



# Arizona Department of Transportation

## State Transportation Board

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

**Janice K. Brewer**  
*Governor*

**Robert M. Montoya**  
*Chairman*

**John S. Halikowski**  
*Director*

**William J. Feldmeier**  
*Vice Chairman*

**Felipe A. Zubia**  
**Bobbie Lundstrom**  
**Victor Flores**  
**Stephen W. Christy**  
**Kelly Anderson**

**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, April 16, 2010, beginning at 9:00 a.m., at the Town of Oro Valley Council Chambers, 11000 N. La Canada Drive, Oro Valley, Arizona 85737. 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, April 16, 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 discussion 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 9th day of April, 2010**  
**STATE TRANSPORTATION BOARD**  
By: Mary Currie

# Arizona Highways, Airports, and Railroads



**State Highway System**

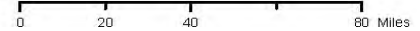
- Interstate
- State Route
- US Highway

- 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





**AGENDA**  
**STATE TRANSPORTATION BOARD**  
**PUBLIC HEARING AND BOARD MEETING**  
**9:00 a.m., Friday, April 16, 2010**  
**Town of Oro Valley Council Chambers**  
**11000 N. La Canada Drive**  
**Oro Valley, Arizona 85737**

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, April 16, 2010, 9:00 a.m., at the Town of Oro Valley Council Chambers, 11000 N. La Canada Drive, Oro Valley, Arizona 85737. The Board may vote to go into Executive Session, which will not be open to the public, to discuss certain matters relating to any items on the agenda. Members of the Transportation Board will attend either in person or by telephone conference call.

**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, April 16, 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 Montoya.

**Roll Call**

Roll call by Board Secretary, Mary Currie

**Opening Remarks**

Opening remarks by Chairman Montoya.

**PUBLIC HEARING**

Presentation of FY 2011 – 2015 ADOT Tentative Five Year Transportation Facilities Construction Program Recommendations (Including FY 2010 Modifications)

**ITEM A:** FY 2011 - 2015 Statewide Subprograms  
(For information and discussion only – Jennifer Toth)



**ITEM B:** FY 2011 - 2015 Statewide Highway Construction Program  
(Excluding MAG and PAG)  
(For information and discussion only – Jennifer Toth)

**ITEM C:** FY 2011 - 2015 PAG Regional Highway Construction Program  
(For information and discussion only – Jennifer Toth)

**ITEM D:** FY 2011 - 2015 MAG Regional Highway Construction Program  
(For information and discussion only – Steve Hull)

**ITEM E:** FY 2011 - 2015 Airport Development Program  
(For information and discussion only – Jennifer Toth)

**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.**

**\*Adjournment**



**BOARD MEETING**

**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.**

**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****PAGE 8**

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

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

- Minutes of previous Board 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 - Kevin Biesty)

**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 long term plan and other planning activities.  
(For information and discussion only – Jennifer Toth)

- \*ITEM 7: Priority Planning Advisory Committee (PPAC)** **PAGE 170**  
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: State Engineer’s Report** **PAGE 207**  
Staff will present a report showing the status of highway projects under construction, including total number and dollar value.  
(For information and discussion only - Dallas Hammit)
- \*ITEM 9: American Recovery and Reinvestment Act (ARRA) 2009 Update** **PAGE 217**  
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 - Dallas Hammit)
- \*ITEM 10: ARRA II Priority List** **PAGE 222**  
Staff will present information on its recommended priority list of projects for potential ARRA II Funds the State might receive.  
(For discussion and possible action – Dallas Hammit)
- \*ITEM 11: Construction Contracts** **PAGE 225**  
Staff will present recommended construction project awards that are not on the Consent Agenda.  
(For discussion and possible action – Dallas Hammit)
- ITEM 12: Comments and Suggestions**  
Board Members will have the opportunity to suggest items they would like to have placed on future Board Meeting Agendas.

## **\*Adjournment**

\*ITEMS that may require Board Action

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

- Minutes of previous Board 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

**MINUTES APPROVAL**

- Board Meeting Minutes - February 19, 2010
- Board Study Session Minutes - March 3, 2010
- PPAC Meeting Minutes - March 4, 2010
- Board Public Hearing Minutes - March 19, 2010
- Board Meeting Minutes - March 19, 2010
- Highway Program Monitoring Report

**ITEM 2a: Change date of the Eagar, Arizona Board Meeting to Thursday, September 16, 2010**

The Board will consider changing the date of the September Board Meeting to Thursday, September 16, in order to accommodate an ADOA mandated furlough day, September 17, which falls on the previous Board approved meeting day.

**RIGHT OF WAY RESOLUTIONS**

<b>ITEM 2b:</b>	RES. NO:	2010-04-A-031
	PROJECT:	I-8-1(37)12 / 008YU012H088801R
	HIGHWAY:	YUMA – CASA GRANDE
	SECTION:	Fortuna Wash – Telegraph Pass (Shay Oil)
	ROUTE NO.	Interstate Route 8
	ENG. DIST.	Yuma
	COUNTY:	Yuma
	PARCEL:	14-1177
	RECOMMENDATION:	Establish new right of way as a State Route and State Highway by donation



# CONSENT AGENDA

**ITEM 2c:** RES. NO: 2010-04-A-032  
PROJECT: 101LMA000H726701R  
HIGHWAY: AGUA FRIA FREEWAY  
SECTION: S.R. 101L at 99<sup>th</sup> Ave., I-10 to M.C. 85  
ROUTE NO. State Route 101 Loop  
ENG. DIST. Phoenix  
COUNTY: Maricopa  
RECOMMENDATION: Amend Resolution 2009-07-A-041 as a State Route and State Highway due to a design change

**ITEM 2d:** RES. NO: 2010-04-A-033  
PROJECT: M-951-6-801  
HIGHWAY: SANTA FE AVENUE – FLAGSTAFF URBAN AREA  
SECTION: Flagstaff Streets (@4<sup>th</sup> Street)  
ROUTE NO. State Route 40B  
ENG. DIST. Flagstaff  
COUNTY: Coconino  
RECOMMENDATION: Establish additional right of way as a State Route and State Highway for improvements to enhance safety of the traveling public

**ITEM 2e:** RES. NO: 2010-04-A-034  
PROJECT: F.I. 86 / 089SC020H088801R  
HIGHWAY: TUCSON - NOGALES  
SECTION: Otero – Carmen (Tumacacori Mission Land Development)  
ROUTE NO. U.S. Route 89  
ENG. DIST. Tucson  
COUNTY: Santa Cruz  
PARCEL: 12-0515  
RECOMMENDATION: Establish new right of way as a State Route and State Highway by donation

**ITEM 2f:** RES. NO: 2010-04-A-035  
PROJECT: U-191-D-701 / 191AP355H541201R  
HIGHWAY: ST. JOHNS - SANDERS  
SECTION: Morgan Canyon Wash (M.P. 355-356)  
ROUTE NO. U. S. Route 191  
ENG. DIST. Holbrook  
COUNTY: Apache  
PARCEL: 1-0442-A  
RECOMMENDATION: Establish new right of way as a State Route for drainage channel improvements

**ITEM 2g:** RES. NO: 2010-04-A-036  
PROJECT: 260NA317H770501R  
HIGHWAY: PAYSON – SHOW LOW  
SECTION: Willow Wash – Timberland Rd.  
ROUTE NO. State Route 260  
ENG. DIST. Globe  
COUNTY: Navajo  
RECOMMENDATION: Establish new right of way as a State Route for widening improvements to enhance safety of the traveling public

**ITEM 2h:** RES. NO: 2010-04-A-037  
PROJECT: 089AYV370H756001R  
HIGHWAY: PRESCOTT - FLAGSTAFF  
SECTION: Foothills Dr. – Jct. S. R. 179  
ROUTE NO. State Route 89A  
ENG. DIST. Flagstaff  
COUNTY: Yavapai  
RECOMMENDATION: Establish new right of way as a State Route for widening improvements to enhance safety of the traveling public

**ITEM 2i:** RES. NO: 2010-04-A-038  
PROJECT: 010PM239H746701R  
HIGHWAY: TUCSON - BENSON  
SECTION: Tangerine Road T.I.  
ROUTE NO. Interstate Route 10  
ENG. DIST. Tucson  
COUNTY: Pima  
RECOMMENDATION: Establish new right of way as a State Route for traffic interchange improvements to enhance safety of the traveling Public

(This space left intentionally blank)

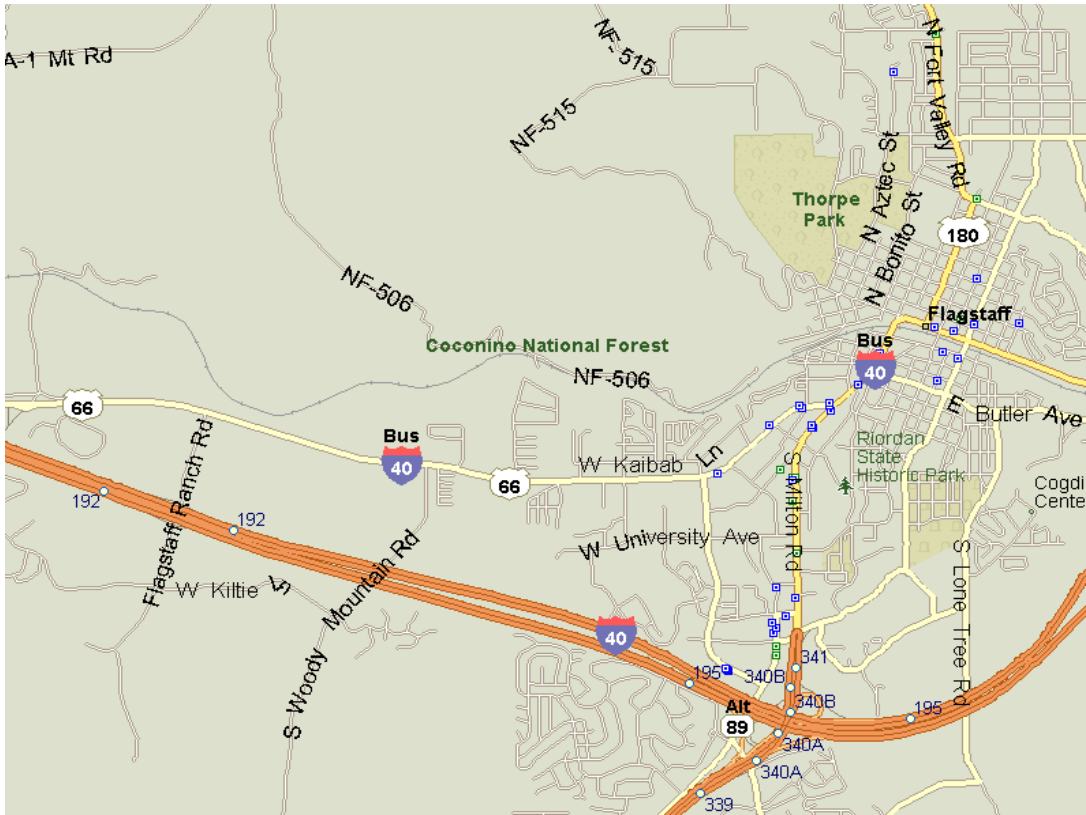
# CONSENT AGENDA

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:                    March 26  
                  HIGHWAY:                                CITY OF SIERRA VISTA  
                  SECTION:                                 Charleston Road  
                  COUNTY:                                 Cochise  
                  ROUTE NO.:                               N/A  
                  PROJECT:                                 ARRA-SVS-0(204)A 0000 CH SVS SS74501C  
                  FUNDING:                                98% Federal      2% City of Sierra Vista  
                  LOW BIDDER:                            K E & G Construction, Inc.  
                  AMOUNT:                                 \$      2,131,439.74  
                  STATE AMOUNT:                        \$      2,505,890.00  
                  \$ UNDER:                               \$      374,450.26  
                  % UNDER:                               14.9%  
                  NO. BIDDERS:                            9  
                  RECOMMENDATION:                    AWARD



