Inter-Regional Highway Route by Arizona Highway Commission Resolution dated November 3, 1944 page 22, of the Official Minutes; Resolution dated September 2, 1947 page 218, of the Official Minutes established this portion as a state route designated U.S. Route 80; Resolution dated November 9, 1951 page 170 of the Official Minutes established this portion as a state highway designated U.S. Route 80; Resolution dated January 9, 1953 page 10, Resolution dated April 30, 1956 page 118, Resolution dated January 8, 1957 page 9 and Resolution dated March 10, 1958, all of the Official Minutes, established additional right of way for improvements thereof; Arizona Transportation Board Resolution 77-16-A-048 dated September 16, 1977 deleted the U.S. Route 80 designation due to overlapping Routes; Thereafter, U.S. Route 80 was Administratively changed to Interstate Route 8.

January 15, 2010

RES. NO. 2010-01-A-008
PROJECT: I-002-2 / I-8-2(2) (ACQ)
008MA098H749401R (CURRENT)
HIGHWAY: YUMA - GILA BEND (ACQ)
YUMA - CASA GRANDE (CURRENT)
SECTION: MP. 97.5 - Painted Rock T.I. (Abengoa Solar)
ROUTE NO.: Interstate Route 8
ENG. DIST.: Yuma
COUNTY: Maricopa
DISPOSAL: D-Y-042
PARCEL NO. 455

Said portion of easement for right of way is no longer required in the State Transportation System, nor will it be used for public highway purposes. Accordingly, I recommend that said portion of easement right of way be removed from the State Transportation System by vacation and extinguishment thereof.

The portion of easement right of way to be vacated and extinguished was acquired by Easement recorded May 8, 1957 in Docket 2173, page 512, records of Maricopa County and is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled "Right of Way Plans, YUMA - GILA BEND (ACQ) / YUMA - CASA GRANDE (NEW) Highway, Project I-002-2 / I-8-2(2)(ACQ) / 008MA098H749401R (NEW)."

All other rights of way, easements and appurtenances thereto, subject to the provisions of Arizona Revised Statutes Section 28-7210, shall continue as they existed prior to the disposal of the portion of easement right of way depicted in Appendix "A".

Pursuant to Arizona Revised Statutes Sections 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 Operations, MD 612E
PHOENIX, AZ 85007-3213

January 15, 2010

RES. NO. 2010-01-A-008
PROJECT: I-002-2 / I-8-2(2) (ACQ)
008MA098H749401R (CURRENT)
HIGHWAY: YUMA - GILA BEND (ACQ)
YUMA - CASA GRANDE (CURRENT)
SECTION: MP. 97.5 - Painted Rock T.I. (Abengoa Solar)
ROUTE NO.: Interstate Route 8
ENG. DIST.: Yuma
COUNTY: Maricopa
DISPOSAL: D-Y-042
PARCEL NO. 455

RESOLUTION OF DISPOSAL

JOHN S. HALIKOWSKI, Director, Arizona Department of Transportation, on January 15, 2010, presented and filed with this Transportation Board his written report under Arizona Revised Statutes Sections 28-7046, recommending disposal of a portion of easement right of way from the State Transportation System by vacating and extinguishing thereof.

The portion of easement right of way to be disposed is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled "Right of Way Plans, YUMA - GILA BEND (ACQ) / YUMA - CASA GRANDE (NEW) Highway, Project I-002-2 / I-8-2(2) (ACQ) / 008MA098H749401R (NEW)."

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

WHEREAS a remaining portion of the 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 portion of easement right of way be removed from the State Transportation System by vacation and extinguishment; therefore be it

January 15, 2010

RES. NO. 2010-01-A-008
PROJECT: I-002-2 / I-8-2(2) (ACQ)
008MA098H749401R (CURRENT)
HIGHWAY: YUMA - GILA BEND (ACQ)
YUMA - CASA GRANDE (CURRENT)
SECTION: MP. 97.5 - Painted Rock T.I. (Abengoa Solar)
ROUTE NO.: Interstate Route 8
ENG. DIST.: Yuma
COUNTY: Maricopa
DISPOSAL: D-Y-042
PARCEL NO. 455

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

RESOLVED that the portion of easement right of way, no longer needed for State Transportation purposes, is removed by vacation and extinguishment from the State Transportation System; be it further

RESOLVED that the remaining portion of the easement right of way, not being disposed herein, shall remain in the State Transportation System for use as such.

January 15, 2010

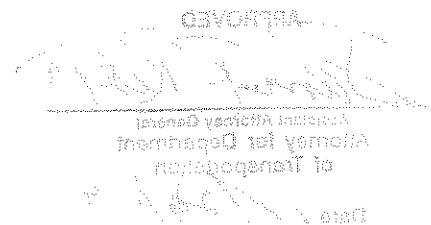
RES. NO. 2010-01-A-008
PROJECT: I-002-2 / I-8-2(2) (ACQ)
008MA098H749401R (CURRENT)
HIGHWAY: YUMA - GILA BEND (ACQ)
YUMA - CASA GRANDE (CURRENT)
SECTION: MP. 97.5 - Painted Rock T.I. (Abengoa Solar)
ROUTE NO.: Interstate Route 8
ENG. DIST.: Yuma
COUNTY: Maricopa
DISPOSAL: D-Y-042
PARCEL NO. 455

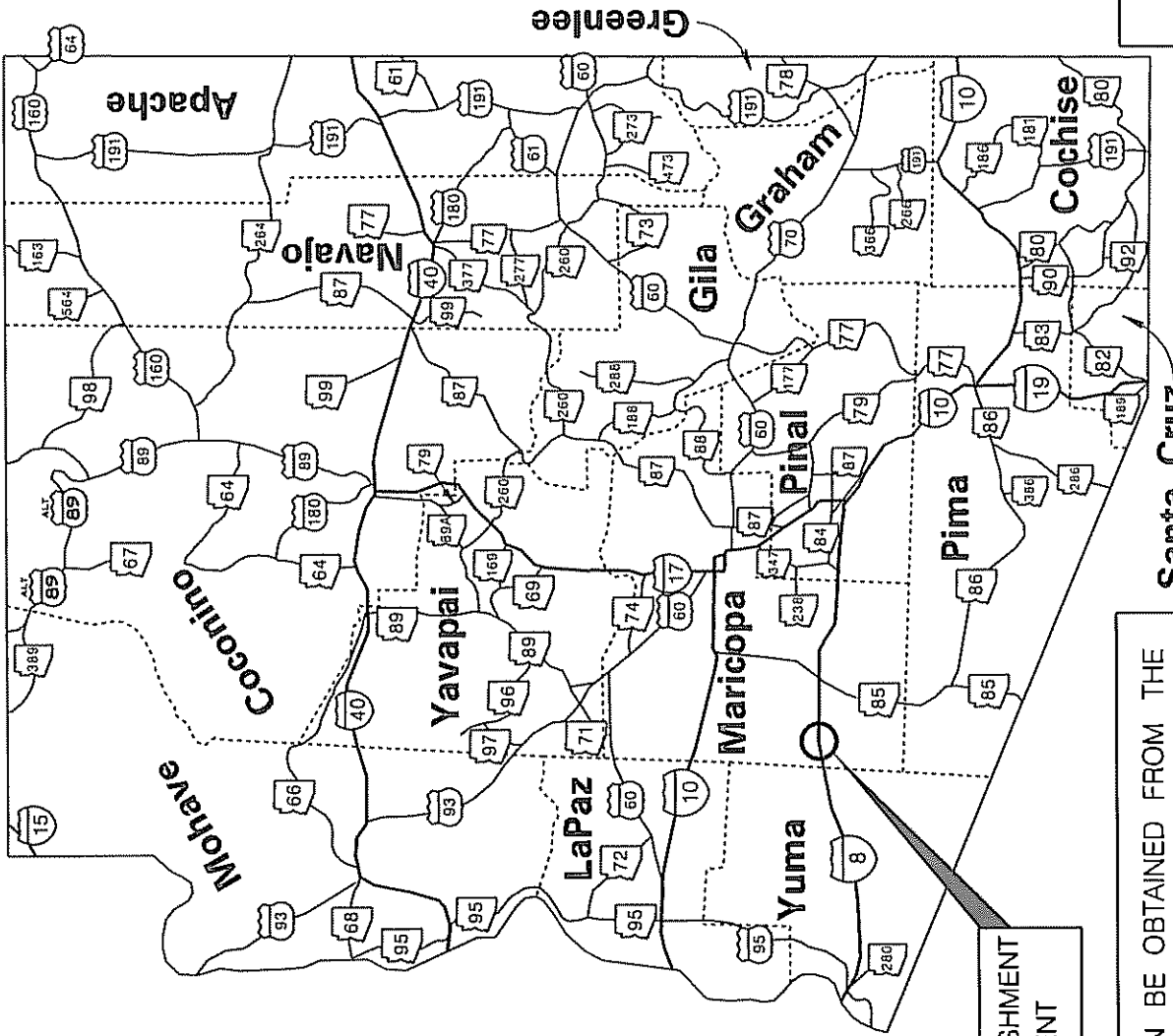
CERTIFICATION

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 Transportation Board made in official session on January 15, 2010.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on January 15, 2010.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation





AREA OF RELINQUISHMENT
AND EXTINGUISHMENT

A LEGIBLE COPY CAN BE OBTAINED FROM THE
ARIZONA DEPARTMENT OF TRANSPORTATION
STATE ENGINEER'S OFFICE
RIGHT OF WAY GROUP
205 SOUTH 17TH AVENUE
PHOENIX, ARIZONA 85007
MAIL DROP 612E

008 MA 098 H7494 01R
(ACQ) I-002-2 /I-8-2(2)
YUMA-CASA GRANDE (ACQ.)
YUMA-CASA GRANDE (CURRENT)
MP 97.5- Painted Rock T.I. (Abengoa Solar)
Maricopa County
JAN 15, 2010 SHEET 1 OF 3

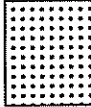
APPENDIX "A"

**APPENDIX "A" SHEET 2 OF 3
 A PORTION OF THE SOUTHWEST QUARTER OF
 THE NORTHWEST QUARTER OF SECTION 16, TOWNSHIP 6 SOUTH,
 RANGE 7 WEST OF THE GILA AND SALT RIVER MERIDIAN
 MARICOPA COUNTY, ARIZONA**

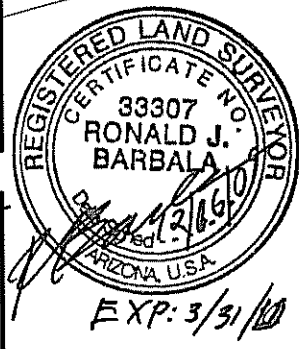
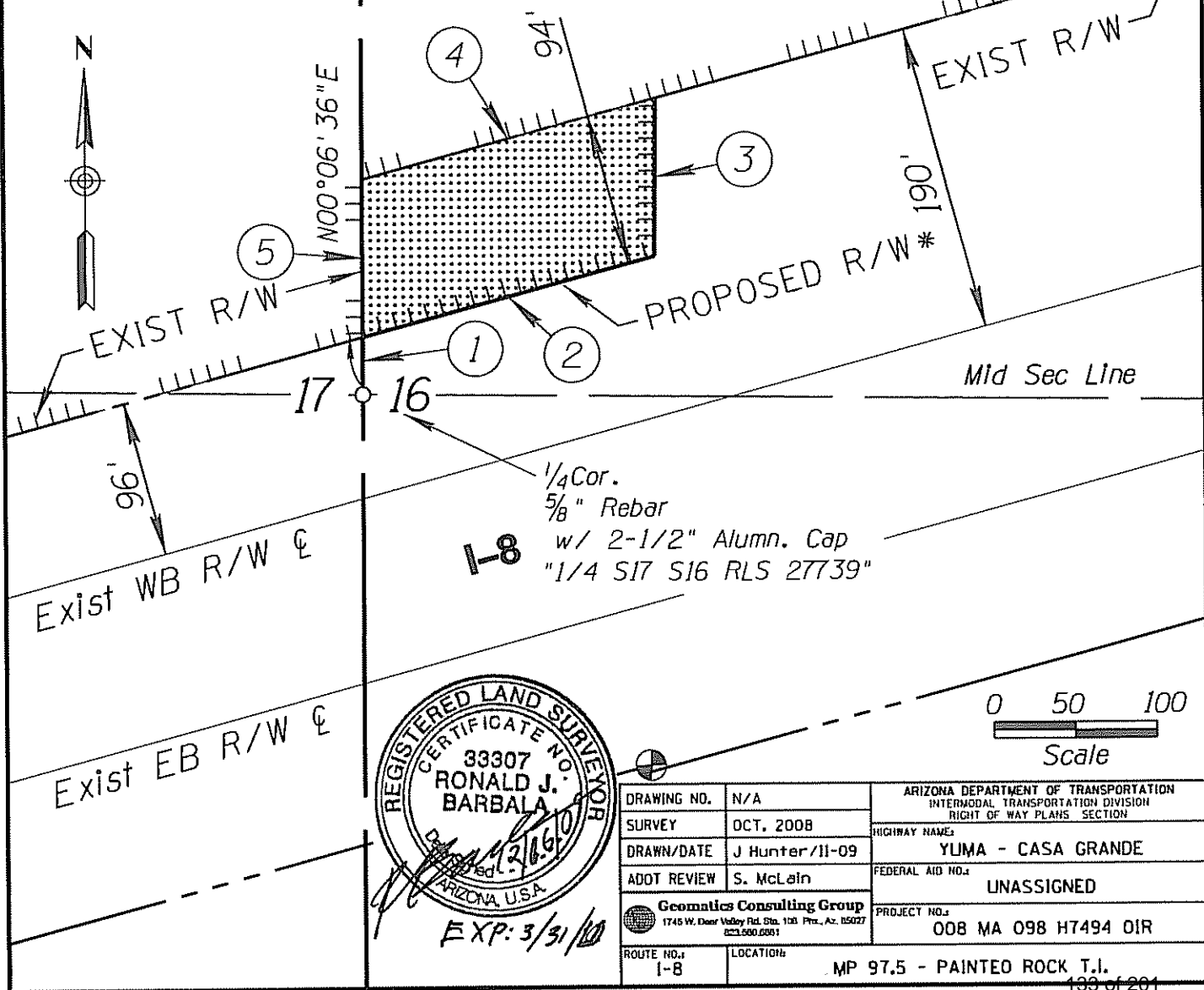
Section Cor. →
 1/2" Rebar
 w/ 1-1/2" Alumn. Cap
 "LS 22281 8 9 17 16"

* PER EXISTING R/W MONUMENTS, EXISTING R/W FENCE AND SURVEY RECORDED IN BK. 1018 PG. 37 RECORDS OF MARICOPA COUNTY

LINE TABLE		
1	N00°06'36"E	35.37'
2	N74°53'21"E	186.79'
3	N00°43'58"E	97.71'
4	S74°53'21"W	187.89'
5	S00°06'36"W	97.42'

 PORTION OF EXISTING R/W TO BE EXTINGUISHED /RELINQUISHED
 17,610 SF

2633.02'



DRAWING NO.	N/A	ARIZONA DEPARTMENT OF TRANSPORTATION INTERMODAL TRANSPORTATION DIVISION RIGHT OF WAY PLANS SECTION
SURVEY	OCT. 2008	
DRAWN/DATE	J Hunter/11-09	HIGHWAY NAME: YUMA - CASA GRANDE
ADOT REVIEW	S. McLain	FEDERAL AID NO.:
Geomatics Consulting Group 1745 W. Deer Valley Rd. Ste. 1101 Prm. Az. 85027 602.500.0081		UNASSIGNED
ROUTE NO.:	1-8	PROJECT NO.:
LOCATION:	MP 97.5 - PAINTED ROCK T.I.	008 MA 098 H7494 01R

APPENDIX "A"

That portion of the Southwest quarter of the Northwest quarter (SW¼NW¼) of Section 16, Township 6 South, Range 7 West, Gila and Salt River Meridian, Maricopa County, Arizona, described as follows:

Commencing at a 5/8 inch rebar with 2½ inch aluminum cap stamped "1/4 S17 S16 RLS 27739" marking the West quarter corner of said Section 16 being South 00°06'36" West 2633.02 feet from a ½ inch rebar with 1½ inch aluminum cap stamped "LS 22281 8 9 17 16" marking the Northwest corner of said Section 16;

thence along the West line of said Section 16 North 00°06'36" East 35.37 feet to the POINT OF BEGINNING on the existing northerly right of way line of Interstate Highway 8 (YUMA – CASA GRANDE HIGHWAY);

thence continuing along said West line of Section 16, along the existing northerly right of way line of Interstate Highway 8 North 00°06'36" East 97.42 feet;

thence continuing along said existing northerly right of way line of Interstate Highway 8 North 74°53'21" East 187.89 feet;

thence South 00°43'58" West 97.71 feet;

thence South 74°53'21" West 186.79 feet to the POINT OF BEGINNING.

17,610 square feet, more or less.

January 15, 2010

RES. NO. 2010-01-A-009
PROJECT: S-210-905(ACQ) - F-067-1-806
180CN221H433301R
HIGHWAY: FLAGSTAFF - VALLE
SECTION: Fort Valley Ranch Road
ROUTE NO.: U.S. Route 180
ENG. DIST.: Flagstaff
COUNTY: Coconino
DISPOSAL: D-F-030

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the disposal of right of way acquired for Fort Valley Ranch Road and Old U.S. Route 180 originally acquired for use within the above referenced project.

Fort Valley Ranch Road was established as a state route and state highway by Arizona Transportation Board Resolution 99-08-A-036 dated September 1, 1999 due to an improvement project.

Old U.S. Route 180 was established by Arizona Highway Commission Resolution 61-6 dated July 26, 1960 as a state route designated State Route 164; Resolution 61-7 dated July 26, 1960, established this portion as a state highway; Thereafter, various Resolutions established additional right of way for improvements thereof; Subsequently, State Route 164 was administratively changed to U.S. Route 180.

This previously acquired right of way is no longer needed for State transportation purposes. Coconino County has agreed to accept jurisdiction of Fort Valley Ranch Road for a continued public transportation use in accordance with the 120-Day advance notice issued August 26, 2009; Coconino National Forest has been notified of the easement disposal for Old U.S. Route 180.

January 15, 2010

RES. NO. 2010-01-A-009
PROJECT: S-210-905(ACQ) - F-067-1-806
180CN221H433301R
HIGHWAY: FLAGSTAFF - VALLE
SECTION: Fort Valley Ranch Road
ROUTE NO.: U.S. Route 180
ENG. DIST.: Flagstaff
COUNTY: Coconino
DISPOSAL: D-F-030

Accordingly, I recommend that the State's interest in Fort Valley Ranch Road be abandoned to Coconino County for a continued public transportation use and that the State's interest in Old U.S. Route 180 be vacated, extinguished and relinquished to Coconino National Forest, and that said right of way be removed from the State Transportation System according to law.

The Fort Valley Ranch Road right of way to be abandoned to Coconino County and the easement right of way to be vacated, extinguished and relinquished to Coconino National Forest is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled "Right of Way Plans, FLAGSTAFF - VALLE Highway, Project S-210-905(ACQ) - F-067-1-806 / 180CN221H433301R."

All other rights of way, easements and appurtenances thereto, subject to the provisions of Arizona Revised Statutes Section 28-7210, shall continue as they existed prior to the disposal of right of way depicted in Appendix "A".

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 SOUTH 17TH AVENUE
R/W Operations, MD 612E
PHOENIX, AZ 85007-3213

January 15, 2010

RES. NO. 2010-01-A-009
PROJECT: S-210-905(ACQ) - F-067-1-806
180CN221H433301R
HIGHWAY: FLAGSTAFF - VALLE
SECTION: Fort Valley Ranch Road
ROUTE NO.: U.S. Route 180
ENG. DIST.: Flagstaff
COUNTY: Coconino
DISPOSAL: D-F-030

RESOLUTION OF DISPOSAL

Abandonment to Coconino County and
Vacation, Extinguishment and Relinquishment
to Coconino National Forest

JOHN S. HALIKOWSKI, Director, Arizona Department of Transportation, on January 15, 2010, presented and filed with this Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the abandonment of Fort Valley Ranch Road and the vacation, extinguishment and relinquishment of Old U.S. Route 180 originally acquired within the above referenced project.

The right of way to be disposed and removed from the State Transportation System is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled "Right of Way Plans, FLAGSTAFF - VALLE Highway, Project S-210-905(ACQ) - F-067-1-806 / 180CN221H433301R."

WHEREAS said right of way for Fort Valley Ranch Road is no longer needed for State transportation purposes; and

WHEREAS Coconino County will accept jurisdiction of Fort Valley Ranch Road for a continued public transportation use in accordance with the 120-Day advance notice issued August 26, 2009; and

WHEREAS said right of way for Old U.S. Route 180 is no longer needed for State transportation purposes, nor will it be used for public highway purposes; and

January 15, 2010

RES. NO. 2010-01-A-009
PROJECT: S-210-905(ACQ) - F-067-1-806
180CN221H433301R
HIGHWAY: FLAGSTAFF - VALLE
SECTION: Fort Valley Ranch Road
ROUTE NO.: U.S. Route 180
ENG. DIST.: Flagstaff
COUNTY: Coconino
DISPOSAL: D-F-030

WHEREAS because of these premises, this Board finds public safety, necessity and convenience will be served by accepting the Director's report of the recommended disposal by abandonment to Coconino County and easement vacation, extinguishment and relinquishment to Coconino National Forest; therefore be it

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

RESOLVED that Fort Valley Ranch Road depicted in Appendix "A" is hereby removed from the State Highway System and abandoned to Coconino County for a continued public transportation use as provided in Arizona Revised Statute Section 28-7207 and 28-7209, and Code of Federal Regulations 23CFR 620 Subpart B; be it further

RESOLVED that Old U.S. Route 180 depicted in Appendix "A" is hereby removed from the State Highway System and vacated, extinguished and relinquished to Coconino National Forest; be it further

RESOLVED that this disposal action becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statute Section 28-7213; be it further

RESOLVED that the Director provide written notice to Coconino County evidencing the abandonment of the State's interest for Fort Valley Ranch Road and to the Coconino National Forest evidencing the vacation, extinguishment and relinquishment of the Old U.S. 180 right of way.

January 15, 2010

RES. NO. 2010-01-A-009
PROJECT: S-210-905(ACQ) - F-067-1-806
180CN221H433301R
HIGHWAY: FLAGSTAFF - VALLE
SECTION: Fort Valley Ranch Road
ROUTE NO.: U.S. Route 180
ENG. DIST.: Flagstaff
COUNTY: Coconino
DISPOSAL: D-F-030

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 Transportation Board made in official session on January 15, 2010.

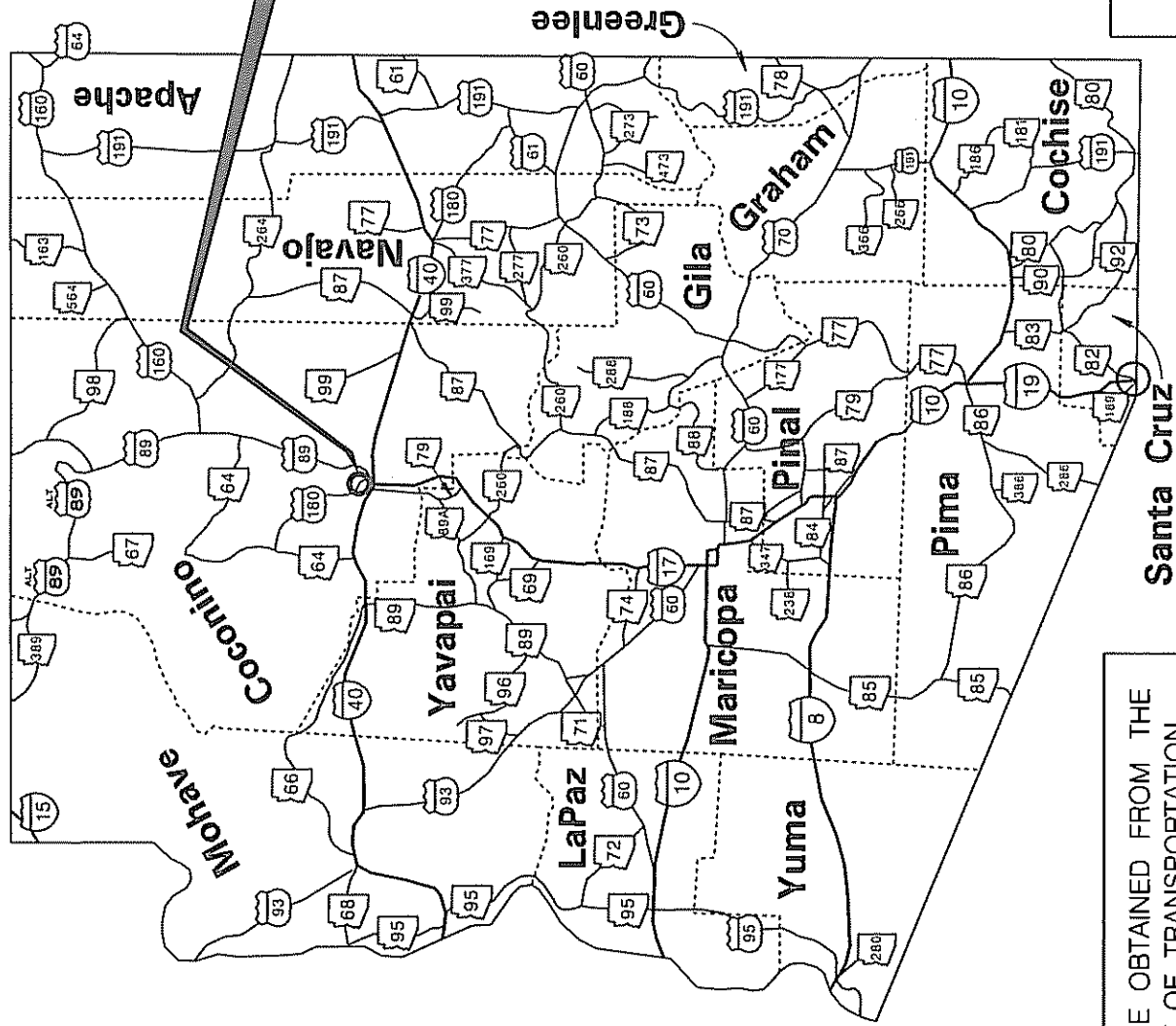
IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on January 15, 2010.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED

Assistant Attorney General
Attorney for Department
of Transportation

Date



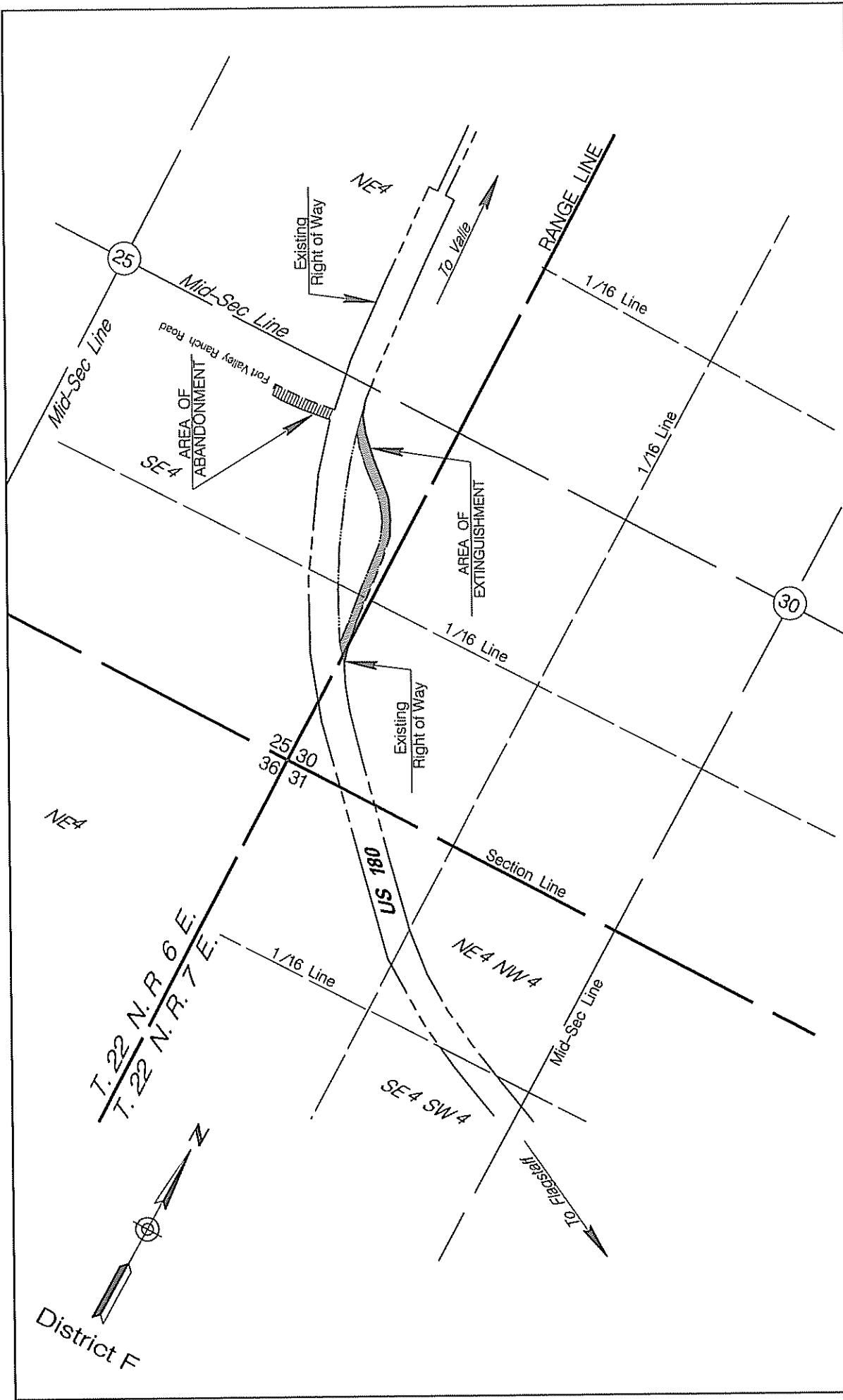
AREA OF ABANDONMENT
AND EXTINGUISHMENT

A LEGIBLE COPY CAN BE OBTAINED FROM THE
ARIZONA DEPARTMENT OF TRANSPORTATION
STATE ENGINEER'S OFFICE
RIGHT OF WAY GROUP
205 SOUTH 17TH AVENUE
PHOENIX, ARIZONA 85007
MAIL DROP 612E

180 CN 221 H4333 01R
F-067-1-806
FLAGSTAFF - VALLE HIGHWAY
Fort Valley Ranch Road
Coconino County

APPENDIX "A"

JAN 15, 2010 SHEET 1 OF 2



180 CN 221 H4333 01R
 F- 067 - 1- 806
 FLAGSTAFF - VALLE HIGHWAY
 Fort Valley Ranch Road
 Coconino County

AREA OF
 ABANDONMENT

AREA OF
 EXTINGUISHMENT

APPENDIX "A"

A LEGIBLE COPY CAN BE OBTAINED FROM THE
 ARIZONA DEPARTMENT OF TRANSPORTATION
 STATE ENGINEER'S OFFICE
 RIGHT OF WAY GROUP
 205 SOUTH 17TH AVENUE
 PHOENIX, ARIZONA 85007
 MAIL DROP 612E

January 15, 2010

RES. NO. 2010-01-A-010
PROJECT: I-040-4-801 / 040NA253H458401R
HIGHWAY: FLAGSTAFF - HOLBROOK
SECTION: North Park T.I.
ROUTE NO.: Interstate Route 40
ENG. DIST.: Holbrook
COUNTY: Navajo
DISPOSAL: D-H-009

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the abandonment of a portion of right of way acquired for Interstate Route 40 North Park T.I. within the above referenced project.

This portion was previously established as a State Route and State Highway designated U.S. Route 66 by Arizona Highway Commission Resolution dated September 9, 1927 in the Official Minutes, pages 26 & 27; thereafter Arizona Transportation Board Resolution 84-10-A-066 dated October 26, 1984 redesignated and renumbered U.S. Route 66 to Interstate Route 40, and thereafter various Resolutions established additional right of way for improvements thereof.

A portion of the previously acquired right of way is no longer needed for state transportation purposes. The City of Winslow has agreed to accept jurisdiction of the right of way for a continued public transportation use by 120-Day Advance Notice sent May 15, 2009. Accordingly, I recommend that the State's interest in the portion of right of way be abandoned.

The portion of right of way to be abandoned is depicted in Appendix "A" and delineated on the maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled "Right of Way Plans, FLAGSTAFF - HOLBROOK Highway, Project I-040-4-801 / 040NA253H458401R."

January 15, 2010

RES. NO. 2010-01-A-010
PROJECT: I-040-4-801 / 040NA253H458401R
HIGHWAY: FLAGSTAFF - HOLBROOK
SECTION: North Park T.I.
ROUTE NO.: Interstate Route 40
ENG. DIST.: Holbrook
COUNTY: Navajo
DISPOSAL: D-H-009

I further recommend that the portion of right of way depicted in Appendix "A" be removed from the State Highway System and abandoned to The City of Winslow.