**ITEM 2k:** BIDS OPENED: March 26  
HIGHWAY: COCONINO COUNTY  
SECTION: Flagstaff Ranch Road-Woody Mountain Road  
COUNTY: Coconino  
ROUTE NO.: Route 66  
PROJECT: ARRA-CCN-0(205)A 0000 CN CCN SS76701C  
FUNDING: 76% Federal 24% Coconino County  
LOW BIDDER: Combs Construction Company, Inc.  
AMOUNT: \$ 691,865.30  
STATE AMOUNT: \$ 726,618.00  
\$ UNDER: \$ 34,752.70  
% UNDER: 4.8%  
NO. BIDDERS: 5  
RECOMMENDATION: AWARD



**ITEM 2L:**      BIDS OPENED:                    March 26  
                  HIGHWAY:                                LA PAZ COUNTY  
                  SECTION:                                Milepost 2.0 to Milepost 5.4  
                  COUNTY:                                 La Paz  
                  ROUTE NO.:                              Salome Road  
                  PROJECT:                                ARRA-LLA-0(201)A 0000 LA LLA SS76001C  
                  FUNDING:                                100% Federal  
                  LOW BIDDER:                            Cactus Transport, Inc.  
                  AMOUNT:                                 \$            504,167.33  
                  STATE AMOUNT:                        \$            485,209.00  
                  \$ OVER:                                 \$            18,958.33  
                  % OVER:                                 3.9%  
                  NO. BIDDERS:                         6  
                  RECOMMENDATION:                    AWARD





**ITEM 2m:** BIDS OPENED: March 26  
HIGHWAY: CITY OF GOODYEAR  
SECTION: Goodyear Boulevard to Litchfield Road  
COUNTY: Maricopa  
ROUTE NO.: Yuma Road  
PROJECT: ARRA-GDY-0(202)A 0000 MA GDY SS75301C  
FUNDING: 100% Federal  
LOW BIDDER: Nesbitt Contracting Co., Inc.  
AMOUNT: \$ 514,917.50  
STATE AMOUNT: \$ 547,005.00  
\$ UNDER: \$ 32,087.50  
% UNDER: 5.9%  
NO. BIDDERS: 5  
RECOMMENDATION: AWARD



**ITEM 2n:**      **BIDS OPENED:**                      March 26  
**HIGHWAY:**                                      CITY OF PEORIA  
**SECTION:**                                        Various Locations  
**COUNTY:**                                        Maricopa  
**ROUTE NO.:**                                      N/A  
**PROJECT:**                                        ARRA-PEO-0(205)A 0000 MA PEO SS75401C  
**FUNDING:**                                        88% Federal      12% City of Peoria  
**LOW BIDDER:**                                    Construction 70, Inc.  
**AMOUNT:**                                        \$      1,527,515.90  
**STATE AMOUNT:**                                \$      1,522,205.00  
**\$ OVER:**                                         \$            5,310.90  
**% OVER:**                                        0.3%  
**NO. BIDDERS:**                                    8  
**RECOMMENDATION:**                            AWARD



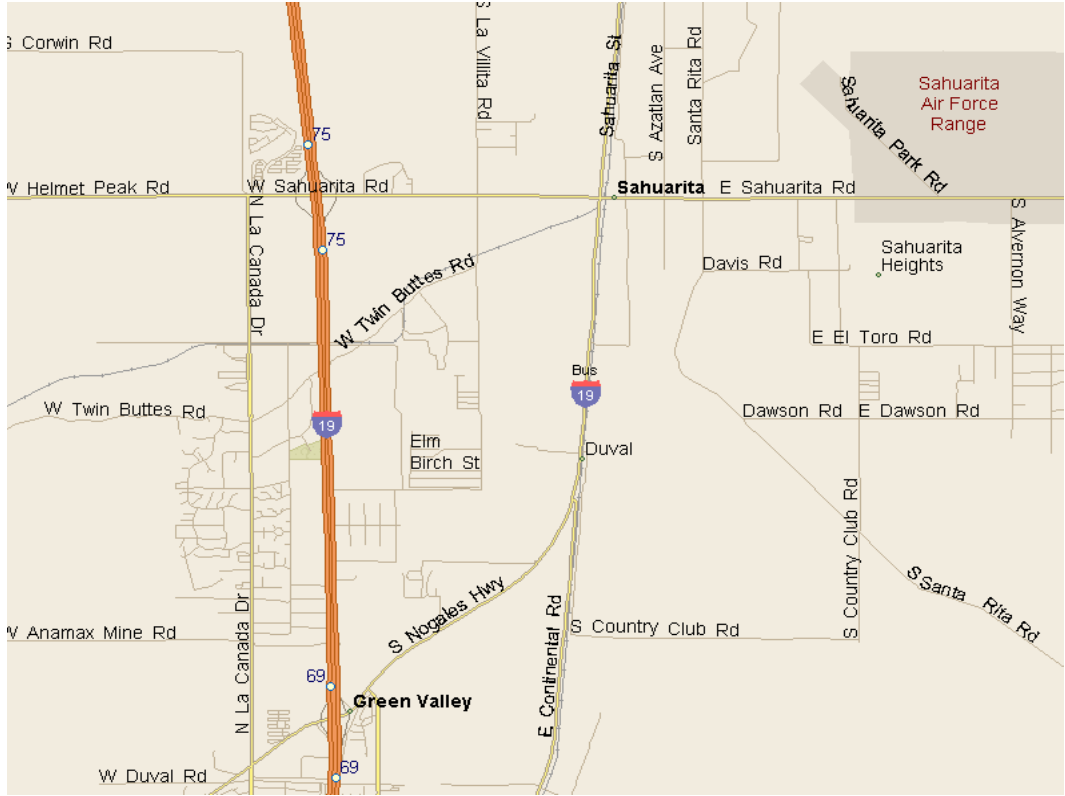
**ITEM 2o:**      BIDS OPENED:                    March 5  
                  HIGHWAY:                                NAVAJO COUNTY  
                  SECTION:                                Bourdon Ranch Road  
                  COUNTY:                                 Navajo  
                  ROUTE NO.:                              N/A  
                  PROJECT:                                ARRA-NNA-0(200)A 0000 NA NNA SS76301C  
                  FUNDING:                                100% Federal  
                  LOW BIDDER:                            Granite Construction Company  
                  AMOUNT:                                 \$        417,979.00  
                  STATE AMOUNT:                        \$        448,717.00  
                  \$ UNDER:                                \$        30,738.00  
                  % UNDER:                                6.9%  
                  NO. BIDDERS:                            10  
                  RECOMMENDATION:                    AWARD



**ITEM 2p:** BIDS OPENED: March 5  
HIGHWAY: URBANIZED AREA-PASCUA YAQUI NATION  
SECTION: Rt. 4 (Calle Torim) and Route 101 (Camino De Oeste)  
COUNTY: Pima  
ROUTE NO.: N/A  
PROJECT: ARRA-PAS-0(201)A 0000 PM PAS SS74101C  
FUNDING: 100% Federal  
LOW BIDDER: A & S Paving, Inc.  
AMOUNT: \$ 295,769.82  
STATE AMOUNT: \$ 285,571.35  
\$ OVER: \$ 10,198.47  
% OVER: 3.6%  
NO. BIDDERS: 5  
RECOMMENDATION: AWARD



**ITEM 2q:**      BIDS OPENED:                      March 26  
                  HIGHWAY:                                      TOWN OF SAHUARITA  
                  SECTION:                                      Various  
                  COUNTY:                                        Pima  
                  ROUTE NO.:                                    N/A  
                  PROJECT:                                      ARRA-SAH-0(201)A 0000 PM SAH SS74401C  
                  FUNDING:                                      100% Federal  
                  LOW BIDDER:                                 Southern Arizona Paving & Construction, Co.  
                  AMOUNT:                                        \$      1,239,755.10  
                  STATE AMOUNT:                              \$      1,393,252.00  
                  \$ UNDER:                                     \$      153,496.90  
                  % UNDER:                                    11.0%  
                  NO. BIDDERS:                                 4  
                  RECOMMENDATION:                         AWARD





**ITEM 2r:**      BIDS OPENED:                    March 26  
                  HIGHWAY:                                WICKENBURG-PRESCOTT HIGHWAY (SR 89)  
                  SECTION:                                Martinez Creek Bridge (STR# 1320)  
                  COUNTY:                                 Yavapai  
                  ROUTE NO.:                              SR 89  
                  PROJECT:                                STP-089-A(202)A 089 YV 269 H749601C  
                  FUNDING:                                94% Federal            6% State  
                  LOW BIDDER:                            Vastco, Inc.  
                  AMOUNT:                                 \$            112,275.50  
                  STATE AMOUNT:                        \$            125,992.00  
                  \$ UNDER:                               \$            13,716.50  
                  % UNDER:                               10.9%  
                  NO. BIDDERS:                            8  
                  RECOMMENDATION:                    AWARD



**STATE TRANSPORTATION BOARD  
MEETING MINUTES  
9:00 a.m., Friday, February 19, 2010  
Cochise County Board of Supervisors  
1415 Melody Lane, Bldg. G  
Bisbee, Arizona 85603**

**Pledge**

[The Pledge of Allegiance was recited led by Mr. Householder.]

**Roll Call**

In attendance: Delbert Householder, Bob Montoya, Bill Feldmeier, Felipe Zubia, Victor Flores, Bobbie Lundstrom and Steve Christy.

**Opening Remarks**

Chair Montoya welcomed everyone and thanked the County and elected officials for a “great time” the previous evening. He said it was nice to meet and talk about transportation system issues. He expressed admiration for Bisbee's efforts and success in preserving its historic roots. He also thanked the City of Bisbee for hosting the Board and discussing mutual traffic challenges.

Ann English, Chair, on behalf of Cochise County Board of Supervisors Richard Searle and Pat Call, expressed gratitude that the Board was here and that the Board takes the opportunity to visit all areas of the State, despite these tough times. She thanked the Board for recognizing the needs of Cochise County and expressed appreciation for their diligence in attending to all pieces of infrastructure that local government cannot. She noted that this is the first year Cochise County has had to take money out of their general fund to put into their transportation fund just to keep things going. She also mentioned a quality of life survey done at Cochise College last year: the top issue was roads and the importance of keeping the transportation system functioning. She especially thanked Bill Harmon for his diligent efforts in trying to solve the problems of people in the outlying areas of Cochise County.

**Call to the Audience**

Mr. Ortega, County Administrator for Cochise County, expressed appreciation for ADOT being here. He stated that the new round of ARRA funding requires contracts be ready to go in 90 days and this is unrealistic for communities such as those in Cochise County. He said the reality is that it takes many months, if not a year, for the process to be complete, but that “ADOT is well equipped to make that happen.” Mr. Ortega suggested several options for the Board to consider when discussing the ARRA funding later in the agenda, (1) Possibility of trading SHF funding for ARRA funding, which may free up monies and offer less “strings” for communities and counties, (2) Possibility of “fronting” design dollars in order to allow communities and counties

to develop and shelve their projects. Mr. Ortega concluded by commending the staff of the Department of Transportation for their support.

Mr. Paul Johnson, Deputy Mayor of City of Yuma and Executive Board Member of the Yuma Metropolitan Planning Organization. Thanked the Board for the ARRA I funding provided for the widening of the US95 overpass over I-8; he commented that the project is going very well and is critical to their transportation needs. He also thanked the Board for their recent approval of three enhancement grants in the Cities of San Luis and Somerton which will improve traffic safety. He noted that one of the projects is for a multi-use path that will cure a safety issue they had which resulted in the one fatality in the previous six months. He then asked the Board to consider approval of three ARRA II funding projects. Two of them are pavement preservation projects on the state highway system: one for \$1M, and one for \$5M. He said these will be done on parts of the State highway that have not had any pavement maintenance for over 15 years. The third project he mentioned is for TIGER grants, and anything the Board can do to fit it into an ARRA funding project would be very much appreciated; this project is “part of a turn-back.” Mr. Johnson explained that while Yuma agreed to take AZ-280 back, the Board gave Yuma approximately \$6M, and it will cost about \$15M for the project. He said that this overpass project not only connects the Marine Corps Air Station in Yuma to the interstate system, but is also critical to the transport of agricultural crops, a \$3B per year industry. Mr. Johnson also wished to speak on allocation of ARRA II monies, stating that his area has 24% unemployment, and asked for the Board's consideration.

Mr. Randy Heiss, SEAGO Executive Director, welcomed the Board and staff to Cochise County. He reminded the Board of the dire impact of last year's rescissions of the safety route funds at the federal level, and then brought to the Board's attention a bill before the Senate which may correct those rescissions and restore funding to pre-rescission levels. He asked the Board to be aware of this bill and urged the members on an individual basis to contact their Senators urging passage of this bill. He thanked the Board for “everything they have done” for the region and the State of Arizona.

Mr. Mike Gomez, Mayor of Douglas, started his remarks by thanking the Board and others for their support of the commercial Port of Entry in Douglas. He stated that there had just been a meeting January 26, in which GSA's Bill Harmon and Rudy Dennis were there plus the project directors from ADOT. He stated that everything has been done from the Arizona side and now they have to put pressure on the President of Mexico. Representatives from the offices of Senators John McCain, John Kyl and Gabrielle Giffords were in the audience and recommended that letters be written to the US Ambassador in Mexico. Mr. Gomez asked for continued support from the Board: improvements at the Port of Entry are vital not only for the economic development of Southeastern Arizona, but for the whole state. He reported that Mexico has begun installation of a weigh station as you cross into Mexico, and then there is a secondary federal inspection, resulting in lines over a mile long, sometimes taking an hour. Mr. Gomez emphasized that the Douglas Port of Entry is very antiquated: “If you don't update your infrastructure, it is going to go somewhere else.” In conclusion, Mr. Gomez thanked the Board for their continued support of improvements to the Port of Entry.

Mr. Drew John, Graham County Board of Supervisors, acknowledged that times are tough and the people of Graham County appreciate everything the Board has done. He expressed their

appreciation for the Board keeping the priority projects in place. In particular, Graham County appreciates the continuance of the 191 project, and the Eighth Avenue Bridge; they hope to have two lanes open on the bridge within several weeks. He relayed a compliment from the foreman of Ames Construction, who has “never seen a partnership work as well as it has on that bridge project.” He “bragged about your people and we bragged about your people.” He mentioned that the Graham County Board of Supervisors is aware of the “jobs legislation and highway funding” situation and are in the process of drafting information to send to Senators McCain and Kyl to encourage them to pass this legislation so that needed funding will be available. Supervisor John asked the ADOT board to let him know if they needed his assistance in supporting any needed legislation. Mr. John concluded by thanking everyone.

Mr. Scott Altherr, Public Works Director for Santa Cruz County. Mr. Altherr began by remarking that Santa Cruz County is in the same financial position as the other counties. He expressed appreciation for the ADOT staff and particularly, state engineer Floyd Roehrich, who addressed Santa Cruz county engineers about it. He said that frustrations from the rural counties were expressed at that meeting regarding clarity of information regarding the allocations. 30% of ARRA I is being proposed to go to local public agencies, with almost the same in ARRA II. Not distinctly shown is that of the 30%, only 3% is going to the other 13 counties in rural areas. Mr. Altherr acknowledged that ADOT is spending money on their system in these rural counties, and the rural counties appreciate that; however, of the 3% (\$17M) last time, SEAGO only received \$2.8M. He continued that SEAGO has to share that amount with 4 counties and 16 other entities. Mr. Altherr also mentioned that the rural counties are frustrated with the process of getting projects ready. In conclusion, he asked the Board to consider the rural counties in the distribution and hoped that the Board may consider giving the rural counties some non-federal money, perhaps some swapping of ARRA funds.

Ms. Barbara Litrell, Sedona resident. Ms. Litrell noted that since her group presented at the January 15<sup>th</sup> meeting asking not to approve continuous lighting for SR89-A, they have provided the Board with extensive documentation that demonstrates that continuous roadway lighting is the wrong solution for the safety problem on 89-A, West Sedona. She said that this past week an email brief was sent to ADOT, summarizing the statements of Sedona residents and rebutting many statements made by ADOT staff, statements which have been misrepresentations about the true nature of the safety problem on 89A, as evidenced by ADOT's own documentation guidelines and other reports. She said it started with the May 2006 report, in which ADOT clearly says that “the safest way to cross the street is with an intersection that is lighted. It's the best way to cross a busy street.” She said that the report also mentioned that the area between traffic signals, especially long areas, shall remain a focus of concern; yet, no study was done of the Andante area until after the continuous roadway light was proposed. She said “We need to face the truth. The past three years have been filled with misstatements and misuse of information in order to support an engineering judgment decision that was not the right decision for Sedona.” She said the decision was based neither on substantial or in-depth research which Sedona residents had presented to the Board, nor was it a context-sensitive solution for Sedona. She urged the Board to stop funding for the continuous roadway lighting; instead, put in the intersection light at Andante and work with the community to come up with a context-sensitive plan for 89A throughout this corridor area. Ms. Litrell entered into the record an accident report from Sedona Police Chief Joe Vernier from 2004-2009, which shows major decreases in injuries and accidents, and no fatalities since April 2006. She concluded by saying that if ADOT went

back to do a study, it would be from 2006-2009 and would not warrant continuous roadway lighting.

Ms. Marlene Rayner, resident of Sedona. She asserted that she wants to “point out the truth” about the City of Sedona's 89-A Safety Advisory Panel. She said that at a work session on February 3rd, it was asked if there were experts on the Panel and the answer given was “no.” Ms. Rayner asserted, “This is not true.” She said the Panel, established in 2007 by the Mayor and City Council in response to controversy about the lighting solution, consisted of 18 members, a facilitator and a consultant. Members included 4 ADOT employees, 3 Sedona residents, the Sedona City Manager, Fire Chief, Police Chief and 8 other consultants, Ms. Rayner read from the Panel's mission: “...89-A Safety Advisory Panel will evaluate potential solutions for improving pedestrian safety between Airport Road, milepost 373, and Dry Creek Road, milepost 372, in West Sedona. The panel will proceed in a context-sensitive manner taking into account solution effectiveness, feasibility, the environment, and limitations of the stakeholder agencies involved.” She said the Panel recommended that ADOT conduct a night-time pedestrian study to an independent contractor; there was an ADOT pedestrian crossing study done in 2006, but it was a daytime study only, which resulted in the night-time continuous roadway lighting recommendation. Ms. Rayner pointed out “two glaring errors” in ADOT's presentation to the Board: 1) they failed to point out that the Panel recommendation did not recommend roadway lighting; and 2) they stated that the Panel did not reach consensus. She further stated that the February 2008 SR89-A Safety Advisory Panel report recommendations uncannily paralleled the ADOT Pedestrian Safety Action Plan Working Paper #5 issued a year later in April 2009. Ms. Rayner then went on to quote the Plan, pointing out that it echoed the recommendations of the 89-A Safety Advisory Panel Report.

Ms. Juliette Colangelo, resident of West Sedona. She stated that in early 2006 the City of Sedona asked ADOT to look into the safety issues on 89-A, and ADOT concluded that continuous roadway lighting was the answer. She said that subsequently the Council convened the Safety panel and after six months of deliberation, the Safety Panel recommended various measures which did not include continuous roadway lighting. She said that ADOT staff accepted the Panel's recommendations, which did not surprise her, as ADOT was represented on the Panel. She pointed out that ADOT documented its acceptance in a letter to the Mayor on August 12, 2008 and one day later in a City Council meeting, ADOT reaffirmed its position. She reported, however, that later in that meeting Councilmember Scagnelli proposed that continuous roadway lighting be included in the package. From that moment until now, Ms. Colangelo asserted, ADOT has insisted that continuous roadway lighting must be part of the safety solution on 89-A. This insistence on accepting continuous roadway lighting “flies in the face” of actual research data, and the work that ADOT helped to draft while on the Panel, said Ms. Colangelo. She referred to nationally conducted research which showed that “activated crosswalks and strategically located raised medians have a 40-90% reduction in injuries, while Continuous Roadway Lighting reduced injuries by only 5.6 %.” She pointed out that 86% of all accidents on 89-A occur during daytime hours and she questioned why ADOT changed its stance on Continuous Roadway Lighting, and chose to select statistically less effective measures.

Mr. Doug Blackwell, Sedona resident and former member of 89-A Safety Panel. Mr. Blackwell referred to the May 2003 Paul Box report, prepared in cooperation with the U.S. Dept. of Transportation. He asserts that ADOT made a significant error in the use of this report when the



Council was told the study area would receive a 40% improvement from Continuous Roadway Lighting. He noted that pages 96 and 100 of the Box report do not recommend such lighting for highways, but conclude that a signalized intersection may be warranted. He said that according to Sedona Police Department's injury data for the West Sedona 89A for the year 2008-2009, there were 59 injuries, of which 54 were during the day; by reducing the night-time injuries by the "Paul Box 40%," there is a resulting reduction of only 2 injuries for 2 full years. He said that per a 2005 report, Continuous Roadway Lighting could be utilized if crash analysis indicates that night to day crash ratio rate is greater than 1; Sedona's crash ratio is 0.14; and the night to day injury ratio is 0.093. Mr. Blackwell again quoted the Paul Box report (p.1), which stated that "deployment of roadway lighting systems that meet safety needs for the motoring public in a cost-efficient manner without adversely impacting the surrounding environment, is a basic goal of ADOT." He asserted that use of Continuous Roadway Lighting in Sedona does not meet any of these goals, and further, that reducing and enforcing speed limit and jaywalking ordinances has already reduced crashes by 20%, injuries by 40% and fatalities by 100%. He concluded by recommending a signalized intersection at Andante as the solution.

Mr. Bob Carabell, Vice-President of "Keep Sedona Beautiful." Mr. Carabell discussed why ADOT has pursued the same solution for 89-A for four years despite public outcry and evidence that contradicts that solution. He referred to a May 2006 report that was the basis for these decisions and that only explored one solution. He said that by June of 2007, when the City Council embraced that solution, a cohesive group had formed that effectively stopped further study and alternative solutions. He added that in November 2007 a different view surfaced; that it was glare which caused an accident involving three pedestrians, not lack of lighting. The Pedestrian Safety Panel, in which ADOT participated, also reached a different conclusion than Continuous Roadway Lighting. Mr. Carabell said that he thinks the culprit is "group think," when groups systematically exclude any other decision than that they have already reached. He said that resulted in a flawed decision reached by well-meaning individuals, and "it is time to face the truth." He suggested that construction begin as soon as possible on a signal at the Andante intersection. He asked the Board to not allocate monies for Continuous Roadway Lighting, but instead install low-level pedestrian light along 89A.