All other rights of way and easements and appurtenances thereto subject to the provisions of Arizona Revised Statutes Section 28-7210 shall continue as they existed prior to the disposal of right of way depicted in Appendix "A".

Pursuant to Arizona Revised Statutes Section 28-7046, I recommend that the Transportation Board adopt a resolution making this recommendation effective.

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 SOUTH 17TH AVENUE
R/W Operations, MD 612E
PHOENIX, AZ 85007-3213

January 15, 2010

RES. NO. 2010-01-A-010
PROJECT: I-040-4-801 / 040NA253H458401R
HIGHWAY: FLAGSTAFF - HOLBROOK
SECTION: North Park T.I.
ROUTE NO.: Interstate Route 40
ENG. DIST.: Holbrook
COUNTY: Navajo
DISPOSAL: D-H-009

RESOLUTION OF ABANDONMENT

JOHN S. HALIKOWSKI, Director, Arizona Department of Transportation, on January 15, 2010, presented and filed with this Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the abandonment of portions of the North Park Drive and North Road within the above referenced project.

The portion of right of way to be abandoned is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled "Right of Way Plans, FLAGSTAFF - HOLBROOK highway, Project I-040-4-801 / 040NA253H458401R."

WHEREAS said portion of right of way is no longer needed for state transportation purposes; and

WHEREAS this Board finds that public safety, necessity and convenience will be served by accepting the Director's report; therefore, be it

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

January 15, 2010

RES. NO. 2010-01-A-010
PROJECT: I-040-4-801 / 040NA253H458401R
HIGHWAY: FLAGSTAFF - HOLBROOK
SECTION: North Park T.I.
ROUTE NO.: Interstate Route 40
ENG. DIST.: Holbrook
COUNTY: Navajo
DISPOSAL: D-H-009

RESOLVED that the portion of right of way depicted in Appendix "A" is hereby removed from the State Highway System and abandoned to The City of Winslow for a continued public transportation use as provided in Arizona Revised Statute Section 28-7207 and 28-7209, and Code of Federal Regulations CFR 620 Subpart B; be it further

RESOLVED that the abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statute Section 28-7213; be it further

RESOLVED that the Director provide written notice to The City of Winslow evidencing the abandonment of the State's interest.

January 15, 2010

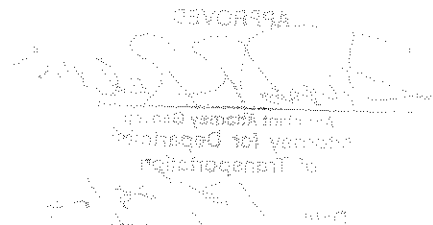
RES. NO. 2010-01-A-010
PROJECT: I-040-4-801 / 040NA253H458401R
HIGHWAY: FLAGSTAFF - HOLBROOK
SECTION: North Park T.I.
ROUTE NO.: Interstate Route 40
ENG. DIST.: Holbrook
COUNTY: Navajo
DISPOSAL: D-H-009

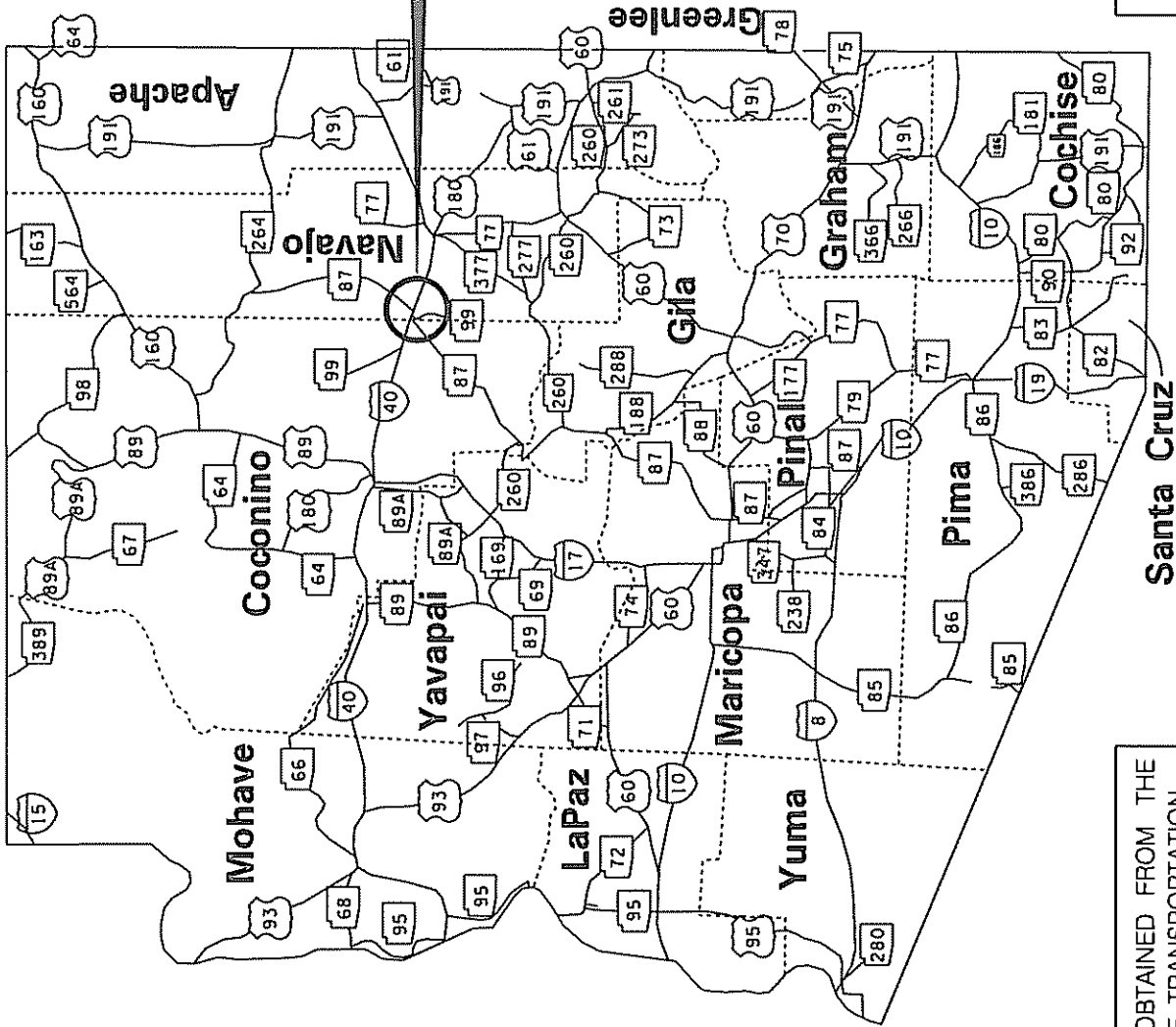
CERTIFICATION

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 Transportation Board made in official session on January 15, 2010.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on January 15, 2010.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation



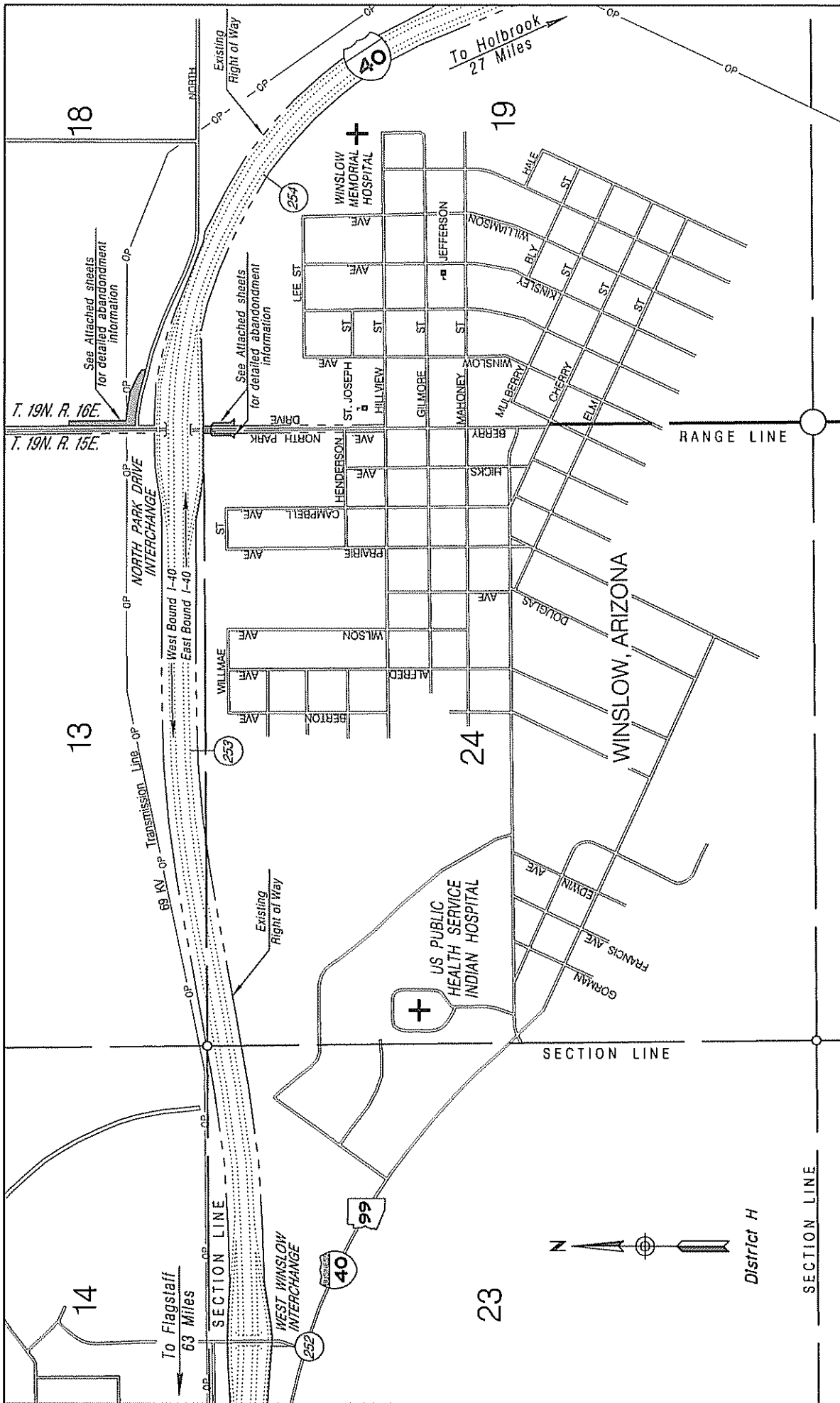


AREA OF ABANDONMENT
SEE SHEET 2 & 3
FOR DETAILS

A LEGIBLE COPY CAN BE OBTAINED FROM THE
ARIZONA DEPARTMENT OF TRANSPORTATION
STATE ENGINEER'S OFFICE
LOCATED AT
206 SOUTH 17TH AVENUE
PHOENIX, ARIZONA 85007
MAIL DROP 102A

040 NA 253 H4584 01R
1040-4-801
FLAGSTAFF-HOLBROOK HWY
North Park TI
Navajo County

APPENDIX "A"



040 NA 253 H4584 01R
 1040-4-801
 FLAGSTAFF - HOLBROOK HWY
 North Park TI
 Navajo County

AREA OF
 ABANDONMENT

APPENDIX "A"

A LEGIBLE COPY CAN BE OBTAINED FROM THE
 ARIZONA
 DEPARTMENT OF TRANSPORTATION
 STATE ENGINEER'S OFFICE
 LOCATED AT
 206 SOUTH 17TH AVENUE
 PHOENIX, ARIZONA 85007
 MAIL DROP 102A

JAN. 15, 2010 SHEET 2 OF 3

APPENDIX "A"

PARCEL NO. 1

That portion of North Park Drive which lies within Government Lots 3 and 4, Section 18, Township 19 North, Range 16 East, and the East half of the Southeast quarter (E½SE¼) of Section 13, Township 19 North, Range 15 East, Gila and Salt River Meridian, Navajo County, Arizona, North of Station 25+92.83, as shown in the records of the Arizona Department of Transportation plan labeled FLAGSTAFF - HOLBROOK, I 040-4-801, 040 NA 253 H4584 01R, North Park T.I.

93,426 square feet, more or less.

PARCEL NO. 2

That portion of North Road within Government Lot 4, said Section 18, which lies North of the existing City of Winslow right of way line, as shown in the records of the Arizona Department of Transportation plan labeled FLAGSTAFF - HOLBROOK, I 040-4-801, 040 NA 253 H4584 01R, North Park T.I. and South of that parcel described in Instrument No. 2009-10212, records of Navajo County, Arizona.

83,705 square feet, more or less.

PARCEL NO. 3

That portion of North Park Drive within Government Lot 1, Section 19, Township 19 North, Range 16 East and the Northeast quarter of the Northeast quarter (NE¼NE¼) of Section 24, Township 19 North, Range 15 East, Gila and Salt River Meridian, Navajo County, Arizona, which lies between the existing southerly access control line of Interstate Highway 40 (FLAGSTAFF - HOLBROOK HIGHWAY) and the North line and the East extension thereof of Lot 12, Block 49, MAHONEY ADDITION TO WINSLOW, according to Book 2 of Maps, Page 37, records of Navajo County, Arizona.

5,729 square feet, more or less.

PARCEL NO. 4

That portion of North Park Drive within Government Lot 1, said Section 19, and Lots 1 and 12, Block 49, said MAHONEY ADDITION TO WINSLOW, lying South of the North line and the East extension thereof of said Lot 12;

EXCEPT that portion which lies within a strip of land 60.00 feet in width, being 36.00 feet wide on the East side of the centerline of said North Park Drive and 24.00 feet wide on the West side of said centerline.

16,139 square feet, more or less.

CR:11-11-09/Res# 2009-09-A-052

SHEET 3 OF 3

FY 2010 - 2014 Transportation Facilities Construction Program Requested Modifications
 (For discussion and possible action – Jennifer Toth)

***ITEM 7a:**

ROUTE NO: SR 89A @ MP 371.0

COUNTY: Yavapai

DISTRICT: Flagstaff

SCHEDULE: New Project Request

SECTION: Dry Creek to Airport Road

TYPE OF WORK: Install highway lighting and traffic signal

PROGRAM AMOUNT: New Project

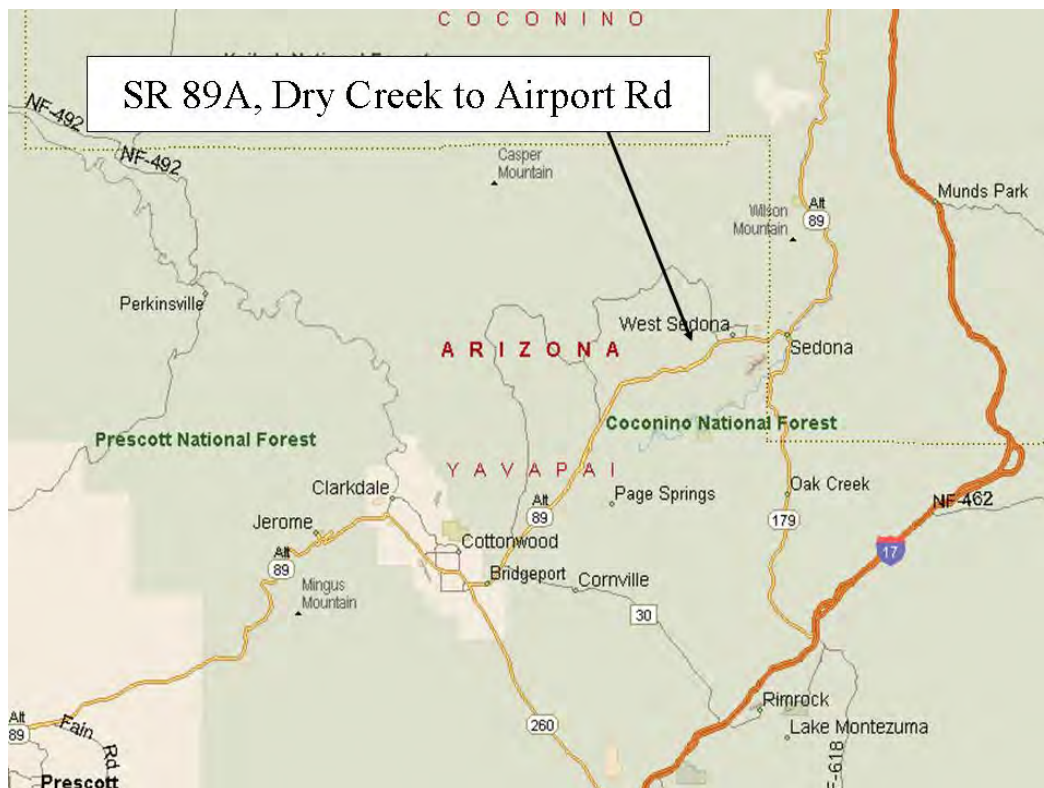
PROJECT MANAGER: Kohinoor Kar

PROJECT: H713001C

REQUESTED ACTION: Establish a new lighting and signal project for \$2,000,000 in the 2011 Highway Construction Program. **Funds are available from the FY 2011 Highway Safety Improvement Fund #72811.**