Mike Ward, Sedona resident. Mr. Ward asserted that the ADOT staff has been disingenuous, and "deliberately misleading" our city council, residents and their governing Board. He said that in their February 3<sup>rd</sup> presentation, ADOT staff repeatedly stated that their first interest is safety, and their second interest is community involvement. However, he added, ADOT staff actions "clearly demonstrated that their primary interest is in putting in street lights and that they don't really care what anybody else thinks..." Mr. Ward continued with a discussion of Safety Panels which he claimed have been discounted and ignored. Mr. Ward then referred to a City Council meeting of which a DVD is available, where ADOT staff "coerced" the Council into approving Continuous Roadway Lighting or the City would have to pay for continuous maintenance. He added that ADOT staff put out a survey to the public, asking them to choose between 68 lighting options, and they held a public forum on November 5, 2009, but no reports from that meeting can be found. He said 60 people told the court reporter at the meeting that they were opposed to the lights, and two were in favor; of those who responded in public comment forums, 167 were against the lights, and 30 were in favor. Mr. Ward asked the Board to question ADOT staff regarding the results they received in their public outreach efforts, as he believes they have not informed the Board.

Mr. Rod Veach, a West Sedona resident. Mr. Veach began by discussing a February 3<sup>rd</sup> meeting, in which a Board member asked if the proposed lights for 89-A were the same as the lights used on SR179, which have been well received by residents. Mr. Veach reported that Mr. John Harper and Mr. Seth Chalmers both answered yes to the question, while in fact, they should have answered no and explained the differences. Mr. Veach asked the Board if ADOT staff had informed the Board of the differences between the lights, and if not, he would explain the differences. Mr. Veach then detailed for the audience and Board the specifications for the existing lights in Sedona vs. the specifications for the Continuous Roadway Lights proposed for use on 89-A. (These specifications were included in a handout to the Board.) He mentioned that low-level pedestrian lights, such as those approved by the Safety Panel, are not included in the plan for 89-A.

Mr. Steve DeVol, President of “Keep Sedona Beautiful” and a resident of West Sedona. He stated that ADOT’s standards require side street lighting when lighting a highway, and there are many hidden costs in this project. He added there are enormous liability issues yet to be resolved and considerable public opposition. He pointed out that medians cost about the same as Continuous Roadway Lighting, and asked that ADOT install the medians utilizing local contractors, rather than the proposed lighting. He asked the Board to utilize context-sensitive solutions, and warned the Board of the fatal consequences of installing a less safe solution.

Mr. Mark DeNunzio, resident of Sedona. Mr. DeNunzio stated that ADOT identified the problem as “darkness,” and that the accidents occurring along a two-mile stretch of the highway occurred in darkness. He went on to say that if you agree the problem is “darkness” then the solution has to apply to the whole two miles. He said that a single light in one location or selected crosswalks may help, but the problem exists “every foot” along the two miles of roadway. He then quoted the City Manager of Sedona in a memo dated August 12, 2008 to the City Council, stating that the committee did not have consensus on the final report. Mr. DeNunzio’s final point concerned the transparency of ADOT staff: he found them to be fully open and transparent.

Ms. Pud Colquitt, resident of Sedona. Ms. Colquitt stated that because the highway is so dark and is five lanes across, “you cannot see a pedestrian in middle.” She stated that the project resulted from a petition from residents because of night-time fatalities, and that public officials have no higher duty than to preserve and protect human life. She said that she is tired of hearing all the facts and all the data, but not hearing about compassion. She stated that she drove 6.5 hours to speak for several minutes and she urged the Board to move forward.

Mr. Ron Volkman, resident of Sedona. He stated that he has lived in Sedona for 35 years and that five signalized intersections in West Sedona are the only lighting improvements on that section since he moved. He pointed out that Sedona is now a major tourist attraction, not just a small town. He then enumerated curb cuts and traffic counts, up to 41K cars per day. He said he attended all committee and Panel meetings and the City Council has voted “yes” on it, and Sedona wants complete lighting. He submitted a letter from a Mr. Graham, who witnessed the pedestrian fatality in 2000. Mr. Volkman concluded by requesting that ADOT move ahead on Item #1 on the agenda.

Mr. Scott Dooley, City Engineer, City of Sierra Vista, Arizona. Mr. Dooley welcomed the Board to southern Arizona and thanked them for everything they have done for the City of Sierra Vista and southern Arizona as a whole. He thanked the staff, in particular Mr. Harmon, for his help facilitating their projects. He mentioned that they just finished a multi-use path, an ARRA I project which could not have happened without the help of ADOT.

### **District Engineer's Report – Bill Harmon**

Mr. Harmon, Safford Construction District, welcomed the Board to Cochise County and expressed his appreciation for their support. He highlighted a few projects in this area:

- Advertisement for the I-10/SR90 traffic interchange will start soon. This project will affect the city of Benson especially and improve traffic and safety for all communities north and south of I-10.
- SR90 – SR92 Corridor in Sierra Vista. They are finishing a video and look forward to programming projects off the video. This project will be of great service to Sierra Vista and also to Fort Huachuca.
- Douglas Port of Entry plus Pan American plus Chino Road. This is a major focal point due to long lines of traffic at the border. Advertisement is hoped to start very soon, possibly in February or March.

Mr. Harmon then explained that the photographs included in his report were placed there to give the Board a “flavor” of what happens in his district:

- Photo of dust storm on upper left: Safford District is trying to develop additional warning systems for dust storms on the I-10 corridor.
- Photo on upper right shows an illegal “visitor” crossing a private ranch near Deer Camp; half of the district’s fence money goes into the Douglas Maintenance Office to try to keep SR80 and SR90 fencing patched up.
- Photo on lower left shows an oversized load; the county with the second largest number of vehicles with oversized loads is Pima County, first is Cochise County. Because of load restrictions on state highways, many oversized loads are diverted across county roads, sometimes forcing other motorists off the road. They are trying to line up projects in the future, so that these vehicles remain on state routes.
- Photo on lower right shows rescue and recovery activity in the Texas Canyon/Wilcox area on I-10 area; remote areas are difficult to service.

Mr. Harmon concluded by inviting questions, emails and phone calls if the Board needs further information.

### **ITEM 1: Sedona 89A Lighting Project – Jennifer Toth**

Ms. Toth presented to the Board for reconsideration a recommendation to establish a new project for \$2M in the fiscal year 2011 Highway Construction program for highway lighting and signalization on SR89A from milepost 371 to milepost 373. This reconsideration is based on the Board’s prior action to defer the PPAC Agenda Item #7a from its January 15<sup>th</sup> agenda in order to give the Board additional opportunity for public input and study. Subsequently a board study

session was held on February 3, 2010, where additional input and discussion was held. Staff recommends adding this project in Fiscal Year 2011 using funds from the Highway Safety Improvement Fund.

Chair Montoya asked for a motion on Item #1.

***Motion made by Delbert Householder, seconded by Bobbie Lundstrom, to accept the staff recommendation in Item #1 for highway lighting and signalization on Highway 89A.***

**Discussion:**

- Mr. Flores asked Ms. Toth to clarify whether the \$2M was specifically for the lights as presented/recommended and if there would be any additional consideration as to what happens when going further with the design. Ms. Toth asked Mr. Roehrich to comment on that.
- Mr. Roehrich pointed out that the \$2M is not only for continuous lighting for the project, but also includes upgrades at the signal at Andante and some other components within that. As part of working with the City of Sedona, the light fixtures will be what they wanted and it is costly, but ADOT is looking at other funding sources to help mitigate the cost.

***The motion carried unanimously.***

Mr. Zubia offered the following comments on his vote: In any issue of this nature, you cannot please all groups. But one thing that stood out in the discussion was that Sedona is now an urban area, and deserves urbanized solutions. He pointed out that ADOT is dedicated to coming up with better integrated land use and transportation decisions. Hopefully this is a platform for future issues.

**ITEM 2: Director's Report – John McGee, Executive Director of Planning and Policy**

Mr. McGee mentioned that Director Halikowski asked him to present the report today as he is taking some well-deserved leave. Mr. McGee thanked Cochise County for hosting the ADOT meeting and for their hospitality the previous evening.

Mr. McGee opened with the Federal obligation rescission. He sent a letter on February 1, 2010 to each Board member hopefully clarifying what happened with the rescission.

- Rescission impacted excess apportionments; neither ADOT nor local governments have sufficient obligation authority to utilize these excess apportionments so there was no loss of federal funding.
- The rescission did significantly reduce ADOT's flexibility in finding matching program apportionments on local projects. The department and Mr. Fink have found ways to fund every project that has come to ADOT this year and we hope he can do so in the future.
- There is still work to be done. Congress needs to fix the FY2010 apportionment problem by allocating FY2010 apportionments at least at FY2009 pre-rescission levels. Otherwise, by the end of this year, Arizona and other states could find themselves unable

to utilize 100% of their 2010 obligation authority. This would be an actual loss of funding. The Senate version of the stimulus bill addresses this issue, so hopefully that will go through. Mr. McGee expressed a desire to explore this issue with the Board at a future study session.

With respect to the situation with rest areas, Mr. McGee noted it was an ongoing problem of great interest to the traveling public. On February 12, the Governor sent a letter to the Secretary LaHood asking for relief from the commercialization prohibitions imposed on all interstate rest areas since 1956. The Governor also asked the department to do a number of things to mitigate the situation. She specifically asked ADOT to:

1. "Identify the impacts of traffic in rest areas". We are in the process of looking at all rest areas and finding what their traffic counts are and then prioritizing them in order of potential re-opening.
2. "Identify any federal funding that might be available to reconstruct any existing facilities". This was discussed briefly at the last study session.
3. "Ask FHWA to allow for use of federal funds to operate new or reconstructed areas as part of the construction contract".
4. "Continue to pursue P3 options, including an adopt a rest area stop option".
5. "Investigate possible use of inmate labor to reduce maintenance costs". Director Halikowski along with the Director of Corrections and Mr. Roehrich are looking at that particular option.

Mr. McGee stated that they have started working on all tasks assigned by the Governor and they hope to schedule this topic at a future study session.

Twelve MVD offices have been closed, or are in the process of being closed around the state so far this month. This has also been very difficult, but had to be done due to operating budget restraints, noting the operating budget had been reduced by \$100M, almost 25% over a two-year period. Eight offices have been closed so far: Ajo, Benson, Bisbee, Central Phoenix (28<sup>th</sup> St.), Mesa, Fredonia, Kearny and Superior, the last three being part-time offices. He said they are working with the cities of St. John's, Williams, Wilcox, and the town of Clifton to establish alternative locations or provide third-party services, as these offices are also scheduled to close.

FHWA announced the recipients of its TIGER grants yesterday. The \$1.5B of TIGER grants that are part of the ARRA II program. Arizona received one grant; not for ADOT but one project for the city of Tucson for \$63M for their street car project. This was the only grant awarded to Arizona, but the amount represents approximately double the Arizona per capita share of the \$1.5 billion dollar total.

The next topic Mr. McGee discussed was a Public Hearing to be held March 19 at the MAG office in downtown Phoenix. This is a joint hearing with the State Transportation Board, CTOC, MAG, RPTA, Metro and Valley Metro. The meeting begins at 12 noon, about the time the ADOT Board meeting will be ending, and we encourage all members to attend. It has been a few years since a meeting has been held with all the organizations mentioned.

Mr. McGee then spoke about work/study sessions; Board Secretary Mary Currie sent a schedule to each Board member for the remainder of the year, with dates, times and place.

Finally, he mentioned that since this is Mr. Householder's final meeting, he would like to thank him one last time "for being a great Board member."

Chair Montoya opened the floor for questions.

Chair Montoya asked a question regarding the MVD: how are people going to renew their licenses in the rural areas? Mr. McGee said when you do have to go an office, the Department has alerted folks about possible third-party services. Many transactions can also be done online without visiting an office.

### **ITEM 3: Consent Agenda**

Chair Montoya asked if any items were open for reconsideration or removal from consent agenda. If not, he asked for motion to approve.

*Motion made by Bill Feldmeier, seconded by Bobbie Lundstrom, to approve Item 3, Consent Agenda. In a voice vote, the motion passed unanimously.*

### **ITEM 4: Legislative Report – Kevin Biesty**

Mr. Biesty referred to two handouts which the Board received prior to the meeting: one referring to Federal issues and one to State issues.

Federal:

- Transportation committees have begun talks on the FY2011 appropriations bill. The President's budget was released and proposes a slight increase for highway funding and would also transfer \$19.1 billion in general funds to the highway trust fund to help with the projected shortfall.
- On the authorization bill, the House has included their extension to their highway bill to Sept 30, 2010; the Senate has included an extension in their bill until Dec 31, 2010.
- FAA re-authorization has not been addressed and has been extended through the end of March. No current move is in place to get that addressed.
- Second Stimulus Bill (ARRA II): the Senate is breaking their jobs bill into smaller pieces and next week will be trying to get SB3312 through, which would basically be a repeat of ARRA I. Some Cochise County residents have expressed concerns about restrictions with ARRA II, and Mr. Biesty noted that he has encouraged those folks to share their concerns with their congressional delegates, as that's where decisions will be made. Mr. Biesty noted he will be back in Washington, D.C., the following Monday and will be part of the discussions on balancing the creation of jobs with federal restrictions such as environmental concerns.
- Mr. Flores mentioned that someone had told him that the language restricting it to the 90 days will probably not be in the Bill at the end, and he asked what the process is in the Senate for discussion of those types of specifics before it is passed to the President.

- Mr. Biesty noted that Mr. Flores is correct in that these specifics are discussed in the Senate. The 90-day restriction is “impossible” and probably won’t be in the final Bill.

State: Tracking Summary of Some Bills

- Two bills deal with the state parks: the first is 2628, and the second is a House Concurrent Resolution, proposed by a task force to examine sustainability of state parks. The main option is to attach a \$9 fee to vehicle registrations to help sustain the state parks. Several concerns are:
  - Transportation is suffering along with everyone else and if you start attaching fees to registration, it becomes more difficult for ADOT and Dept. of Transportation to go forward and request more money for infrastructure.
  - Also, is it constitutional? Article 9, Section 14 of the Constitution says any money related to registration and operation of vehicle on roadways has to be used for roads and streets.
- The HCR has to be decided by the legislature. If it passes, it then goes to a vote of the people, making it difficult to make any changes down the road. It has put the Department in a difficult situation with another department: without roads, one cannot get to the state park, and parks are also important. Discussions are ongoing on this topic.
- House Bill 2667 is the “perennial legislature wants to control federal funds bill.” This always ends up with a veto.
- Senate Bill 1137 is the Department’s bill and has many issues. There is a lot of federal money coming out of Washington particularly with rail and transit. Mr. Biesty noted that according to our constitution, ADOT cannot use any current funding to access those monies at this time as it is not related to roads/streets. Ways are being explored to use a portion of what ADOT receives currently for a federal match. There is a proposal with the legislature where the Department could possibly draw down hundreds of millions of dollars: it says the Department could use up to \$10M per year to use for federal transportation grants. The proposal is worded in such a way that it would allow matches to be made with aviation, transit grants and the like. The Department can tap into this money which Arizonans contribute to anyway when they purchase gas: three cents per gallon of gas goes right into this fund. This money currently goes to other states and Arizona could be a recipient of these monies, not just a donor.
- Senate Bill 1313 – This is an expansion of the current “move over” law. It would add any stationary vehicle to the Bill, and is important for public safety. The Bill will also eliminate the HELP Advisory committee.
- There are a series of bills dealing with eminent domain which are being monitored closely, and some have serious impacts. Local programs work fairly well and ADOT is being regarded as a model.
- Senate Bill 1416 deals with regional transportation authorities and touches on issues between MAG and the RPTA. The bill has not been heard in committee yet.
- Senate Bill 1435 requires that an additional Board member be assigned to the State Transportation Board from an Arizona tribal nation; bill is being monitored.

- HB 2542 was vetoed last year by Governor Brewer but has resurfaced. It deals with placement of political signs in the right-of-way. Freeway systems are exempted but not state routes; basically signs can be placed anywhere as long as they don't present a visible safety issue. This is being watched closely.
- Budget: A "stealth budget" was released the previous evening and the Board will be kept abreast of what is happening.

Mr. Feldmeier asked who sponsored the "sign bill" and was informed that it was Representative Gowan. He asked if there is any hope for that bill (hoping not). Mr. Biesty said that it was on the agenda late in the game last year, so now it is starting out, but he doesn't think the Governor will approve it.

### **ITEM 5: Financial Report – John Fink**

Mr. Fink reported as follows:

- HURF in January was \$105M, up slightly compared to last year and up 4.6% compared to estimate. This brings the total to \$684.3M, down 6.3% compared to last year and down 3.4% compared to estimate. For the year HURF is down about \$24M dollars in total compared to estimate – it is highly unlikely the full year estimate will be achieved.
- Gas tax first seven months is \$261.5M, down 0.7% compared to last year, and down 1.2% compared to estimate. However, this is the third consecutive month that gas tax revenue is above the same periods last year and the third consecutive month it has been higher than estimated.
- Use Fuel tax revenue for first seven months is \$96.1M, down 7.3% compared to last year and down 3.8% compared to our estimate. For two consecutive months now Use Fuel tax revenue is above last year.
- YTD VLT is \$194.4M, down 9.6% compared to last year and down 8.6% compared to estimate. Total HURF collections are down \$24M compared to estimate and \$18M of that (75%) is attributable to VLT.
- December RARF was \$24.4M down 8.4% compared to last year and down 3.4% compared to estimate. YTD RARF is \$147.5M, down 12.8% compared to last year and down 4.1% compared to estimate.
  - Retail sales are at \$69.1M so far for the first six months, down 10.3% compared to last year and down 3% compared to estimate.
  - Contracting revenue is at \$16M, down 41.3% compared to last year and down 24.2% compared to estimate.
  - Preliminary January RARF results were \$28.4M, down 9.9% compared to last year and down 8.4% compared to estimate.
- Aviation Fund: Through January, total revenue was \$13.6M, up 21.3% compared to last year, but down 18.7% compared to estimate.



- Flight property tax was \$4.8M, down 21.7% compared to last year and down 19.3% compared to estimate. (Note the category fluctuates due to collection dates.)
- Aircraft registration was \$2M, down 29.7% compared last year and down 6.7% compared to estimate.

#### January Investment Report:

January average monthly invested balance for all funds was about \$1.18 billion. Interest income during the month of January was \$1.05M for an annualized yield of 1.03%, YTD date interest earnings were \$10.1M for an annualized yield of 1.33%.

The HELP fund cash balance at end of January was \$51.2 M; currently there are seven outstanding loans representing a total principal balance of about \$23.7M. As those loans are repaid over the next few years, the HELP cash balance will continue to grow and new loans can be accepted.

Mr. Zubia asked if the high year for HURF revenue was 2007. Mr. Fink confirmed that and said there have been two successive years of decline. Mr. Zubia asked for a comparison of now compared to 2007. Secondly he asked about an alternative funding source related to electric vehicle use and what can be expected in the way of those vehicles sales for the next year. What does this mean in terms for the state budget or the Department's budget?

Mr. Fink replied that the impact of electric and hybrid vehicles not paying gas tax has been a topic of discussion over the last few years. Several states are looking at this issue and a number of concepts being explored such as number of miles traveled tax, as a replacement for gas tax. This issue is recognized and HURF revenues may not grow as quickly as they have in the past due to vehicles becoming more fuel efficient, changing over of fleets and so forth.

Mr. Zubia asked when we will start to identify a solution; the longer this persists the more difficult it will be to inform users of a new tax. Perhaps there should be a notice of some sort when the person buys the car so there are no surprises later.

Mr. McGee stated that the Department has known for years that current funding for transportation is not working. Every study at the state and federal level for the last twenty years has recommended increasing the gas tax. He stated that the most efficient way to get money into the system is to increase the gas tax, but that has not happened since the early 1990's due to lack of political will. He stated that a one cent increase in the State gas and use tax would bring about \$33-35M per year.

Mr. Zubia commented that he was asking for solutions rather than more studies.

Mr. McGee stated that if there is going to be any increase in those taxes, ultimately it is going to have to go to the people.

Mr. Zubia recalled that when he first joined the Board, one of the board members championed the issue of privatization of rest areas. Nothing so far has been done. Recently the Governor sent a letter to the Secretary of Transportation asking about privatization of rest areas. There are

many solutions and positions rather than a study that merits consideration that the board, the department and the state can do that do not take an act of congress or the legislature.

Mr. Feldmeier stated that he agreed with Mr. Zubia and recalled that this was discussed in great detail at the January study session. He said that the Board needs to be far more proactive, and he said that he doesn't think anyone is listening to us but us. He suggested that at the next study session the Board should discuss how to communicate with the decision makers.

#### **ITEM 6: Financing Program – John Fink**

Mr. Fink had nothing new to report and referred the Board to their books for printed information.

#### **ITEM 7: Multimodal Planning Division Report – Jennifer Toth**

Transit:

- \$100M in ARRA funds was awarded to Arizona for transit, and even though most of that was for one particular project, \$14M was distributed for transit programs throughout greater Arizona. She referred to a handout summarizing the details of that distribution. \$2M of that funding went to the Cochise County area.
- The Verde Valley Maintenance and Operations Center in Cottonwood, which supports the Cottonwood and Sedona Transit System operated by Northern Arizona Inter-Governmental Public Transportation Authority, provides about 5,000 square feet of office space and has solar panels over the parking area. The project used about \$2.5 of ARRA funding.
- The City of Coolidge Transit Center, a 6,000 square-foot facility providing office space and passenger amenities for the Cotton Express Transit System received about \$2M in ARRA funding and was completed in December.

ARRA airport funding was not funneled through ADOT, but went directly to the airports. About six airports in Arizona received about \$28.7M in ARRA funding and resulted in improvements of runways, taxiway, apron pavement and security.

- Sierra Vista Municipal Airport received \$4.5M, which was used for runway reconstruction and taxiway realignment. These two projects included about 94,000 square yards of runway and taxiway asphalt and concrete pavement, and will be completed in May of this year.
- Kingman Airport Authority project, which was to remove and replace 110,000 square yards of the aircraft apron area, where there was cracking. This project was awarded for about \$4M and has been completed.

## **ITEM 8: Priority Planning Advisory Committee (PPAC) – Jennifer Toth**

Ms. Toth said that she would take Agenda ITEM: 8A under Agenda ITEM: 9, as there was duplication for which she apologized. She then recommended taking ITEM 8b - 8R as one item if the Chair agrees.