NEW PROGRAM AMOUNT:

\$ 2,000,000



***ITEM 7b:**

ROUTE NO: I-10 @ MP 133.0

COUNTY: Maricopa

DISTRICT: Phoenix Engineering

SCHEDULE: FY 2010

SECTION: SR 101L (Agua Fria) to I-17

TYPE OF WORK: Utility relocation

PROGRAM AMOUNT: \$ 13,700,000

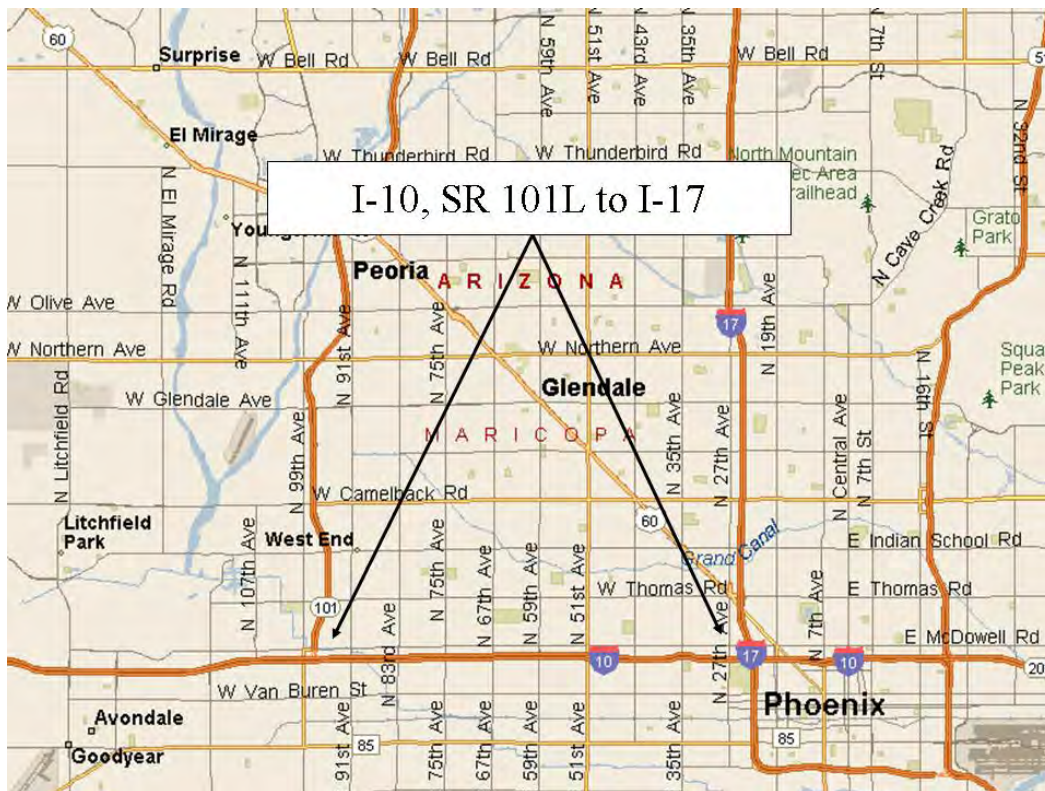
PROJECT MANAGER: Stephanie Huang

PROJECT: H715501U, Item# 45809

REQUESTED ACTION: Decrease the utility project by \$325,000 to \$13,375,000 in the FY 2010 Highway Construction Program. **Transfer funds to the FY 2010 RTP Cash Flow.**

NEW PROGRAM AMOUNT:

\$ 13,375,000

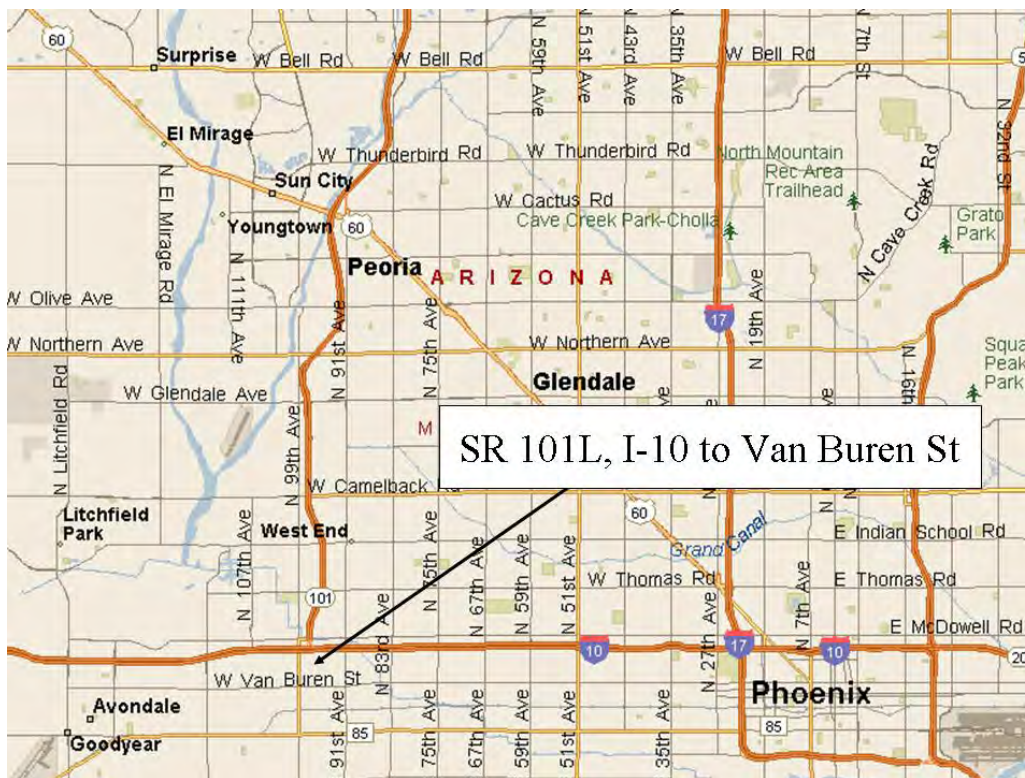


***ITEM 7c:**

ROUTE NO: SR 101L @ MP 0.0
 COUNTY: Maricopa
 DISTRICT: Phoenix Engineering
 SCHEDULE: FY 2010
 SECTION: I-10 to Van Buren Street
 TYPE OF WORK: Utility and right of way
 PROGRAM AMOUNT: \$ 2,300,000
 PROJECT MANAGER: Stephanie Huang
 PROJECT: H7267, Item# 45409
 JPA: 09-147 with the City of Avondale and the City of Tolleson
 REQUESTED ACTION: Increase the utility and right of way project by \$325,000 to \$2,625,000 in the FY 2010 Highway Construction Program.
Funds are available from the FY 2010 RTP Cash Flow.

NEW PROGRAM AMOUNT:

\$ 2,625,000



***ITEM 7d:**

ROUTE NO: I-10 @ MP 131.0

COUNTY: Maricopa

DISTRICT: Phoenix Engineering

SCHEDULE: FY 2010

SECTION: Avondale Blvd.

TYPE OF WORK: TI Improvements

PROGRAM AMOUNT: \$ 2,000,000

PROJECT MANAGER: Stephanie Huang

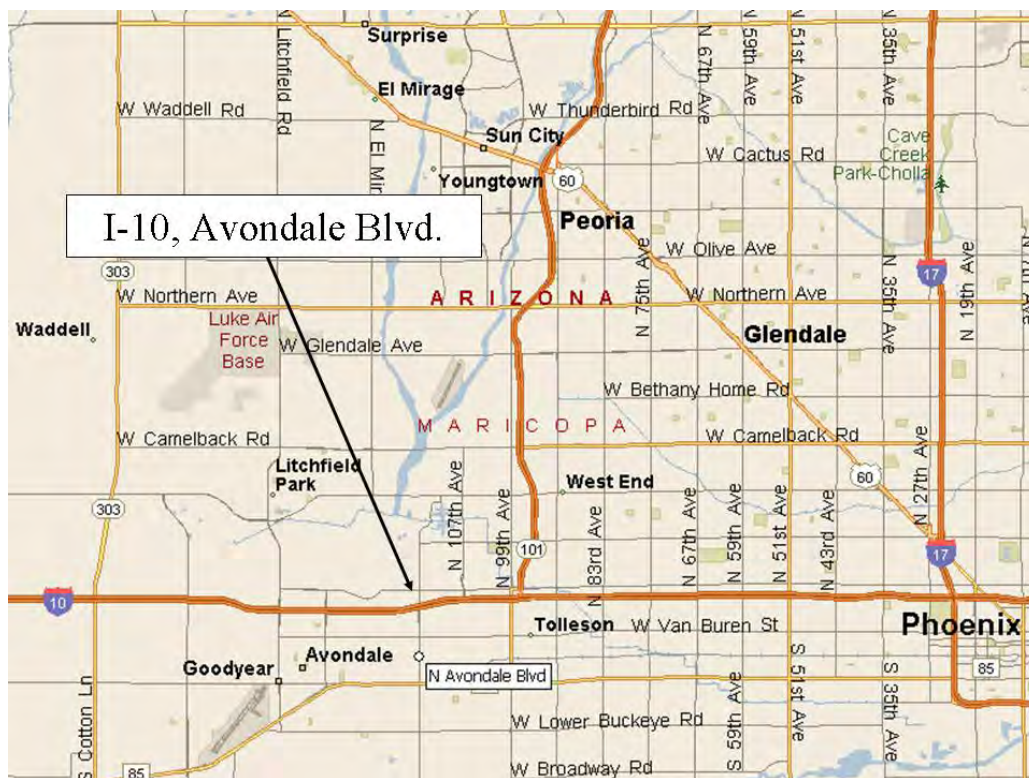
PROJECT: H747201C, Item# 44710

JPA: 09-196 with the City of Avondale

REQUESTED ACTION: Change of funding source in the amount of \$2,000,000 and increase the construction project by \$660,000 to \$2,660,000 in the FY 2010 Highway Construction Program.

See new funding sources below.

Change funding from Federal Funding to the FY 2010 RTP Cash Flow	\$2,000,000
FY 2010 RTP Cash Flow	\$660,000
NEW PROGRAM AMOUNT:	\$ 2,660,000

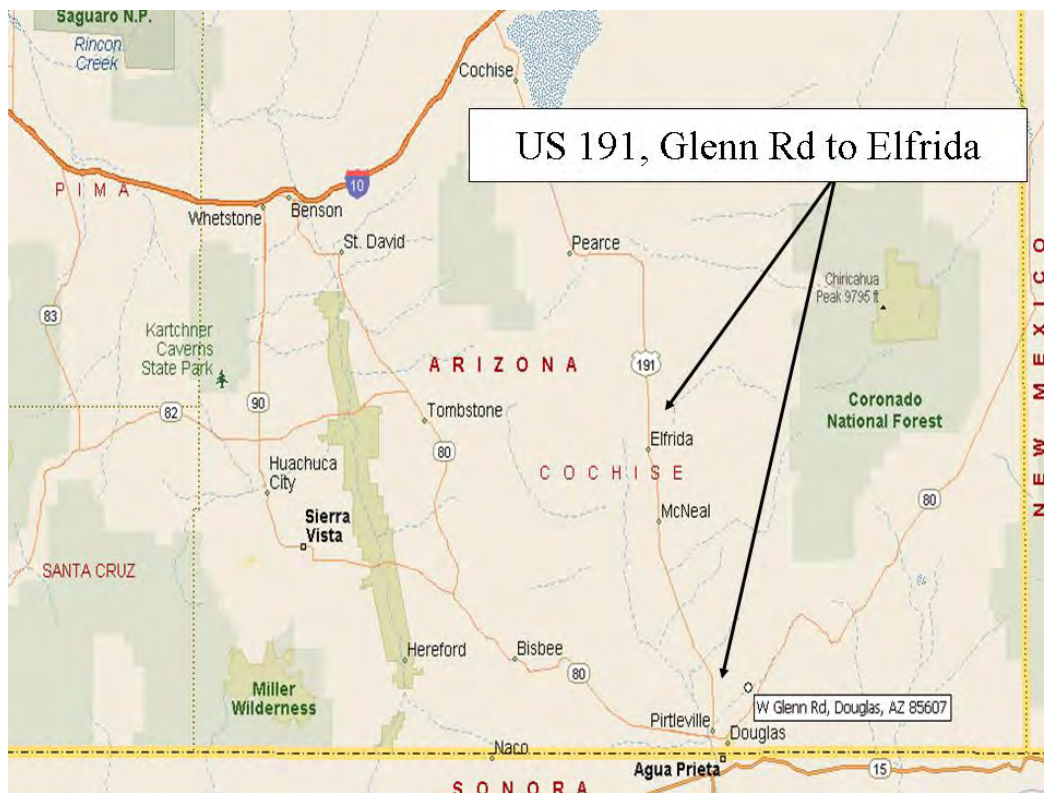


***ITEM 7e:**

ROUTE NO: US 191 @ MP 5.0
 COUNTY: Cochise
 DISTRICT: Safford
 SCHEDULE: New Project Request
 SECTION: Glenn Road to Elfrida
 TYPE OF WORK: Pavement preservation
 PROGRAM AMOUNT: New Project
 PROJECT MANAGER: Mafiz Mian
 PROJECT: H791601C
 REQUESTED ACTION: Establish a new pavement preservation project for \$1,150,000 in the FY 2010 Highway Construction Program. Project is 20.5 miles in length. **Funds are available from the FY 2010 Pavement Preservation Fund #72510.**

NEW PROGRAM AMOUNT:

\$ 1,150,000



***ITEM 7f:** ROUTE NO: I-40 @ MP 229.1
 COUNTY: Coconino
 DISTRICT: Flagstaff
 SCHEDULE: New Project Request
 SECTION: Canyon Diablo Bridges EB and WB #1671 and #845
 TYPE OF WORK: Bridge scour retrofit
 PROGRAM AMOUNT: New Project
 PROJECT MANAGER: Sherly Paul
 PROJECT: H749901C
 REQUESTED ACTION: Establish a new bridge project for \$155,000 in the FY 2010 Highway Construction Program. **Funds are available from the FY 2010 Bridge Scour Fund #71510.**

NEW PROGRAM AMOUNT: \$ 155,000



***ITEM 7g:**

ROUTE NO: I-40 @ MP 224.0

COUNTY: Coconino

DISTRICT: Flagstaff

SCHEDULE: New Project Request

SECTION: Babbitts Tank Bridge EB #2514

TYPE OF WORK: Bridge replacement

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Taiping Tang

PROJECT: H699801C

REQUESTED ACTION: Establish a new bridge project for \$1,947,000 in the FY 2010 Highway Construction Program. **Funds are available from the FY 2010 Bridge Replacement and Rehabilitation Fund #76210.**

NEW PROGRAM AMOUNT:

\$ 1,947,000



***ITEM 7h:**

ROUTE NO: US 160 @ MP 452.0

COUNTY: Apache

DISTRICT: Holbrook

SCHEDULE: New Project Request

SECTION: Red Mesa to Teec Nos Pos

TYPE OF WORK: Pavement preservation

PROGRAM AMOUNT: New Project

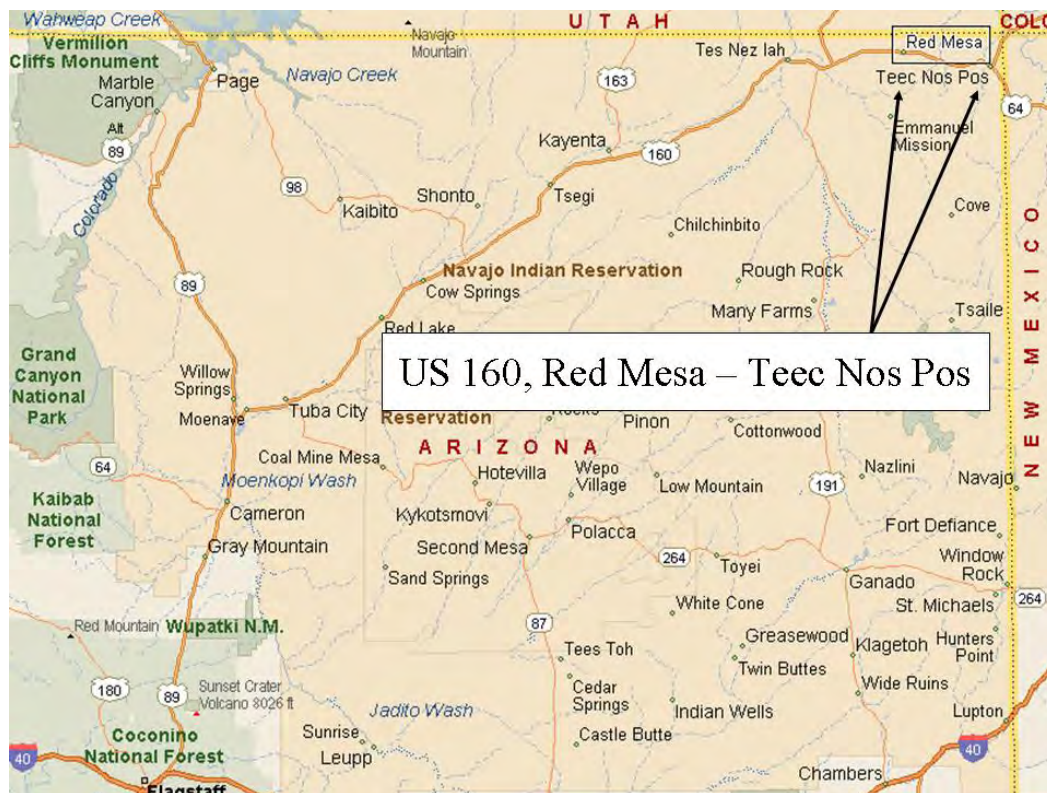
PROJECT MANAGER: Yumi Shapiro

PROJECT: H658601C

REQUESTED ACTION: Establish a new pavement preservation project for \$8,200,000 in the FY 2010 Highway Construction Program. The project is 13 miles in length. **Funds are available from the FY 2010 Pavement Preservation Fund #72510.**

NEW PROGRAM AMOUNT:

\$ 8,200,000



***ITEM 7i:**

ROUTE NO: I-17 @ MP 261.5

COUNTY: Yavapai

DISTRICT: Prescott

SCHEDULE: FY 2010

SECTION: Cordes Junction TI

TYPE OF WORK: Reconstruct TI

PROGRAM AMOUNT: \$ 51,725,000

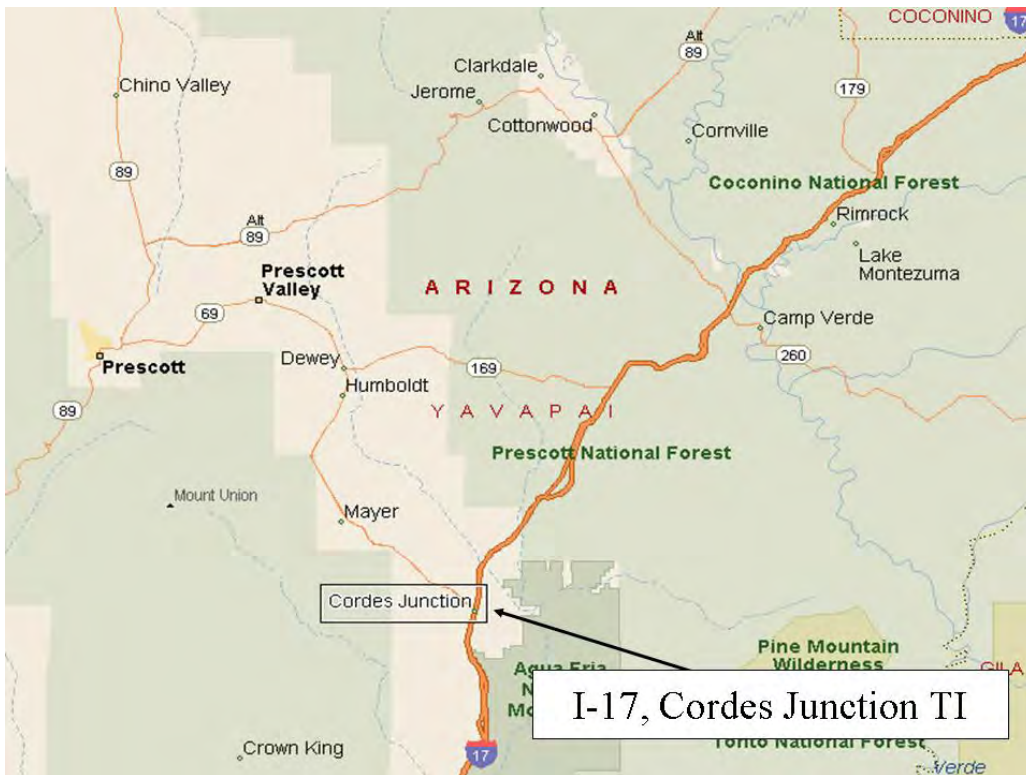
PROJECT MANAGER: George Wallace

PROJECT: H426901C, Item# 13603

REQUESTED ACTION: Increase the construction project by \$13,475,000 to \$65,200,000 in the FY 2010 Highway Construction Program. **Funds are available from the FY 2010 State-wide Contingency Fund #72310.**

NEW PROGRAM AMOUNT:

\$ 65,200,000



**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:11/24/2009

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)**GENERAL INFORMATION****3. Form Date:**

11/24/2009

4. Project Manager / Presenter Information:

Kohinoor Kar

(602) 712-6857

5. Form Created By:

Kar

9620 Traffic Group, HES Section

1615 W Jackson St, 065R

PROJECT INFORMATION**6. Project Location / Name:**

DRY CREEK TO AIRPORT RD

7. Type of Work:

HIGHWAY LIGHTING & TRAFFIC SIGNAL

8. CPS Id:

VG1H

9. District:

Flagstaff

10. Route:

89A

11. County:

Yavapai

12. Beg MP:

371

13. TRACS #:

H7130

14. Len (mi.):

2

15. Fed ID #:

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY**16. Original Program Budget (in \$000):****18. Current Approved****Program Budget (in \$000):**

0

17. Original Program Item # (Current 5 Yr Program):**18a. (+/-) Program Budget****Request (in \$000):**

2,000

18b. Total Program Budget**After Request (in \$000):**

2,000

19. Currently Approved Budget Funding List:**19a. New / Budget Change Request Funding List:****Amount (in \$000):****Comments:****Fund Item #:****Details:****Amount (in \$000):**

2,000

Comments:**Fund Item #:**

72811

Details:

FY:2011-HIGHWAY SAFETY
IMPROVEMENT
PROGRAM-Safety

I certify that I have verified AND received approval for ALL of the new Funding Sources listed above.

20. JPA #s:**CURRENTLY APPROVED SCHEDULE****21. Current Fiscal Year:****22. Current Bid Pkg Ready Date:**

TBD

23. Current Bid Adv Date:

TBD

CHANGE REQUEST / NEW PROJECT SCHEDULE**21a. Request Fiscal Year to:**

2011

22a. Request Bid Pkg Ready Date to:

TBD

23a. Request Bid Adv Date to:

TBD

ADDITIONAL DETAILS**24a. Scope Changed?No****24b. Project Name/Location Changed?No****Have ENVIRONMENTAL Clearance?NO****Have U&RR Clearance?NO****Have R/W Clearance?NO****Scoping Document Completed?YES****24c. Work Type Changed?No****24d. What is the current Stage?N/A****Have MATERIALS Memo?NO****Have C&S Approval?NO****Have CUSTOMIZED Schedule?NO****25. DESCRIPTION OF REQUEST:**

Establish a new highway lighting and traffic signal project on 89A between Dry Creek Rd to Airport Rd. The project is funded by HES funding and approved by FHWA.

26. JUSTIFICATION:**27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:****28. OTHER ALTERNATIVES:****REQUESTED ACTIONS:**

Establish a New Project.
Request to be in PPAC Agenda for 12/23/2009.

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.

PRB APPROVED
159 of 201



**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:12/15/2009
 2. Phone Teleconference?No At Phone #:
 Video Teleconference?No [Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date: 12/17/2009 **4. Project Manager / Presenter Information:** Stephanie Huang (602) 712-8695
5. Form Created By: Huang 9250 Valley Project Management 1611 W Jackson St, , EM01

PROJECT INFORMATION

6. Project Location / Name: SR 101L (AGUA FRIA) TO I-17 **7. Type of Work:** Utility Relocation
8. CPS Id: PF1F **9. District:** Phoenix **10. Route:** 10 **11. County:** Maricopa **12. Beg MP:** 133.0 **13. TRACS #:** H715501U **14. Len (mi.):** 0 **15. Fed ID #:**

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000): **17. Original Program Item # (Current 5 Yr Program):** 45809
18. Current Approved Program Budget (in \$000): 13,700 **18a. (+/-) Program Budget Request (in \$000):** -325 **18b. Total Program Budget After Request (in \$000):** 13,375

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
Amount (in \$000): 8,998	Fund Item #: 45809	Amount (in \$000): -325	Fund Item #: OTHR10
Comments:	Details: FY:2010-SR 101L (AGUA FRIA) TO I-17-Utility relocation	Comments: RTP Cash Flow	Details: FY:0--.
Amount (in \$000): 4,702	Fund Item #: 45809		
Comments:	Details: FY:2010-SR 101L (AGUA FRIA) TO I-17-Utility relocation		

I certify that I have verified AND received approval for ALL of the new Funding Sources listed above.

20. JPA #s:

CURRENTLY APPROVED SCHEDULE	CHANGE REQUEST / NEW PROJECT SCHEDULE
21. Current Fiscal Year: 10	21a. Request Fiscal Year to:
22. Current Bid Pkg Ready Date: TBD	22a. Request Bid Pkg Ready Date to:
23. Current Bid Adv Date: TBD	23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No	24c. Work Type Changed?No
24b. Project Name/Location Changed?No	24d. What is the current Stage?N/A
Have ENVIRONMENTAL Clearance?NO	Have MATERIALS Memo?NO
Have U&RR Clearance?NO	Have C&S Approval?NO
Have R/W Clearance?NO	Have CUSTOMIZED Schedule?NO
Scoping Document Completed?NO	

25. DESCRIPTION OF REQUEST:

Transfer \$325,000 in RARF funds from Item 45809 into FY 2010 RTP Cash Flow.

26. JUSTIFICATION:

Additional utility relocation monies are needed to meet Bureau of Reclamation (BOR) requirements for SRP relocation of irrigation and well structures as well as City of Tolleson water line in conflict with BOR easement.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:
Request to be in PPAC Agenda for 12/23/2009.
Change in Budget.

APPROVED/RECOMMENDED ACTIONS:
Item(s) Approved. Subject to PPAC Approval.

PRB APPROVED



**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:12/15/2009

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date:

12/17/2009

4. Project Manager / Presenter Information:

Stephanie Huang

(602) 712-8695

5. Form Created By:

Huang

9250 Valley Project Management

1611 W Jackson St, , EM01

PROJECT INFORMATION

6. Project Location / Name:

I-10 TO VAN BUREN STREET

7. Type of Work:

Utilities & R/W

8. CPS Id:

S1E

9. District:

Phoenix

10. Route:

101L

11. County:

Maricopa

12. Beg MP:

0.0

13. TRACS #:

H7267

14. Len (mi.):

1.0

15. Fed ID #:

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000):

2,300

17. Original Program Item # (Current 5 Yr Program):

45409

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

325

18b. Total Program Budget

After Request (in \$000):

2,625

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 2,300

Fund Item #: 45409

Comments:

Details:
FY:2010-I-10 TO VAN BUREN
ST-Utilities & R/W

Amount (in \$000): 325

Comments:

RTP Cash Flow

Fund Item #: OTH10

Details:

FY:2010-OTHER SOURCE-

I certify that I have verified AND received approval for ALL of the new Funding Sources listed above.

20. JPA #s: 09-147

ALL of the JPA(s) been signed? No

ADOT will advertise this project? No

CURRENTLY APPROVED SCHEDULE

CHANGE REQUEST / NEW PROJECT SCHEDULE

21. Current Fiscal Year: 10

21a. Request Fiscal Year to:

22. Current Bid Pkg Ready Date: TBD

22a. Request Bid Pkg Ready Date to:

23. Current Bid Adv Date: TBD

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No	24c. Work Type Changed?No
24b. Project Name/Location Changed?No	24d. What is the current Stage?Post Stage IV
Have ENVIRONMENTAL Clearance?YES	Have MATERIALS Memo?YES
Have U&RR Clearance?NA	Have C&S Approval?NA
Have R/W Clearance?NA	Have CUSTOMIZED Schedule?NA
Scoping Document Completed?YES	

25. DESCRIPTION OF REQUEST:

Requesting to transfer \$325,000 from FY 2010 RTP Cash Flow from Program Item #45809.

26. JUSTIFICATION:

Additional utility relocation monies are needed to meet Bureau of Reclamation (BOR) requirements for SRP relocation of irrigation and well structures.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Request to be in PPAC Agenda for 12/23/2009.
Change in Budget.

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.

PRB APPROVED

**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:12/15/2009

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)**GENERAL INFORMATION****3. Form Date:**

12/17/2009

4. Project Manager / Presenter Information:

Stephanie Huang

(602) 712-8695

5. Form Created By:

Huang

9250 Valley Project Management

1611 W Jackson St, , EM01

PROJECT INFORMATION**6. Project Location / Name:**

AVONDALE BLVD

7. Type of Work:

TI IMPROVEMENTS

8. CPS Id:

IU J

9. District:

Phoenix

10. Route:

10

11. County:

Maricopa

12. Beg MP:

131.0

13. TRACS #:

H747201C

14. Len (mi.):

0

15. Fed ID #:**PROJECT REQUEST SUMMARY****16. Original Program Budget (in \$000):****17. Original Program Item # (Current 5 Yr Program):**

44710

18. Current Approved**Program Budget (in \$000):**

2,000

18a. (+/-) Program Budget**Request (in \$000):**

660

18b. Total Program Budget**After Request (in \$000):**

2,660

19. Currently Approved Budget Funding List:**19a. New / Budget Change Request Funding List:****Amount (in \$000):** 2,000**Fund Item #:** 44710**Comments:**

Details:
FY:2010-AVONDALE BLVD-TI
Improvements

Amount (in \$000): 2,660

Comments:
FY 2010 RTP CASH FLOW -
RARF

Fund Item #: OTHR10

Details:
FY:0--.

20. JPA #s: 09-196**ALL of the JPA(s) been signed?** No**ADOT will advertise this project?** No**CURRENTLY APPROVED SCHEDULE****CHANGE REQUEST / NEW PROJECT SCHEDULE****21. Current Fiscal Year:** 10**21a. Request Fiscal Year to:****22. Current Bid Pkg Ready Date:** TBD**22a. Request Bid Pkg Ready Date to:****23. Current Bid Adv Date:** TBD**23a. Request Bid Adv Date to:****ADDITIONAL DETAILS****24a. Scope Changed?NO****24c. Work Type Changed?NO****24b. Project Name/Location Changed?NO****24d. What is the current Stage?N/A****Have ENVIRONMENTAL Clearance?NO****Have MATERIALS Memo?NO****Have U&RR Clearance?NO****Have C&S Approval?NO****Have R/W Clearance?NO****Have CUSTOMIZED Schedule?NO****Scoping Document Completed?NO****25. DESCRIPTION OF REQUEST:**

Change \$2 Millon of Federal Fund to \$2 Million RTP Cash Flow. Requesting a total of \$2,660,00 from the FY 2010 RTP Cash Flow (RARF).

26. JUSTIFICATION:

Additional \$660,000 is for ADOT's request on PCCP (cost difference from AC and PCCP) at the crossroad as well as a possible anchor slab.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

ADOT is contributing construction funds to the City of Avondale's project.

28. OTHER ALTERNATIVES:**REQUESTED ACTIONS:**

Request to be in PPAC Agenda for 12/23/2009.
Change in Budget.

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.