***Motion made by Felipe Zubia, seconded by Delbert Householder, to include 8b through 8r as one motion. In a voice vote, the motion passed unanimously.***

Ms. Toth continued by saying that the majority of those projects are pavement preservation projects, three of which are the result of ARRA. She noted that ITEM 8q is contingent on the MAG Regional Council approval on February 24.

ITEMS 8s-8u are in relation to the Colorado City Municipal Airport for runway projects and environmental supplements. She recommended approving those projects as one item.

***Motion made by Victor Flores, seconded by Bill Feldmeier, to include 8s through 8u as one item. In a voice vote, the motion passed unanimously.***

The last ITEM 8b is to establish a new design-build project that will be advanced and implemented through the design-build project delivery process. It may be a potential Jobs on Main Street project under the second stimulus package if that moves through. If not, it will be converted to FY2010 Funds. Approval on this is contingent on the MAG Regional Council approval on February 24.

***Motion made by Bill Feldmeier, seconded by Bobbie Lundstrom, to approve ITEM 8b. In a voice vote, the motion passed unanimously.***

## **ITEM 9: 2011-2015 Tentative Program Review and Request for Approval for Public Comment – Jennifer Toth**

Ms. Toth said she would present the FY 2011-2015 tentative 5-year Transportation Facilities Construction Program and then ask for the Board's approval to move forward with Public Hearings in March, April and May. She stated that she will cover regulations, subprograms, regular Greater Arizona major projects, and Pima Association of Government regular projects; then Steve Hall will discuss the Maricopa Association of Government Regional Program and the Airport Development Program.

Ms. Toth pointed out the importance of certain State and Federal regulations as they apply to the 5-Year Program and to statewide transportation programs. She stated the first two years need to be fully funded projects. It is critical that FY 2011-2012 program projects are fully funded.

She stated that in a departure from past actions, this year the Department is moving to increase Federal Aid Subprograms up to 90% of the FY2009 apportionments. Among the subprograms, bridges are a high-cost system asset. The purpose of the Bridge Replacement and Rehabilitation Program is to restore the structural integrity of a bridge and/or replace it; and the overall objective of the Highway Safety Improvement Plan is efficient spending of funds to achieve the

highest safety benefit. The HSIP program is restrictive and it has been difficult to obligate some of the funding through current policy; the Inter Modal Transportation Division is currently updating the HSIP program in order to raise maximum projects from the \$3M threshold to \$10M, changing some benefit cost criteria and encouraging systemic improvement across the state. Those increases in the early years of the plan are due to not having drawn down on federal funds because of challenges within the overall program. The HSIP program also contains set-asides for railway and highway crossing improvements and high-risk rural roads. The funds in the railway/highway crossings are used for elimination of hazards, and the high-risk rural road portion relates to all roadways in Arizona.

One of the programs funded yearly is the Planning Assistance for Rural Areas, which is very popular with local agencies. This Fund also includes research and technology transfer activities in connection with the planning, design, construction and maintenance of the Department's system. The Recreational Trails Program provides funds to the State to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational uses. The purpose of the Safe Routes to School Program is to enable and encourage children to walk or bicycle to school, and to facilitate the planning, development and implementation of projects that will improve safety and reduce traffic, fuel consumption and air pollution in the school vicinity.

#### Federal Aid programs:

- The Coordinated Border Infrastructure Program, that can be used for improvements within 100 miles of an international land border to facilitate and expedite crossed borders, motor vehicle and cargo movements.
- The Transportation Enhancement Program, that has 12 different categories of activity; the most familiar being permissions for pedestrians and bicycles. Ms. Toth noted that "we are not asking for any additional funding within the TEP program," but are asking to roll three separate line items into one item to maximize flexibility with those funds.

#### State-funded Subprograms:

Ms. Toth noted that preservation of the existing State-Funded Subprograms is a primary objective of ADOT's mission. She spoke about the importance of preventive maintenance surface treatments and pointed out that bridges are a major transportation asset, consisting of almost one-third of Arizona's highway assets. Bridge inspection is federally mandated but some have no accompanying funding.

The objective of the Bridge Deck Replacement sub program is to maintain the integrity of the bridge deck and the safety of the traveling public. An increase is needed to because there are a total of 96 bridges requiring bridge deck replacement or rehabilitation in the near future, with an estimated cost in excess of \$75M. Assuming a preservation time frame of 10 years with constant conditions, annual funding would be in excess of \$6M. An increase from \$4.5M in FY 2015 to \$7M was requested in order to ensure preservation of assets.

The Port of Entry mission supports not only the six international ports of entry, but also the 16 borders shared with neighboring states. She said there is a subprogram to modernize the border facilities to meet federally mandated requirements.

With the recent P3 legislation she is submitting a request to increase the Project's foundation and the Alternative Plumbing Subprogram in order to support development of the P3 program in Arizona. P3 funding is a good source of "new" funds.

Two new subprograms:

- Roadside improvement program including cow guards, drainage and roadway fencing.
- Environmental stewardship to examine wildlife connectivity, environmental stewardship and preservation of open spaces.

Several Greater Arizona subprograms:

- Major Project and Design
- Design Concept Report
- Passing Lane Programs – Request design and construction money in FY 2014 and FY 2015 and continuing the program.

The next category was the Greater Arizona Major Projects. The Cameron Section Project was identified as the first phase of several by the DCR; the existing two-lane facility had varying shoulder widths from one to eight feet with other deficiencies. By reconstructing this into a four-lane divided highway with raised medians, roundabouts at RT 64 and US89 intersections, and Cameron Bridge replacement will help mitigate those deficiencies. The Bridge Group has identified the replacement as a priority as it is structurally deficient. The accident rate on this stretch of highway is higher than the state average for rural facilities. Total estimated project cost is \$40M; currently it is funded with \$10M in FY2014; an additional \$17M is requested to be programmed in FY2015. It is anticipated that the remainder of the funding will be derived from the Bridge Replacement and Rehabilitation Program.

Ms. Toth continued with the following projects/requests:

- I-17, Rock Springs to Cordes Junction. Request an additional \$6.2M for the project; it is currently budgeted at \$24.9 M for FY 2014. The total cost would be \$31.8M.
- Defer \$5M from FY2014 into FY2015 for an I-40 Rancho Santa Fe Parkway, formerly known as Rattlesnake Wash. This would allow staff to work with the City of Kingman to further the IGA efforts.
- SR260, the W. Bullis extension: take a two-lane facility and extend it outside the Show Low area to five-lane section. Request for FY2015 to fund that project at \$6.8M for Phase I of that project.

PAG major projects as follows:

- I-10 Marana to Ina Road: request \$10M for FY2013 to FY 2014 and increase that \$20M so the total in the program would be \$30M in the FY2014.

- Defer DCR money, \$4M for FY2011 to FY2012 and add in the roadway widening construction phase in FY 2015 for a total of \$10.1M.
- Defer design from FY2014 to FY2015 for the I-10 Kino road T.I.
- Defer \$4M in design for the I-10 Country Club Road T.I. for FY 2013 to FY2014.
- I-10 Valencia T.I.: request to defer \$25M from FY2013 to FY 2015 and defer \$17.82M from FY2014 to FY2015, combining all the money into FY2015 for a combined total of \$42.8M.
- Another PAG interchange is the I-10 Wilmot Road T.I.: defer \$4M from FY2013 to FY2014 for design and then \$6M in construction from FY2014 to FY2015.

Ms. Toth explained that many of these deferrals are to balance the program where monies are being added in and to fiscally constrain the program within the overall budget.

- Construction on I-19 from San Xavier to Ajo Way: request an increase in funding for FY2014 from \$66.4M to \$86.4M.
- Widening project on SR77 from Tangerine Road to the Pinal County line: request increase from \$30.5M to \$33M within FY 2013.
- Widening project, SR86, Valencia to Kinney: request an increase in FY2011 from \$23.5M to \$31M.

Ms. Toth turned the podium over to Steve Hull to discuss the MAG Regional Program.

Mr. Hull noted that he would be talking about the Maricopa Area Regional Freeway Program. Last year at this time, he noted that “we were sitting here looking at Proposition 400,” a major funding component of the freeway system in Maricopa County. There is a \$6M gap between estimated revenue for the remainder of Proposition 400 (15 more years) and the cost to complete the work. Last year MAG’s focus was to try to figure out how to rebalance that program. The outcome of that effort was to take the remaining 15 years and spread it over the current 20-year transportation plan. This has resulted in changes to MAG’s 5-year plan for freeway construction, some in lengths of time for project completion, and some priority changes:

- Many modifications in FY2011-2013 to adjust to the new scenario.
- Typical updates for cost for design construction based on current prices.
- Prices were down, so most of the projects will have estimates a little bit lower.

MAG is repackaging three major corridors: the Loop 303, I-10 Maricopa Corridor and the 202 South Mountain Corridor have been repackaged into individual segments for re-design and construction. New projects are being added for FY2014 - 2015. System-wide costs for the regional freeway program include landscape maintenance, litter removal, and pavement sweeping; and there is money in the system for right-of-way advance acquisitions as parcels come on the market to acquire them to protect future corridors.

Traffic interchange improvements and freeway management systems (cameras that monitor traffic flow) costs were all identified in the original Proposition 400 programs. Overall there is a lot of money in the 5-year window for the MAG program, about \$800M per year, in large part because of Prop. 400:

- \$900M of that money goes into Loop 303 corridor to upgrade it to a full freeway capacity corridor.
- \$600M goes into the I-10 Maricopa Corridor to add combination of express lanes and local lanes to improve traffic flow.
- \$900M is coming up in Loop 202 South Mountain Corridor in two specific segments in the current Five-year program and the rest comes up in the following five years.
- In the five-year window are also HOV lane improvements on the Loop 101 Corridor from I-10 to Tatum to complete the HOV lanes for that entire loop.
- On the Loop 202, HOV lanes from the I-10 as far east as Gilbert Road. This may be one of the segments that will be repackaged pending funding.
- Small HOV Corridor on I-10 from Loop 202 to Riggs Road.

There is other work that is going on in the system including general purpose lanes and T.I. improvements in a number of other locations.

Ms. Toth returned to the podium to show one slide in relation to the Aviation Development Program. In anticipation of legislative sweeps in 2011, these are conservative revenue forecasts; but there is also hope for more economic stability in the program. She recommended approval of the tentative program in order to move forward with public comments in the March, April and May Board hearings.

*Motion made by Steve Christy, seconded by Bill Feldmeier, to approve the tentative program outlined above. In a voice vote, the motion passed unanimously.*

#### **ITEM 10: State Engineer's Report – Floyd Roehrich**

ADOT still has a fairly robust construction program. Some projects have slowed or shut down due to weather, but out of nearly \$1.4B under contract, there is still over \$400M of work to do. January saw the close-out of some significant projects and this should generate some close-out funds back into the program. An increase in the construction program is expected throughout this year.

#### **ITEM 11: American Recover and Reinvestment Act (ARRA) 2009 Update**

Mr. Roehrich applauded ADOT staff for their success with the ARRA projects despite the difficulties in these challenging times. He was confident that 100% of our funds would be obligated well before the March 2 deadline. 27 ARRA projects have already been completed and are in the process of being reconciled so that any leftover funds can be released back. He will work with Mr. Fink's team to get those funds obligated by the end of the fiscal year.

#### **ITEM 12: ARRA II Funding Allocation - John Fink**

Mr. Fink reminded the Board that earlier in the meeting the possibility of ARRA II funding was briefly discussed, and that there is still a lot of uncertainty about what it will be. In general, Mr. Fink said that it is believed that there will be new stimulus funding and there will be short time

frames involved, so it is important that funding allocations should be decided upon ahead of time.