PRB APPROVED
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**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:11/24/2009

2. Phone Teleconference?No

At Phone #:

Video Teleconference?No

[Click here to view all previous PRB Actions for this project](#)**GENERAL INFORMATION****3. Form Date:**

11/24/2009

4. Project Manager / Presenter Information:

Mafiz Mian

(602) 712-4061

5. Form Created By:

Mian

9914 Pavement Management Sect

1221 N 21st Ave., 068R

PROJECT INFORMATION**6. Project Location / Name:**

GLENN ROAD TO ELFRIDA

7. Type of Work:

DOUBLE CHIP SEAL

8. CPS Id:

FY1K

9. District:

Safford

10. Route:

191

11. County:

Cochise

12. Beg MP:

5.0

13. TRACS #:

H791601C

14. Len (mi.):

20.5

15. Fed ID #:STP-191-A(201
)A**PROJECT REQUEST SUMMARY****16. Original Program Budget (in \$000):****17. Original Program Item # (Current 5 Yr Program):****18. Current Approved****Program Budget (in \$000):**

0

18a. (+/-) Program Budget**Request (in \$000):**

1,150

18b. Total Program Budget**After Request (in \$000):**

1,150

19. Currently Approved Budget Funding List:**19a. New / Budget Change Request Funding List:****Amount (in \$000):****Comments:****Fund Item #:****Details:****Amount (in \$000):**

1,150

Comments:**Fund Item #:**

72510

Details:FY:2010-PAVEMENT
PRESERVATION -
STATEWIDE-Pavement
Preservation

I certify that I have verified AND received approval for ALL of the new Funding Sources listed above.

20. JPA #s:**CURRENTLY APPROVED SCHEDULE****21. Current Fiscal Year:****22. Current Bid Pkg Ready Date:****23. Current Bid Adv Date:****CHANGE REQUEST / NEW PROJECT SCHEDULE****21a. Request Fiscal Year to:**

2010

22a. Request Bid Pkg Ready Date to:

02/04/2010

23a. Request Bid Adv Date to:**ADDITIONAL DETAILS****24a. Scope Changed?No****24b. Project Name/Location Changed?No****Have ENVIRONMENTAL Clearance?NO****Have U&RR Clearance?NO****Have R/W Clearance?YES****Scoping Document Completed?YES****24c. Work Type Changed?No****24d. What is the current Stage?Stage IV****Have MATERIALS Memo?YES****Have C&S Approval?YES****Have CUSTOMIZED Schedule?NO****25. DESCRIPTION OF REQUEST:**

Establish a new double chip seal pavement preservation project between Glenn Rd to Elfrida. Funded by 2010 pavement preservation subprogram.

26. JUSTIFICATION:**27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:****28. OTHER ALTERNATIVES:**

REQUESTED ACTIONS:
Establish a New Project.
Request to be in PPAC Agenda for 12/23/2009.

APPROVED/RECOMMENDED ACTIONS:
Item(s) Approved. Subject to PPAC Approval.

PRB APPROVED

**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:12/15/2009

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)**GENERAL INFORMATION****3. Form Date:**

12/17/2009

4. Project Manager / Presenter Information:

Sherly Paul

(602) 712-7251

5. Form Created By:

Paul

9710 Bridge Design Section A

205 S 17th Ave, 245e, 245E

PROJECT INFORMATION**6. Project Location / Name:**

Canyon Diablo Bridges EB & WB #1671 & #845

7. Type of Work:

Bridge Scour Retrofit

8. CPS Id:

PJ1J

9. District:

Flagstaff

10. Route:

40

11. County:

Coconino

12. Beg MP:

229.1

13. TRACS #:

H749901C

14. Len (mi.):

1.0

15. Fed ID #:

040-D(207)

PROJECT REQUEST SUMMARY**16. Original Program Budget (in \$000):**

0

17. Original Program Item # (Current 5 Yr Program):**18. Current Approved****Program Budget (in \$000):****18a. (+/-) Program Budget****Request (in \$000):**

155

18b. Total Program Budget**After Request (in \$000):**

155

19. Currently Approved Budget Funding List:**19a. New / Budget Change Request Funding List:****Amount (in \$000):****Comments:****Fund Item #:****Details:****Amount (in \$000):**

155

Comments:**Fund Item #:**

71510

Details:

FY:2010-BRIDGE, SCOUR -
STATEWIDE-Bridge Scour
Protection

20. JPA #s:**CURRENTLY APPROVED SCHEDULE****21. Current Fiscal Year:****22. Current Bid Pkg Ready Date:****23. Current Bid Adv Date:****CHANGE REQUEST / NEW PROJECT SCHEDULE****21a. Request Fiscal Year to:**

2010

22a. Request Bid Pkg Ready Date to:

12/15/2009

23a. Request Bid Adv Date to:

02/01/2010

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?NO

Have U&RR Clearance?YES

Have R/W Clearance?YES

Scoping Document Completed?NA

24c. Work Type Changed?No

24d. What is the current Stage?Post Stage IV

Have MATERIALS Memo?NA

Have C&S Approval?NO

Have CUSTOMIZED Schedule?NO

25. DESCRIPTION OF REQUEST:

Establish a new bridge scour retrofit project. This project will be advertised together with Babbitts Tank Bridge Replacement project(H699801C).

26. JUSTIFICATION:

Canyon Diablo Bridges EB&WB were determined to be scour critical and need to be retrofitted.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:**28. OTHER ALTERNATIVES:****REQUESTED ACTIONS:**

Establish a New Project.
Request to be in PPAC Agenda for 12/23/2009.

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.

PRB APPROVED
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**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:12/15/2009
 2. Phone Teleconference?No At Phone #:
 Video Teleconference?No [Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date: 12/17/2009 **4. Project Manager / Presenter Information:** Taiping Tang (602) 712-8602
5. Form Created By: Tang 9710 Bridge Design Section A 205 S 17th Ave, , 632E

PROJECT INFORMATION

6. Project Location / Name: Babbitts Tank Bridge EB #2514 **7. Type of Work:** Bridge Replacement
8. CPS Id: ZT1H **9. District:** Flagstaff **10. Route:** 40 **11. County:** Coconino **12. Beg MP:** 224 **13. TRACS #:** H699801C **14. Len (mi.):** 1.0 **15. Fed ID #:** BR-040-D(206)

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000): 0 **17. Original Program Item # (Current 5 Yr Program):** 1,947
18. Current Approved Program Budget (in \$000): 0 **18a. (+/-) Program Budget Request (in \$000):** 1,947 **18b. Total Program Budget After Request (in \$000):** 1,947

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
Amount (in \$000):	Fund Item #:	Amount (in \$000): 1,947	Fund Item #: 76210
Comments:	Details:	Comments:	Details: FY:2010-BRIDGE REPLACEMENT & REHABILITATION - STATEWIDE-Bridge Replacement & rehabilitation

20. JPA #s:

CURRENTLY APPROVED SCHEDULE	CHANGE REQUEST / NEW PROJECT SCHEDULE
21. Current Fiscal Year:	21a. Request Fiscal Year to: 2010
22. Current Bid Pkg Ready Date:	22a. Request Bid Pkg Ready Date to: 12/15/2009
23. Current Bid Adv Date:	23a. Request Bid Adv Date to: 02/01/2010

ADDITIONAL DETAILS

24a. Scope Changed?No	24c. Work Type Changed?No
24b. Project Name/Location Changed?No	24d. What is the current Stage?Post Stage IV
Have ENVIRONMENTAL Clearance?YES	Have MATERIALS Memo?NO
Have U&RR Clearance?YES	Have C&S Approval?NO
Have R/W Clearance?YES	Have CUSTOMIZED Schedule?YES
Scoping Document Completed?YES	

25. DESCRIPTION OF REQUEST:

Establish a new bridge replacement project.
 This project will be advertised together with Canyon Diablo Bridge Scour retrofit(H7499 01C)

26. JUSTIFICATION:

This bridge requires replacement due to its current deteriorated condition.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Establish a New Project.
Request to be in PPAC Agenda for 12/23/2009.

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.

PRB APPROVED



**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:12/15/2009

2. Phone Teleconference?No
Video Teleconference?No

At Phone #:

[Click here to view all previous PRB Actions for this project](#)

GENERAL INFORMATION

3. Form Date:

12/17/2009

4. Project Manager / Presenter Information:

Yumi Shapiro

(602) 712-7983

5. Form Created By:

Shapiro

9580 Design Section B

205 S 17th Ave, 113, 121F

PROJECT INFORMATION

6. Project Location / Name:

RED MESA TO TEEC NOS POS

7. Type of Work:

3" AC & AR -ACFC OL

8. CPS Id:

FP1G

9. District:

Holbrook

10. Route:

160

11. County:

Apache

12. Beg MP:

452.0

13. TRACS #:

H658601C

14. Len (mi.):

13

15. Fed ID #:

160-B(201)

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000):

0

17. Original Program Item # (Current 5 Yr Program):

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

8,200

18b. Total Program Budget

After Request (in \$000):

8,200

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Comments:

Fund Item #:

Details:

Amount (in \$000):

8,200

Comments:

Fund Item #:

72510

Details:

FY:2010-PAVEMENT
PRESERVATION -
STATEWIDE-Pavement
Preservation

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

2010

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

02/01/2010

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?NO

Have U&RR Clearance?YES

Have R/W Clearance?YES

Scoping Document Completed?YES

24c. Work Type Changed?No

24d. What is the current Stage?Post Stage IV

Have MATERIALS Memo?YES

Have C&S Approval?YES

Have CUSTOMIZED Schedule?YES

25. DESCRIPTION OF REQUEST:

Establish new project. The scope of the work will include new guardrail installation, cattle guard remove and replace, new bus pullout construction, turnout improvement including 1 re-alignment, new pipe liner installation, slope flattening, pipe extension, & new pipe installation.

26. JUSTIFICATION:

To repair and maintain the structural integrity of the roadway pavement as part of the pavement preservation program.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:
Establish a New Project.
Request to be in PPAC Agenda for 12/23/2009.

APPROVED/RECOMMENDED ACTIONS:
Item(s) Approved. Subject to PPAC Approval.

PRB APPROVED

**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:12/15/2009

2. Phone Teleconference?Yes

At Phone #: (928) 779-7580

Video Teleconference?No

[Click here to view all previous PRB Actions for this project](#)**GENERAL INFORMATION****3. Form Date:**

12/17/2009

4. Project Manager / Presenter Information:

George Wallace

(928) 779-7580

5. Form Created By:

Wallace

9210 Statewide Project Management

1901 S Milton Rd., F500

PROJECT INFORMATION**6. Project Location / Name:**

CORDES JCT TI

7. Type of Work:

RECONSTRUCT TI

8. CPS Id:

GM1C

9. District:

Prescott

10. Route:

17

11. County:

Yavapai

12. Beg MP:

261

13. TRACS #:

H426901C

14. Len (mi.):

2.0

15. Fed ID #:IM
017-B(001)**PROJECT REQUEST SUMMARY****16. Original Program Budget (in \$000):****17. Original Program Item # (Current 5 Yr Program):**

13603

18. Current Approved**Program Budget (in \$000):**

51,725

18a. (+/-) Program Budget**Request (in \$000):**

13,475

18b. Total Program Budget**After Request (in \$000):**

65,200

19. Currently Approved Budget Funding List:**19a. New / Budget Change Request Funding List:****Amount (in \$000):** 51,725**Fund Item #:** 13603**Comments:**
SPOT CAPACITY AND
OPERATIONAL
IMPROVEMENTS**Details:**
FY:2010-CORDES JCT
TI-Reconstruct TI**Amount (in \$000):** 13,475**Comments:****Fund Item #:** 72310**Details:**
FY:2010-CONTINGENCY -
STATEWIDE-Program Cost
Adjustments**20. JPA #s:****CURRENTLY APPROVED SCHEDULE****21. Current Fiscal Year:** 10**22. Current Bid Pkg Ready Date:** TBD**23. Current Bid Adv Date:** TBD**CHANGE REQUEST / NEW PROJECT SCHEDULE****21a. Request Fiscal Year to:****22a. Request Bid Pkg Ready Date to:****23a. Request Bid Adv Date to:****ADDITIONAL DETAILS****24a. Scope Changed?No****24b. Project Name/Location Changed?No****Have ENVIRONMENTAL Clearance?YES****Have U&RR Clearance?NO****Have R/W Clearance?NO****Scoping Document Completed?YES****24c. Work Type Changed?No****24d. What is the current Stage?Stage II****Have MATERIALS Memo?NO****Have C&S Approval?NO****Have CUSTOMIZED Schedule?NO****25. DESCRIPTION OF REQUEST:**

Increase this CMAR project budget by \$13,475,000.

26. JUSTIFICATION:

Project is to reconstruct outdated interchange to improve traffic operations and add additional access to Cordes Lakes area. Additional funding request is due to updated project cost estimate.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:**28. OTHER ALTERNATIVES:****REQUESTED ACTIONS:**Request to be in PPAC Agenda for 12/23/2009.
Change in Budget.**APPROVED/RECOMMENDED ACTIONS:**

Item(s) Approved. Subject to PPAC Approval.

PRB APPROVED

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STATE ENGINEER'S REPORT
December 2009

The Status of Projects Under Construction report for December 2009 shows 115 projects under construction valued at \$1,414,846,131.13. The transportation board awarded 7 projects during December valued at approximately \$13.0 million.

During December the Department finalized 8 projects valued at \$10,800,238.14. Projects where the final cost exceeded the contractors bid amount by more than 5% are detailed in your board package.

Year to date we have finalized 54 projects. The total cost of these 54 projects has exceeded the contractors bid amount by 4.9%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to 2.6%.

MONTHLY CONSTRUCTION REPORT

Dec-09

PROJECTS UNDER CONSTRUCTION	115
MONETARY VALUE OF CONTRACTS	\$1,414,846,131.13
PAYMENTS MADE TO DATE	\$1,015,564,555.20
INTERSTATE	28
PRIMARY	63
LOCAL GOVERNMENT	6
NON-FEDERAL AID	18
OTHER	0
CONTRACTS EXECUTED IN DECEMBER 2009	0
MONETARY AMOUNT OF CONTRACTS EXECUTED	\$0.00

FIELD REPORTS SECTION

EXT. 7301

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2010
 December, 2009

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
CM* PE0-0(003)A SS51001C Working Days: 180 Days Used: 134	NEW RIVER TRAIL Phoenix District	1,826,322.00	RUMMEL CONSTRUCTION, INC	Low Bid = \$1,350,069.75	(\$476,252.25) or 26.08% under State Estimate \$1,487,035.96	\$136,966.21	10.1 %
RAM 202-B-512 H689101C Working Days: 280 Days Used: 280	US 60/ 202L TI Phoenix District	6,882,260.00	FNF CONSTRUCTION, INC.	Low Bid = \$5,637,708.12	(\$1,244,551.88) or 18.08% under State Estimate \$5,518,409.88	(\$119,298.24)	-2.1 %
060-E-(200)A H681601C Working Days: 117 = 45 Days Used: 117	JCT SR 260 - MP 343 Globe District	1,903,183.50	HATCH CONSTRUCTION & PAVING, INC.	Low Bid = \$1,708,952.00	(\$194,231.50) or 10.21% under State Estimate \$1,797,407.44	\$88,455.44	5.2 %
PE0-0-(200)A SS64301C Working Days: 107 = 100 Days Used: 107	SKUNK CREEK-75TH AVE TO NEW RI Phoenix District	691,960.00	D & O CONTRACTORS, INC.	Low Bid = \$459,088.46	(\$232,871.54) or 33.65% under State Estimate \$526,694.74	\$67,606.28	14.7 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2010
 December, 2009

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
180-C-NFA H754601C	JCT 60 TO JCT 260 Globe District						
	Working Days: 45 Days Used: 39		COMBS CONSTRUCTION COMPANY, INC.	Low Bid = \$533,821.00	(\$34,014.00) or 5.99% under State Estimate \$526,441.91	(\$7,379.09)	-1.4 %
ARRA-040E(201)A H692401C	I-40 (EB) @ DEAD RIVER Holbrook District	567,835.00					
	Working Days: 60 Days Used: 51		BISON CONTRACTING CO., INC.	Low Bid = \$120,155.00	\$2,235.00 or 1.90% over State Estimate \$107,397.40	(\$12,757.60)	-10.6 %
010-C-NFA H725601C	I-10, 3RD AVENUE TO 3RD STREET Phoenix District	117,920.00					
	Working Days: 60 = 25 + 35 Days Used: 51		G.U.Y. CONSTRUCTION, L.L.C.	Low Bid = \$539,927.16	\$100,859.16 or 22.97% over State Estimate \$566,973.29	\$27,046.13	5.0 %
ARRA-277A(201)A H784701C	SR 277, MP 305.7 TO 312.7 Globe District	439,068.00					
	Working Days: 35 Days Used: 28		SOUTHWEST SLURRY SEAL, INC.	Low Bid = \$276,305.92	\$8,246.92 or 3.08% over State Estimate \$269,877.72	(\$6,428.20)	-2.3 %

Completed Contracts (Fiscal Year 2010)