Mr. Fink said that at the February 3, 2010, study session he presented three options for allocating funding:

- Option 1: Use the existing distribution formula for ARRA funds.
- Option 2: Apply distributions (the entire amount of highway funds) that were allocated in MAG and PAG. Under this option, shares of the state portion would go down and greater Arizona would gain.
- Option 3: Apply a standard percentage to the total highway amount. PAG share would stay the same, MAG shares would increase, and the greater Arizona share would decrease.

Chair Montoya opened up the floor for discussion and motion.

Mr. Feldmeier asked if the Board was being asked to change their previous position relating to ARRA I, or is the Board being asked to maintain that position.

Mr. Fink answered that it is the Board's option to either maintain their previous position or reconsider and change it.

Mr. Feldmeier asked if no action meant that "we would maintain as is."

Mr. Fink requested that the Board take action if it wishes to maintain. Mr. McGee explained further that since it involves additional new funds that may be coming from Congress, it is prudent that the Board takes formal action either way.

Mr. Christy commented that he was not present when the original allocation was made, and asked if the Board finds the efficacy of the current funding matter to be positive.

Chair Montoya answered that it was equitable and that the Board had previously discussed the matter.

***Motion made by Steve Christy, seconded by Bobbie Lundstrom, to maintain the prior ARRA I allocation and commit to the same scenario to ARRA II. In a voice vote, the motion passed unanimously.***

### **ITEM 13: ARRA II Priority List – Floyd Roehrich**

Mr. Roehrich commented that while the preliminary list of ARRA II projects in the Board packets did include projects statewide and two projects in the MAG region, the project list is not finished yet. Work is still being done with the PAG region and Tucson District Engineer to finalize projects. He asked that the Board approve the list of projects brought forward with the understanding that if the funding does not occur, then those projects would come back to a normal priority programming process to get funded. Or if the ARRA funds do come, that list of projects would be the projects the Board would deliver using those funds. The list is not



prioritized and staff is asking the Board's discretion to allow the list to not be prioritized given the short time frames that may ultimately be in the legislation. This would allow for the projects to go out the door as they are ready, whereas a prioritized list would hamper staff in delivering the pull-through projects.

***Motion made by Steve Christy, seconded by Bobbie Lundstrom, to maintain the current list as presented by staff regarding the projects dependent upon ARRA II and if there is any change in ARRA II funding that they be brought back to the board for re-evaluation.***

Discussion:

Mr. Flores asked about the process for determining which project is #1, #20, and so forth. Will there be further recommendations by the stakeholders or ADOT?

Mr. Roehrich answered that after the Board approves the list, staff will deliver whatever sequence of the project list they can to cover the total cost of the project. ARRA II funds would only be used on these projects currently on the list; a different project would not be added without bringing it back to the Board. He commented that staff will not come back to the Board asking direction on the projects, but rather to report on the projects. Projects will be moved out at staff discretion when they are ready to go. There were no dollar amounts for PAG in the report but we know that is coming, and asked if the dollar amounts reflect the decision the Board just made regarding ARRA II percentages. These are not all of the projects necessary to consume the expected funds. He reminded the Board that they have \$350M at their discretion to use through ADOT and another \$175 set by Formula R1. The expected dollar amount of ARRA II is approximately \$350M. These dollar amounts would stay roughly within those same distribution cores: Greater Arizona, MAG and PAG.

Mr. Feldmeier asked how the Board should respond to the comments made earlier by Mr. Johnson representing Yuma related to potential ARRA projects in that region.

Mr. Roehrich said that consideration could be given to those if the Board would so choose. At this point "we would have to see if there have been savings" or if more fund distributions will be available to bring those back and add to the list. If the Board wishes, they can be prioritized and brought into the list.

Mr. Feldmeier stated that that would be his preference as well, and he is not interested in changing the list at this time. He stated that he is interested in better understanding the issues that Mr. Johnson has brought forward. He said he wants to address Mr. Johnson's concerns at some point in the future and also allow others to bring their concerns to the Board as well.

Mr. Roehrich agreed that would be a good discussion item. He added that there is a Federal program with hundreds of millions of dollars and that there is a possibility to use those funds for those programs, rather than try to attach them to ARRA.

Chair Montoya commented there may be districts that don't qualify for the ARRA funding because of the time frames so there may be federal aid money to put in those slots.

Mr. Roehrich encouraged the Board to keep working with the District Engineer to establish the priorities on those projects.

*In a voice vote, the above motion passed unanimously.*

#### **ITEM 14: Construction Contracts - Floyd Roehrich**

Mr. Roehrich continued with a discussion of contracts, noting that four have been awarded. He specifically commented on a project on SR 260; in evaluating the bid, the Department saw an apparent discrepancy in the road condition which caused the Department to question the validity of the bid. In the meantime, a road test was received from the second low bidder regarding the same condition observed by the Department. He requested that the Board defer ITEM 14a no later than March to allow the City Engineer's office to finish the inquiry and evaluate the merits of the road test and the bids.

Mr. McGee commented for clarity that this is the amendment made on February 17, 2010, to the regular Board agenda.

Chair Montoya asked for a motion.

*Motion made by Steve Christy, seconded by Bill Feldmeier, to defer ITEM 14a this project for one month. In a voice vote, the motion passed unanimously.*

Mr. Roehrich commented that ITEMS 14b – 14j are all recommended for approval. The Department believes that these are all competent bids, and under Department estimates for the most part. Bids were numerous, some with as many as 15. Also, there were good prices on commodities such as concrete, steel, asphalt and fuels. With the exception of the bid for the work on SR260 (Item 14-a), staff recommends award of these competent bids so that work can begin on the infrastructure needs.

*Motion made by Delbert Householder, seconded by Bill Feldmeier, to approve ITEMS 14b – 14j. In a voice vote, the motion passed unanimously.*

Chair Montoya suggested deferring Agenda Items 15 and 16 (Information Only items) to the next meeting or study session, unless the Board wishes to hear them at this meeting. The Board agreed to hear them at the next study session.

#### **ITEM 17: Comments and Suggestions**

Mr. Christy received a letter from the office of County Administrator Chuck Huckleberry of Pima County in response to Mr. McGee's letter. The writer said that the "Pima Association of Governments recently communicated with ADOT management regarding unexpected notification that available federal transportation funds were to be rescinded and that PAG program projects would be negatively impacted." Mr. Christy further quoted from the last paragraph of the letter which stated its intent: "I encourage you to request that ADOT staff keep the ADOT transportation board apprised of developments related to this important matter and that you insist that ADOT continue its previous and greatly appreciated efforts to work cooperatively with local jurisdictions to maximize securing federal funds to address our program

needs.” Mr. Christy explained that he wanted that read for the record and will give the letter to Mr. McGee and the Director’s office, asking them to respond to the County Administrator.

Mr. McGee said they will certainly respond to that letter. He encouraged representatives from COGs around the state to attend the next Study Session if they wish to give a review to the Board on the exact issues with respect to the rescission. He requested the item to be added to the agenda with the Chair’s consent.

Chair Montoya expressed his support for Mr. Zubia on the alternative fuel issue and wishes to have a Board discussion on how this item can be approached from a policy standpoint, and maybe move it forward to the Governor in a letter. Mr. Montoya stated that he wants the Board to be proactive on this issue so that in five years the Board is not in “crisis” mode, as now is the case with the rest area issue.

Mr. Feldmeier asked if the Board would entertain that at the next study session and Mr. Montoya replied affirmatively. Mr. Feldmeier thanked Mr. Householder for the time he has spent on the Board and the additional months he has given the Board beyond his tenure to keep us going. He stated that the Board would miss him.

***Motion to adjourn made by Steve Christy, seconded by Bobbie Lundstrom. In a voice vote, the motion passed unanimously.***

---

Bob Montoya, Chairman  
State Transportation Board

---

John McGee, Executive Director of Planning & Policy  
Arizona Department of Transportation

**MINUTES**  
**STATE TRANSPORTATION BOARD**  
**STUDY SESSION**  
**10:00 a.m., Wednesday, March 3, 2010**  
**Arizona Department of Transportation (ADOT)**  
**Human Resource Development Center (HRDC)**  
**Grand Canyon Room**  
**1130 N. 22nd Ave.**  
**Phoenix, AZ 85009**

**BOARD ATTENDANCE**

Bob Montoya, Victor Flores, Bobbie Lundstrom, and Steve Christy (telephonic), Felipe Zubia (late), Bill Feldmeier (absent)

**PLEDGE**

[The Pledge of Allegiance is recited, led by Victor Flores]

**CALL TO THE AUDIENCE**

Eric Anderson, Maricopa Association of Government (MAG) expressed his appreciation to the ADOT staff for their great work reconciling the ledgers for federal funds. He stated that it is very difficult with the lack of ongoing transportation authorization legislation and with Congress giving money and then taking it back. He added that it has been a long struggle, but the issues seem to be resolving themselves.

Chair Montoya announced a slight modification to the agenda: Item #2, and Item #4 will be reversed during this Study Session.

**ITEM 1: Long Range Transportation Update – Jennifer Toth**

Ms. Toth presented a video about the Long Range Transportation Plan. [A DVD providing program information was then viewed.] The DVD was the Department’s Public Service Announcement, “What Moves You Arizona,” for the Long Range Transportation Plan. It will be distributed to as many communities as possible to get people excited about participating in long-range transportation. She reported that one of the impressions that came out of bqAZ is that transportation is personal. People rely on transportation choices every day as an integral part of their lives. Transportation decisions affect how we get to and from work, how we get our kids to and from school, and how we shop, travel and play. Another quote heard during bqAZ was, “Planning for the future is the most valuable work that we do.”

Another story that needs to be told is that we are not coming out just to do another planning study. Planning fatigue is evident and people need to understand that the Department is not redoing bqAZ, but taking another step in the long term planning process. bqAZ is the “big vision” used as the foundation to establish clear goals and objectives, linking the programming part of the Five-Year Transportation Program into the Long Range Transportation Plan.

Four different areas that were highlighted in the bqAZ:

- Multi-modal mobility. In terms of multi-modal mobility, the major goal is to develop a multi-modal system moving people and freight that offers choices and connects all of Arizona by linking the state nationally and globally. Choices, connects, and linking are extremely important when talking about mobility.
- Economic Vitality. She stressed the importance of building a seamless transportation system that efficiently moves people and goods while working towards an integrated system of roads, transit, passenger rail, non-motorized modes, aviation and freight options. These steps will ensure that Arizona's economic vitality remains strong.
- Sustainability in the environment. The third aspect of bqAZ, sustainability in the environment. Unique partnerships are being formed nationwide, such as the USDOT.5 - EPA partnership's creation of the Office of Livability within the Federal Highway Administration. This may change the way funding is received, perhaps creating more grant application opportunities. Continuation of current development patterns will cause a 48% increase in total miles driven between 2005 and 2030. To avoid an increase in current congestion, more than 400 lane miles of new roadway will need to be constructed every year in Arizona. Examination is needed to determine what that means from the standpoint of growth and development patterns. Linking the transportation aspect to land use, the environment, and economic development is something that will need to be examined.
- The first and foremost matter; safety and security. Reducing the risk of injury and property damage on or near transportation facilities is a very important component of what the Department does on a daily basis.