December, 2009

	<u>No. of Contracts</u>	<u>State Estimate</u>	<u>Bid Amount</u>	<u>Final Cost</u>
<u>Totals</u>	8	\$12,696,607.50	\$10,626,027.41	\$10,800,238.34
# of Projects: 8		<u>Monetary</u> (\$2,070,580.09)		<u>Monetary</u> \$174,210.93

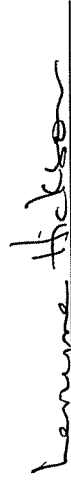
Accumulation to Date (Fiscal Year 2010 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
49	\$345,139,630.01	\$360,368,740.51	\$378,049,105.56	\$17,680,365.05	4.9%

Prepared By:

Yvonne Navarro
Field Reports Unit, X6849

Checked By:


Lenyne Hickson, Manager
Field Reports Unit, X7301

AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009
TOC PROJECTS

Priority	Project ID	RT	Begin MP	Ending MP	CO	Project Name	Type of Work	Pro-grammed	Cost	Accumulative Total
1	1	60	243.2	251.8	GI	Miami CL - McMillan Wash	Pavement Preservation	No	\$ 9,500,000	\$ 9,500,000
2	2	69	262.8	267.6	YV	Jct I-17 - Big Bug 1	Pavement Preservation	No	\$ 6,800,000	\$ 16,100,000
3	4	10	307.9	322	CH	East Benson - Johnson Road (EB)	Pavement Preservation	No	\$ 11,000,000	\$ 27,100,000
4	5	10	213	218.7	PN	Picacho Peak - Town of Picacho	Roadway Widening	No	\$ 30,000,000	\$ 57,100,000
5	6	191	159.5	160.5	GE	Black Hills Back Country Byway at MP 159.5	Intersection Improvement	No	\$ 750,000	\$ 57,850,000
6	7	95	63	80	LA	Peligro - Clarks	Pavement Preservation	No	\$ 11,000,000	\$ 68,850,000
7	8	89	420	426	CN	Townsend - Fernwood	Pavement Preservation	No	\$ 8,000,000	\$ 76,850,000
8	9	191	427	436	AP	South Of Chirle	Pavement Preservation	Yes	\$ 5,000,000	\$ 81,850,000
9	10	93	104.1	106	MO	SB Ranch Road	Construct Parallel Roadway	Yes	\$ 15,000,000	\$ 96,850,000
10	11	70	338.88	338.98	GH	8th Avenue Intersection	Intersection Improvement	Yes	\$ 191,000	\$ 97,041,000
11	13	10	357.5	362.7	CH	Luzena - Bowie (EB)	Pavement Preservation	No	\$ 3,000,000	\$ 100,041,000
12	15				State of	Chip Seal/Slurry Seal	Pavement Preservation	No	\$ 4,500,000	\$ 104,541,000
13	16				State of	Culvert Lining	Highway Safety Enhancement/Culvert Lining	No	\$ 3,800,000	\$ 108,141,000
14	17				State of	Fence	Safety Fence Replacement	No	\$ 8,000,000	\$ 116,141,000
15	19	160	389.5	402	NA	Kayenta - Jct N 59	Pavement Preservation	Yes	\$ 4,400,000	\$ 120,541,000
16	61	160	402	416	NA	Jct N 59 - Dennehdoso	Pavement Preservation	No	\$ 6,000,000	\$ 126,541,000
17	59	87	255	268	GI	Payson to Pine @ MP 255	Shoulder Widening	No	\$ 8,610,000	\$ 439,408,000
18	21	83	31	43	SC	Sonoita North	Pavement Preservation	Yes	\$ 2,750,000	\$ 137,901,000
19	22	60	278.8	286.4	GI	Timber Mountain - Seneca	Pavement Preservation	No	\$ 5,080,000	\$ 142,901,000
20	23	191	175	185	GE	Lower Coronado Trail at MP 175	Drainage Improvement	No	\$ 400,000	\$ 143,301,000

AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009
TOC PROJECTS

Priority	Project ID	RT	Begin MP	Ending MP	CO	Project Name	Type of Work	Pro-grammed	Cost	Accumulative Total
21	24	191	48.36	48.94	CH	Sunsites at High Street	Widen Roadway for Turn Lanes	Yes	\$ 595,000	\$ 143,896,000
22	25	160	311.5	320.5	CN	Jct 89 - Yarn's Trading Post	Pavement Preservation	Yes	\$ 4,100,000	\$ 147,996,000
23	42	40	205	208	CN	Walnut Canyon	Reconstruct Roadway	Yes	\$ 12,000,000	\$ 159,996,000
24	28	80	316.5	317.8	CH	Tombstone Streets	Pavement Preservation	No	\$ 1,956,000	\$ 161,952,000
25	30	40	347	348	AP	Black Creek Br. #1134, 1642 and 954	Bridge Rehabilitation	Yes	\$ 700,000	\$ 162,652,000
26	31	40	316	317	AP	Dead River Bridge EB (STR # 565)	Scour Retrofit	Yes	\$ 280,000	\$ 162,932,000
27	32	95	128.93	131.3	LA	Passing Lanes South of Bouse Wash	Construct Passing Lanes	Yes	\$ 1,800,000	\$ 164,732,000
28	115	95	24.2	24.8	YU	16th St @ MP 24.2 - 24.8	Roadway/Bridge Widening	No	\$ 11,500,000	\$ 176,232,000
29	116	191	67.9	94.7	GH	Dial Wash - Ten Ranch (Seg II)	Constr Parallel Roadway	YES	\$ 11,900,000	\$ 178,632,000

AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009
TOC PROJECTS

Priority	Project ID	RT	Begin MP	Ending MP	CO	Project Name	Type of Work	Pro-grammed	Cost	Accumulative Total
30	36	8	0	19	YU	MP 0 - MP 19	Sign Replacement	No	\$ 1,500,000	\$ 189,632,000
31	14	80	368.4	378.5	CH	East of Douglas	Pavement Preservation	No	\$ 6,500,000	\$ 186,132,000
32	18	40	46.7	57	MO	Holy Moses - Rattlesnake	Pavement Preservation	No	\$ 17,000,000	\$ 213,132,000
33	26	260	385	398.7	AP	Greer - Rodeo Grounds	Pavement Preservation	No	\$ 7,000,000	\$ 220,132,000
34	29	180	347	348.2	AP	Ranch - Jct 61	Pavement Preservation	No	\$ 2,700,000	\$ 222,832,000
35	27	17	263	263.5	YV	Cordes Jct. TI	Reconstruct TI	Yes	\$ 62,000,000	\$ 284,832,000
36	33	40	85.9	86.9	MO	Willow Creek Br. WB #1769	Bridge Rehabilitation	Yes	\$ 1,550,000	\$ 286,382,000
37	34	40	8	33	MO	Jct 95 - Walnut Creek (EB)	Pavement Preservation	No	\$ 25,000,000	\$ 311,382,000
38	35				Statewide	Raised Pavement Markers	RPM	No	\$ 6,000,000	\$ 317,382,000
39	37	198			SC	B-19 & SPRR OP # 980	Bridge Deck Rehabilitation	No	\$ 2,000,000	\$ 319,382,000
40	38	10	199.7	210.8	PN	I-8 - SR 87	Roadway Widening	Yes	\$ 56,000,000	\$ 374,382,000
41	20	60	263	278.8	GI	Ryan's Water - Rock Springs	Pavement Preservation	No	\$ 9,500,000	\$ 383,882,000
42	40	17	229	279	YV	MP 229 - MP 279	Sign Replacement	No	\$ 1,500,000	\$ 385,382,000
43	41	40	177	182	CN	MP 177 - MP 182	Pavement Preservation	Yes	\$ 1,000,000	\$ 386,382,000
44	43	160	452	465.33	AP	Red Mesa - Teec Nos Pos	Pavement Preservation	No	\$ 6,000,000	\$ 392,382,000
45	44	17	340	340.42	CN	MP 340.01 - MP 340.42	Pavement Preservation	No	\$ 300,000	\$ 392,682,000
46	45	87	231.8	236.2	GI	Ord Mine - Jct 188	Pavement Preservation	No	\$ 1,500,000	\$ 394,182,000
47	46	95	156.6	157.1	LA	Holiday Harbor	Roadway and Drainage Improvement	No	\$ 3,500,000	\$ 397,682,000
48	48	40	21	33.1	MO	MP 21 - Walnut Creek (WB)	Pavement Preservation	No	\$ 11,476,000	\$ 409,158,000
49	49	95	243.9	249.8	MO	Bridge to Marina	Pavement Preservation	No	\$ 6,000,000	\$ 415,158,000
50	50	191	390	392	AP	Wilde Ruins	Passing Lane	Yes	\$ 2,400,000	\$ 417,558,000
51	51	40	247	298	CN	MP 247 - MP 298	Sign Replacement	No	\$ 1,150,000	\$ 418,708,000

AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009
TOC PROJECTS

Priority	Project ID	RT	Begin MP	Ending MP	CO	Project Name	Type of Work	Pro-grammed	Cost	Accumulative Total
52	52	40	74.5	79.5	MO	Peacock Wash - Silver Springs TI	Pavement Preservation	No	\$ 5,000,000	\$ 423,708,000
53	53	40	Various		NA	Holbrook District	Spot Repairs - District Wide	No	\$ 2,000,000	\$ 425,708,000
54	54	87	131.5	134.3	PN	S. Coolidge - Jct 287	Pavement Preservation	No	\$ 3,500,000	\$ 429,208,000
55	55	87	267	277.2	YV	Cinch Hook - Pine	Pavement Preservation	No	\$ 8,200,000	\$ 437,408,000
56	56	82	61.2		CH	San Pedro River Bridge # 403	Bridge Scour Retrofit	Yes	\$ 200,000	\$ 437,608,000
57	57				Statewide db	Statewide Steel Girder Repair (10 bridges)	Steel Girder Repair	Yes	\$ 1,100,000	\$ 438,708,000
58	58	79	135.5	135.5	PN	Gila River Bridge # 501	Bridge Deck Rehabilitation	No	\$ 700,000	\$ 439,408,000
59	60	180	465.1	465.4	AP	Tec Nos Pos	POE Improvement	Yes	\$ 600,000	\$ 440,008,000
60	12	177	136.31	137	GI	Winkelman	Pavement Preservation	No	\$ 600,000	\$ 440,608,000
61	62	89	283.4	295	YV	People's Valley Yard - Wilhoit	Pavement Preservation	No	\$ 4,800,000	\$ 445,408,000
62	63	40	9.8	9.8	MO	Lake Havasu TLUP # 1586	Bridge Deck Rehabilitation	No	\$ 400,000	\$ 445,808,000
63	64	89	313.4	313.4	YV	Granite Creek Bridges NB & SB #482 & 1042	Bridge Replacement	Yes	\$ 2,600,000	\$ 448,408,000
64	65	89	346.7	346.7	YV	Hell Canyon Bridge #483	Bridge Deck Rehabilitation	No	\$ 400,000	\$ 448,808,000
65	66	17	298.96	311.7	YV	Jct 179 - Yavapai Co Line	Pavement Preservation	Yes	\$ 15,000,000	\$ 463,808,000
66	67	180	324.9	338.3	NA	Petrified Forest	Pavement Preservation	No	\$ 615,000	\$ 464,423,000
67	68	260	350	350.4	NA	Porter Mountain Rd to Woodland Rd	Transportation Enhancement	Yes	\$ 481,000	\$ 464,904,000
68	69	40	0	2	MO	State Line - MP 2	Pavement Preservation	No	\$ 4,000,000	\$ 468,904,000
69	70	191	374.04	385.35	AP	Jct 140 - MP 385	Pavement Preservation	No	\$ 8,500,000	\$ 477,404,000
70	72	40	14.9	15.9	MO	Buck Mountain Wash	Bridge Rehabilitation	Yes	\$ 2,000,000	\$ 479,404,000
71	73	40	131	139	YV	Seligman - Pineveta (EB)	Pavement Preservation	No	\$ 7,000,000	\$ 486,404,000
72	74	89	495	503.8	CN	The Gap - Cedar Ridge T. Post	Pavement Preservation	No	\$ 6,500,000	\$ 492,904,000

AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009
TOC PROJECTS

Priority	Project ID	RT	Begin MP	Ending MP	CO	Project Name	Type of Work	Pro-programmed	Cost	Accumulative Total
73	75	17	311.6	323	CN	Munds Park - Yavapai Co Ln (SB)	Pavement Preservation	No	\$ 2,200,000	\$ 495,104,000
74	76	40	217.9	225	CN	Cocconito Forest Boundary to Buffalo Range EB & WB	Pavement Preservation Chip Seal and Guardrail Extension	No	\$ 12,000,000	\$ 507,104,000
75	77	78	154.65	165.5	GE	Jct 191 to Forest Service Boundary	Pavement Preservation	No	\$ 1,000,000	\$ 508,104,000
76	78	17	305	312	YV	Stoneman Lake - County Line	Pavement Preservation	No	\$ 4,000,000	\$ 512,104,000
77	105	79	126	129	PN	Box Culvert Extension at MP 126.0	Culvert Extension	No	\$ 1,000,000	\$ 513,104,000
78	106	79	124.2	126	PN	Box Culvert Extension at MP 124.2	Culvert Extension	No	\$ 900,000	\$ 514,004,000
TOTAL									\$ 514,004,000	

Interstate Federal-Aid (“A” “B”) 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 11a:** BIDS OPENED: December 11
HIGHWAY: TUCSON-BENSON HIGHWAY (I-10)
SECTION: I-10, I-19 to Valencia Road
COUNTY: Pima
ROUTE NO.: I-10
PROJECT: ARRA-010-D(206)A 010 PM 260 H640401C
FUNDING: 100% Federal
LOW BIDDER: Contractors West, Inc.
AMOUNT: \$ 3,099,649.62
STATE AMOUNT: \$ 6,109,493.00
\$ UNDER: \$ 3,009,843.38
% UNDER: 49.3%
NO. BIDDERS: 8
RECOMMENDATION: AWARD



ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:
 230 Working Days

The proposed Roadway Improvement project is located in Pima County, in the Coronado National Forest, 12 miles north of the Town of Sonoita, on State Route 83 from MP 44.0 to MP 45.5. The project consists of widening the outside shoulders to five feet and flattening the radius of one curve to improve safety. The work includes roadway reconstruction/realignment/widening, earthwork, asphaltic concrete paving, chip seal, guardrail, drainage facilities, pavement markings, signing, rumble strips, and other related work.

Bid Opening Date : 12/11/2009, Prequalification Required, Engineer Specialist : Salahuddin Mohammed

Project No.	Highway Termini	Location	Item
083 PM 044 H705701C 083-A-(200)A	PARKER CANYON LAKE TO MOUNTAIN VIEW HWY, SR 83	MP 44.0 - 45.5 Tucson District	18709

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$1,198,800.95	RUMMEL CONSTRUCTION, INC	7520 E. ADOBE DRIVE SCOTTSDALE, AZ 85255
	\$1,209,645.00	DEPARTMENT	
2	\$1,411,582.00	MERIDIAN ENGINEERING COMPANY	3855 NORTH BUSINESS CENTER DRIVE TUCSON, AZ 85705
3	\$1,434,382.90	SOUTHERN ARIZONA PAVING & CONSTRUCTION, CO.	4102 E ILLINOIS ST TUCSON, AZ 85714
4	\$1,455,209.14	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281
5	\$1,455,464.40	NAC CONSTRUCTION A DIVISION OF COLORADO RIVER MATERIALS, INC	8359 W. TANGERINE ROAD MARANA, AZ 85658-9301

Rank	Bid Amount	Contractor Name	Address of Contractor
6	\$1,484,954.08	MARKHAM CONTRACTING CO., INC.	22820 NORTH 19TH AVENUE PHOENIX, AZ 85027-1312
7	\$1,495,713.65	BISON CONTRACTING CO., INC.	2449 EAST CHAMBERS STREET PHOENIX, AZ 85040
8	\$1,798,000.00	PIERSON CONSTRUCTION CORPORATION	222 S 52ND STREET TEMPE, AZ 85281

Apparent Low Bidder is 0.9% Under Department Estimate (Difference = (\$10,844.05))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, DECEMBER 11, 2009, AT 11:00 A.M. (M.S.T.)

TRACS NO 083 PM 044 H7057 01C
PROJ NO HES-083-A(200)A
TERMINI PARKER CANYON LAKE TO MOUNTAIN VIEW HWY, SR 83
LOCATION MP 44.0 – 45.5

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 83	44.0 to 45.5	TUCSON	18709

The amount programmed for this contract is \$2,390,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed Roadway Improvement project is located in Pima County, in the Coronado National Forest, 12 miles north of the Town of Sonoita, on State Route 83 from MP 44.0 to MP 45.5. The project consists of widening the outside shoulders to five feet and flattening the radius of one curve to improve safety. The work includes roadway reconstruction/realignment/widening, earthwork, asphaltic concrete paving, chip seal, guardrail, drainage facilities, pavement markings, signing, rumble strips, and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Removal of Asphaltic Concrete Pavement	SQ.YD.	6,076
Remove and Salvage Guard Rail	L.FT.	3,800
Roadway Excavation	CU.YD.	36,290
Borrow (in place)	CU.YD.	6,392
Aggregate Base, Class 2	CU.YD.	1,900
Emulsified Asphalt (CRS-2)	TON	60
Asphaltic Concrete (Misc. Struct.)(Special Mix)	TON	2,405
Permanent Pavement Marking (Painted)	L.FT.	25,300
Dual Component Pavement Marking	L.FT.	38,000
Seeding (Class II)	ACRE	10
Shrub (Agave 3 inch to 3 feet)(Salvage and Replant)	EACH	260
Reconstruct Guard Rail (From Salvage)	L.FT.	3,425
Contractor Quality Control	L.SUM	1
Construction Surveying and Layout	L.SUM	1
Ground-in Rumble Strip (8 inch)	L.FT.	5,400

The time allowed for the completion of the work included in the Construction Phase of the contract will be 230 working days.

The time allowed for the completion of the work included in the Landscape Establishment Phase of the contract will be 730 calendar days.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$35, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is

desired. An additional fee of \$5 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

Cross sections and/or earthwork quantity sheets, if available, may be ordered from the Control Desk of Roadway Design Section at (602) 712-8667. Orders must be placed at least five days prior to bid opening to insure availability. Documents may be picked up and paid for at Contracts & Specifications Section.

One CD containing the geotechnical investigation report is available for sale at Contracts and Specifications. The cost of each CD is \$5.00, payable at time of order by cash, check or money order.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Intermodal Transportation Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	Mohammed Salahuddin	(602) 712-8260
Construction Supervisor:	Roderick Lane	(520) 209-4537

BARRY CROCKETT,
Engineer-Manager
Contracts & Specifications Section

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

60 Calendar Days

The proposed work is located in Maricopa County on State Route 87 (Country Club Drive) between Western Canal (MP 170.20) and Baseline Road (MP 171.72) at the city limits of Mesa, Chandler, and Gilbert. The project starts 25' south of the centerline of the Western Canal and ends at the south curb line of Baseline Road. The proposed work consists of milling 2 ½ inches of the existing asphalt concrete pavement and replacing it with 2 ½ inches of new asphalt concrete pavement. The work also includes pavement marking, loop detector replacement and other related work.

Bid Opening Date : 12/11/2009, Prequalification Required, Engineer Specialist : Leonard Bradley

Project No.	Highway Termini	Location	Item
087 MA 170 H772101C 087-A-(201)A	PICACHO-COOLIDGE-CHANDLER-MESA HIGHWAY	WESTERN CANAL - BASELINE RD Phoenix District	72509

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$883,500.00	M.R. TANNER DEVELOPMENT & CONST, INC. DBA M.R. TANNER CONSTR	1327 WEST SAN PEDRO STREET GILBERT, AZ 85233
2	\$888,240.30	NESBITT CONTRACTING CO., INC.	100 SOUTH PRICE ROAD TEMPE, AZ 85281-3118
3	\$898,100.00	MARKHAM CONTRACTING CO., INC.	22820 NORTH 19TH AVENUE PHOENIX, AZ 85027-1312
4	\$899,783.00	WHEELER CONSTRUCTION, INC.	P.O. BOX 5277 PHOENIX, AZ 85010-5277
5	\$903,400.00	J. BANICKI CONSTRUCTION, INC.	6423 S. ASH AVENUE TEMPE, AZ 85283
6	\$905,303.32	SUNLAND, INC. ASPHALT & SEAL COATING	3002 S. PRIEST DRIVE TEMPE, AZ 85282
7	\$922,678.30	CONSTRUCTION 70, INC.	PO BOX 62345 PHOENIX, AZ 85082-2345

Rank	Bid Amount	Contractor Name	Address of Contractor
8	\$930,055.65	RICOR, INC.	3749 E. SUPERIOR AVE. PHOENIX, AZ 85040
9	\$931,095.40	KNOCHEL BROTHERS, INC.	1441 E. ALAMEDA PHOENIX, AZ 85024
10	\$954,507.60	MEADOW VALLEY CONTRACTORS, INC.	PO BOX 60726 PHOENIX, AZ 85082-0726
11	\$959,163.45	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
12	\$966,317.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714
	\$991,211.00	DEPARTMENT	
13	\$1,112,547.59	INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC.	107 N.TONTO ST. PAYSON, AZ 85541

Apparent Low Bidder is 10.9% Under Department Estimate (Difference = (\$107,711.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, DECEMBER 11, 2009, AT 11:00 A.M. (M.S.T.)

TRACS NO 087 MA 170 H7721 01C
PROJ NO 087-A(201)A
TERMINI PICACHO-COOLIDGE-CHANDLER-MESA HIGHWAY
LOCATION SR 87, WESTERN CANAL TO BASELINE ROAD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 87	170.2 to 171.72	PHOENIX	72509

The amount programmed for this contract is \$1,500,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Maricopa County on State Route 87 (Country Club Drive) between Western Canal (MP 170.20) and Baseline Road (MP 171.72) at the city limits of Mesa, Chandler, and Gilbert. The project starts 25' south of the centerline of the Western Canal and ends at the south curb line of Baseline Road. The proposed work consists of milling 2 ½ inches of the existing asphalt concrete pavement and replacing it with 2 ½ inches of new asphalt concrete pavement. The work also includes pavement marking, loop detector replacement and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Remove Bituminous Pavement (Milling) (2 ½")	Sq.Yd.	83,850
Bituminous Tack Coat	Ton	28
Asphalt Binder (PG 76-22 TR+)	Ton	580
Asphaltic Concrete (3/4" Mix)	Ton	11,565
Warning Lights (Type C)	Each-Day	2,900
Truck Mounted Attenuator	Each-Day	9
Temporary Sign (10 S.F. or More)	Each-Day	1,550
Flashing Arrow Panel	Each-Day	100
Changeable Message Board (ContractorFurnished)	Each-Day	120
Pavement Marking (White & Yellow Thermoplastic)	L.Ft.	50,415
Pavement Marking (Transverse)(Thermoplastic)	L.Ft.	2,760
Pavement Marker, Raised, Type D	Each	546
Pavement Marker, Raised, Type G	Each	910
Permanent Pavement Marking (Painted) (W & Y)	L.Ft.	28,920
Loop Detector Traffic Counter System	Each	2
Loop Detector for Traffic Signals (6'x50')(Quad)	Each	6
Loop Detector for Traffic Signals (6'x20')(Quad)	Each	8
Contractor Quality Control	L.Sum	1
Construction Surveying and Layout	L.Sum	1

The time allowed for the completion of the work included in this project will be 60 calendar days.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$13.00, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Intermodal Transportation Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	Brad Leonard	(602) 712-7152
Construction Supervisor:	Mike Zimnick	(602) 712-8965

BARRY CROCKETT,
Engineer-Manager
Contracts & Specifications Section

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:
 125 Working Days

The proposed project is located in Pinal County on SR 177, Yavapai County on SR 179 and SR 260 and Apache County on SR 264. The work consists of upgrading existing guard rail and bridge rail systems including removing guardrail blunt ends and replacing them with approved end terminals, reconstructing guardrail, extending guardrail, bridge rail replacement, and other associated work.

Bid Opening Date : 12/11/2009, Prequalification Required, Engineer Specialist : Jafari Reza

Project No.	Highway Termini	Location	Item
999 SW 000 H796101C HES 999-A(246)A SR264	VARIOUS LOCATIONS SR 177, SR 179, SR 260, SR264	STATEWIDE GUARDRAIL 2010 Flagstaff District	72309

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$955,000.00	BISON CONTRACTING CO., INC.	2449 EAST CHAMBERS STREET PHOENIX, AZ 85040
2	\$1,015,296.34	SHOW LOW CONSTRUCTION, INC. DEPARTMENT	1801 WEST DEUCE OF CLUBS, SUITE 300 SHOW LOW, AZ 85901
3	\$1,197,000.50	MEADOW VALLEY CONTRACTORS, INC.	PO BOX 60726 PHOENIX, AZ 85082-0726
4	\$1,235,093.50	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302
5	\$1,380,864.40	MERIDIAN ENGINEERING COMPANY	3855 NORTH BUSINESS CENTER DRIVE TUCSON, AZ 85705

Rank	Bid Amount	Contractor Name	Address of Contractor
6	\$1,425,773.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714

Apparent Low Bidder is 6.1% Under Department Estimate (Difference = (\$62,193.60))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, DECEMBER 11, 2009, AT 11:00 A.M. (M.S.T.)

TRACS NO 999 SW 000 H796101C
 PROJ NO HES-999-A-(246)A
 TERMINI VARIOUS LOCATIONS SR177, SR179, SR260 AND SR264
 LOCATION STATEWIDE GUARDRAIL 2010

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 177	164.79 – 167.57	TUCSON	16510
SR 179	299.42 – 304.19	FLAGSTAFF	16510
SR 260	224.37 – 236.77	PRESCOTT	16510
SR 264	451.29 – 451.49	HOLBROOK	16510

The amount programmed for this contract is \$1,700,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in Pinal County on SR 177, Yavapai County on SR 179 and SR 260 and Apache County on SR 264. The work consists of upgrading existing guard rail and bridge rail systems including removing guardrail blunt ends and replacing them with approved end terminals, reconstructing guardrail, extending guardrail, bridge rail replacement, and other associated work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
REMOVAL OF STRUCTURAL CONCRETE	CU.YD.	75
REMOVAL OF EMBANKMENT CURB	L.FT.	100
REMOVAL OF GUARD RAIL	L.FT.	4,569
REMOVE AND SALVAGE BREAKAWAY CABLE TERMINAL	EACH	39
REMOVE (CONCRETE ANCHOR)	EACH	39
BORROW(GR TERMINAL APRONS&TEMP CON BARRIER)	CU.YD.	2,612
TEMPORARY CONCRETE BARRIER(Install&Removal)	L.FT.	1,540
TEMPORARY IMPACT ATTENUATORS(Install&Removal)	EACH	8
TEMPORARY CONCRETE BARRIER (IN USE)	L.FT./DAY	29,140
TEMPORARY IMPACT ATTENUATORS(IN USE)	EACH-DAY	148
TRUCK MOUNTED ATTENUATOR	EACH-DAY	8
TEMPORARY SIGN(10 S.F. OR MORE)	EACH-DAY	3,746
CHANGEABLE MESSAGE BOARD(CONTRACTOR FRNSH)	EACH-DAY	426
PILOT VEHICLE WITH DRIVER	HOUR	172
FLAGGING SERVICES(CIVILIAN)	HOUR	2,272
TEMPORARY TRAFFIC SIGNALS	L.SUM	1
SEEDING(CLASS II)	ACRE	2
GUARD RAIL, W- BEAM, SINGLE FACE	L.FT.	6,750
GUARD RAIL, W- BEAM, SINGLE FACE (Weathering Steel)	L.FT.	2,188
CONSTRUCTION SURVEYING AND LAYOUT	L.SUM	1
F-SHAPE BRIDGE CONCRETE BARRIER AND TRANSITION(32 in)	L.FT.	712
REINFORCING STEEL	LB.	2050
THRIE-BEAM GUARD RAIL TRANSITION SYSTEM	EACH	8
PLACE DOWELS	EACH	1,116

Some portions of this project are located on the Native American Reservations, in the Navajo Nation areas, which may subject the contractor to the laws and regulations of the Navajo Nation and its TERO office. Contractors are advised to make themselves aware of any taxes, fees or any conditions that may be imposed by the Navajo Nation on work performed on the Reservation.

The time allowed for the completion of the work included in this project will be 125 working days.

The Arizona Department of Transportation hereby notifies all bidders that pursuant to this advertisement for bids, Disadvantaged Business Enterprises will be afforded full opportunity to submit bids in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$27, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

This project is eligible for electronic bidding.

No contracting firm will be issued a proposal pamphlet until it has become prequalified. The Application for Contractor Prequalification shall be filed at least 15 calendar days prior to the bid opening date. The Application may be obtained from Contracts and Specifications Section.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than ten percent of the amount of the bid or in the form of a surety (bid) bond for ten percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Proposal pamphlets shall be submitted only in the envelope provided by the Department to:

Arizona Department of Transportation
Intermodal Transportation Division
Contracts and Specifications Section
1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Engineering Specialist:	Reza Jafari	(602) 712-7953
Construction Supervisor:	Steve Monroe	(928) 714-2291

BARRY CROCKETT,
Engineer-Manager
Contracts & Specifications Section

RJ:udrive:projects:active:h796101c

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

285 Working Days

The proposed work is located in Pima County, on I-10, from I-19 to Valencia Road and I-19, from I-10 to approximately San Xavier Road within the City of Tucson. The work consists of constructing a Freeway Management System (FMS), consisting of Dynamic Message Signs (DMS), Closed Circuit Television (CCTV) cameras, Traffic Count Stations, traffic interchange signal interconnection, fiber optic cable, and the associated communication system.

Bid Opening Date : 12/11/2009, Prequalification Required, Engineer Specialist : Carroll James

Project No.	Highway Termini	Location	Item
010 PM 260 H640401C ARRA-010D(206)A	TUCSON - BENSON HIGHWAY (I-10)	I-10, I-19 TO VALENCIA ROAD Tucson District	14406

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$3,099,649.62	CONTRACTORS WEST, INC.	1830 W. BROADWAY RD. MESA, AZ 85202-1125
2	\$3,558,611.52	ITS ENGINEERS AND CONSTRUCTORS OF UTAH INC.	22505 NORTH 19TH AVE SUITE 1 PHOENIX, AZ 85027
3	\$3,593,793.50	C S CONSTRUCTION, INC.	22023 N 20TH AVE PHOENIX, AZ 85027
4	\$3,969,543.95	PULICE CONSTRUCTION, INC.	2033 W. MOUNTAIN VIEW RD. PHOENIX, AZ 85021
5	\$4,162,213.00	MEADOW VALLEY CONTRACTORS, INC.	4602 E. THOMAS RD. PHOENIX, AZ 85018
6	\$4,256,291.40	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
7	\$4,496,165.54	THE ASHTON COMPANY, INC. CONTRACTORS & ENGINEERS	2727 S. COUNTRY CLUB ROAD TUCSON, AZ 85713

Rank	Bid Amount	Contractor Name	Address of Contractor
8	\$5,063,749.44	POWER ENGINEERS, INC.	P.O. BOX 1066 HAILEY, ID 8333
	\$6,109,493.00	DEPARTMENT	

Apparent Low Bidder is 49.3% Under Department Estimate (Difference = (\$3,009,843.38))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, DECEMBER 11, 2009, AT 11:00 A.M. (M.S.T.)

TRACS NO 010 PM 260 H640401C
PROJ NO ARRA-010-D(206)A
TERMINI TUCSON – BENSON HIGHWAY (I-10)
LOCATION I-10, I-19 TO VALENCIA ROAD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-10	260.20 to 267.20	TUCSON	14406

The amount programmed for this contract is \$9,100,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Pima County, on I-10, from I-19 to Valencia Road and I-19, from I-10 to approximately San Xavier Road within the City of Tucson. The work consists of constructing a Freeway Management System (FMS), consisting of Dynamic Message Signs (DMS), Closed Circuit Television (CCTV) cameras, Traffic Count Stations, traffic interchange signal interconnection, fiber optic cable, and the associated communication system.

	UNIT	QUANTITY
REPRESENTATIVE ITEMS		
Bridge Sign Structure (Tubular) (DMS)	Each	4
Dynamic Message Signs Installations	Each	4
Poles (Type G)	Each	12
Poles (CCTV) (55 FT.)	Each	16
CCTV Field Equipment	Each	16
96 SMFO Cable, Trunk	L. Ft.	62,000
12 SMFO Cable, Branch	L. Ft.	12,000
Control Cabinets	Each	20
Load Centers	Each	12
Electrical Conduits	L. Ft.	235,000
Conductors	L. Ft.	115,000
Pull Boxes	Each	300
Seeding	Acre	5
Construction Surveying and Layout	L. Sum	1

The time allowed for the completion of the work included in this project will be 285 working days.

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Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85006-2014

85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$94.00, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

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1651 West Jackson Street, Room 121F
Phoenix, Arizona 85007-3217

Sealed bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

C&S Technical Engineer	James Carroll	(602) 712-7445
Construction Engineer	Roderick Lane	(520) 209-4537

BARRY CROCKETT,
Engineer-Manager
Contracts & Specifications Section 201 of 201