Differences exist between the Long Range Vision and the Long Range Transportation Plan, and clear objectives are needed to turn that vision into a plan. Priorities within that Vision need to be established, as well as methods to pay for them. Although bqAZ looked ahead to 2050, the Vision narrowed it to 2035, a more reasonable time frame in which to project revenues. She explained that while the vision is unrestrained, the Transportation Plan has to be fiscally constrained. The emphasis will be on corridors rather than on specific projects: main arterial systems rather than local intersections.

- The most important aspect of this process is performance-based planning and programming. It demonstrates how well the Department has achieved their Vision and examines how the investment choices based on the Long Range Transportation Plan have met the needs of the Plan. Avenues of input to this feedback are the Vision, trends, multi-modal needs, and public outreach to planning stakeholders as well as to the general public.
- Needs analysis and revenue projection are also extremely important. Keeping the system functioning and enhancing it are major questions that will be part of the policy setting discussion of the Long Range Transportation Plan.
- Financial Analysis. Financial analysis includes what is affordable under various assumptions, and what sources will be considered. Although an important part of that process is being financially constrained, scenario planning can be fruitful. By starting with baseline revenue and then adding additional funds, different possibilities can be explored. That is a very important discussion to have with the legislators and elected officials across the State: "Here's the vision that everybody has said and here's what we can do, but look what we might be able to do if we had something else."
- The Department is also looking at "state-of-the-practice"; what is happening at other DOTs, and how to tailor their systems to Arizona.

This entire process results in integrating outreach leadership with planning partners, such as the MPOs, Federal Highway and Administration, FTA, FAA, and FRA. We are not trying to go out and re-do everything,” but are taking bqAZ to the next step. It can be equated to a personal budgeting process: All the different categories like food and housing are equivalent to the bqAZ and the Long-Range Vision; the percentage spent on each category is equivalent to the Long Range Transportation Plan; and finally, the dollar amount spent within each category is comparable to the programming part. This is how the overall planning and programming process will be linked by the Long-Range Transportation Plan, and it is very different than the project-specific process they have used in the past. We are moving towards a stricter edict planning document to drive those investment decisions as we move into the programming arena.

## **ITEM 2: Federal Rescission/Ledgers Update – John Fink**

Mr. Fink remarked that he would summarize the Federal Aid Pilot Program and would begin by defining several terms:

- Apportionments are amounts distributed among the states according to federally mandated formulas or procedures commonly called “formula funds.”
- Allocated funds are distributed when there are no federally mandated formulas, such as in discretionary programs, where the Federal Highway Administration distributes the funds administratively.
- Obligation Authority is an annual limitation on the total amount of apportioned funds that can be obligated to projects in a given year.

**Apportionments:** Generally, apportionments are received on the first day of the federal fiscal year. These funds are apportioned by category. Some examples of apportioned funds are interstate maintenance, national highway system funds, bridge funds, surface transportation program and safety funds. These apportionments are good for the year they are distributed, plus three years. However, after that point, if they are not used the apportionments lapse. The process that the Federal Highway uses when obligations are released is that the first apportionments that were distributed are the first ones used. At the end of the year, any unused apportionments carry over to the next year and then are added to whatever was unused from the prior years to give a new balance of unobligated portions. Once an apportionment is made to the state, it can only be taken away if it lapses for four years, or by Congressional action.

**Obligation Authority:** Obligation authority is divided among the states based on their relative shares of apportionments. Arizona generally receives about 2% of national apportionments and therefore, 2% of national obligation authority. When a project is obligated, one dollar of obligation authority has to be matched with one dollar of apportionments. Unlike apportionments, obligation authority is not category-specific and is distributed as a lump sum. When looking at fund balances, apportionments will be divided among all categories; whereas the obligation authority will be seen as one figure.

Mr. Fink pointed out that unlike apportionments, obligation authority cannot be carried over from year to year. Any unused obligation authority on the books at the end of a year will be lost. One of the Department’s primary goals in managing the Federal Highway Program is to ensure that Arizona never loses any obligation authority. There is an annual redistribution of obligation authority called “The August Redistribution,” basically a process by which FHWA pools all the unused obligation authority and redistributes it nationwide. Usually in late August or early September, the Department will receive a request asking how much additional obligation authority it can use. The Department

then submits an obligation plan and a request for funds; the request is typically for a large sum, of which 2% of the national distribution is generally received. The Department does not receive any additional apportionments as part of that distribution.

**Allocated Funds:** These funds are exempt from obligation authority or include their own limitations.

Chair Montoya was curious if Arizona had ever returned any of their obligation authority funds or received more than their typical 2%.

Mr. Fink responded that he was not aware of the Department ever giving any obligation authority funding back, nor receiving more than the 2%. What typically happens is that all states request huge amounts of additional obligation authority through the redistribution process, the requested amount greatly exceeding the amount available. The FWHA then redistributes the funds in the same proportion the states normally receive.

Mr. Flores was interested in knowing if there is a tracking mechanism to see if some states or regions receive more than others in the August redistribution.

Mr. Fink replied that states do everything they can to ensure they use their full obligation authority every year, and no state wants to be the position of allowing some of their federal funds to go back to Washington and be redistributed to other states. Therefore, there is no obligation authority that results from that process, and a non-politicized process is used for redistribution.

Mr. Flores countered that there would be no August redistribution then, as everyone uses their money.

Mr. Fink answered there are a number of federal programs that are discretionary programs or other ways that obligation authority ends up back in Washington. In recent years, close to \$1B nationwide has been redistributed. Arizona used to get \$6-7M a year in redistribution, but over the last several years, Arizona has been receiving \$18-25M a year.

**Rescissions:** The amount of obligation authority that Arizona receives in a given year is generally less than the amount received in apportionments. Typically that ratio is about 90%: For every dollar of apportionments the state receives, 90 cents is obligation authority. The ratio may fluctuate between 85% and up to close to 100% year to year. Since apportionments can build over several years, and since the state does not have enough obligation authority to fully use the apportionments in a given year, the unobligated balance of apportionments tends to accumulate. At one point, Arizona had up to \$500-600M in unobligated balance of apportionment funds. Recalling that there must be one dollar of obligation authority for every dollar of apportionment funds, this unobligated balance is actually funding the state's lapsed obligation authority. Even though the balance grows, it cannot be used; and Arizona does not expect to ever receive enough obligation authority to use those funds.

What occurs in Washington: Congress passes a bill that creates additional spending and somebody will say that cannot be done unless the spending is offset with funding reductions in other areas. Then Congress will look around for some money to remove from the books and make it look like we actually have a balanced budget. What often happens is that some of the unobligated balance of

apportionments is used as a means of creating the appearance of a federal balanced budget. This is called a rescission.

When this happens, the state will get a notice from FHWA announcing that Congress has rescinded a certain amount of money from the federal aid highway program. Along with that, the state will be asked to declare which programs they want the federal government to take the money out of. The state will then have a short period of time to prepare documentation and return the request, itemizing which programs to cut. Typically, the state's request is honored.

When the state does not have discretion to choose which programs to cut, the practice has been to implement the rescission such that the only impact is on ADOT uses of federal funds. Essentially this process holds the other sub-recipients, such as COGS, harmless in these rescissions. However, there are times when FHWA has informed the state which programs have to be cut, and then it is difficult for ADOT to hold everyone harmless. The reality is that these are rescissions of unobligated balance of apportionments that did not represent funding that the state had sufficient obligation authority to spend. The rescissions do not represent a loss of real federal funding. Arizona's share of the rescission since 2005 has been approximately \$392M, which amounts to about two-thirds of the state's previous unobligated balance of \$500-600M.

There have been seven rescissions since 2005, and the first four were relatively small amounts. Out of the seven, five have allowed for discretionary decisions. However, in April 2008 and September 2009, the state was restricted to minimum and maximum amounts that could be taken from each program. He showed two examples of recent discretionary rescissions. February 2005, which was \$22.6M, was taken entirely from interstate maintenance funds. July 2006, totaled \$12.7M, was taken mostly (\$12M) from interstate maintenance and \$700K from bridge funds, which was actually old apportionment money that was about to lapse.

Chair Montoya questioned why both rescissions utilized the same category of funds.

Mr. Fink responded that interstate maintenance is a category in which we receive a large percentage of federal apportionments, so it is a category that tends to build up fairly large balances. Secondly, it is one the least flexible categories available.

Mr. Roehrich commented that 'interstate maintenance' is a misnomer, in that the state is not allowed to do maintenance, and the federal government is restrictive in its use.

Chair Montoya inquired how the Department takes advantage of the restricted uses.

Mr. Roehrich replied that as the Department applies more obligation authority to other funds, more of the discretionary rescission monies can be used.

Mr. Fink added that funds like STP are very flexible and anything that we could have used interstate maintenance funds on, we can use STP funds. Funds such as the National Highway Funds can also be used on the interstates. The Interstate Maintenance Fund is not very flexible; and the Department tends to build large balances of apportionments in that category, since the Department receives the greatest proportion of federal apportionments therein.

Chair Montoya asked for an example of a project for which the Department may have used funds like STP.



Mr. Roehrich noted that the Department has rehabilitated pavement failures on the interstate system using this category. These have to be large-scale projects, not small projects like minor drainage improvement projects or box culvert extensions.

Chair Montoya was curious if the money could be used for new capacity. Mr. Fink responded that the money cannot be used for new capacity, and Mr. Roehrich concurred.

Mr. Roehrich continued that what the funds can be used for is a fairly narrow range of activities. The Department's strategy has always been to look first at the funds that contain the most money, and then the funds that are the least restrictive, such as bonus equity and surface transportation.

Mr. Fink added that the apportionments are distributed by formula, not by need. The Department tends to receive more in interstate maintenance apportionments than in other categories and funds, even though the needs may be greater in other areas.

Ms. Lundstrom commented that she does not understand the logic behind the formulas. Mr. Fink commented that he cannot explain the logic behind the formulas; they are specified in law. FHWA is simply implementing what it was instructed to do by Congress.

Mr. Christy expressed curiosity about how the rescissions were communicated to entities like PAG.

Mr. Fink answered that in the case of discretionary rescissions that were removed from categories that only impacted ADOT, there is no communication because it does not have any impact on any entities except ADOT. On the proportional rescissions, ADOT communicated after the fact as generally there is a very short period of time to make the decisions. We have to balance all this with the whole concept of making sure that the state as a whole does not lose any obligation authority. The Department has to carefully analyze proportional rescissions to ensure that funds end up in the right categories and nobody's projects are impacted.

Mr. Christy reiterated the reality of the situation is probably due to the restraints just discussed.

Mr. Fink emphasized that the Department has to balance the ledger for the entire state and cannot look at individual categories/funds when doing this. This rescission was particularly difficult because it coincided with the end of the federal fiscal year, and they had to ensure everything matched. First and foremost they had to ensure the state did not lose any obligation authority.

Mr. Christy questioned if ADOT noticed any, "hackles being raised", from any jurisdictions when they found out after the fact they had funds rescinded.

Mr. Fink replied that there was some discussion regarding this towards the beginning of the year.

Mr. McGee added that part of the instruction received from Congress required the Department to essentially wipe out the remaining unobligated apportionment balances that were in funds that the MPOs and COGs used to fund local projects. At the end of September, the Department started communicating with the MPOs and COGs about what was occurring with the rescissions. We thought we were doing an okay job, we thought everybody kind of understood what was going on, but we weren't sure that everyone really understood what had happened. A lot of people in rural areas do not deal with federal funding much, so it was even more confusing to them. In an attempt

to clarify issues that had come up over the course of several months, Mr. McGee sent out a letter to all the entities, thinking that they understood more than they did. However, all it did was confuse the matter significantly. The Department started receiving letters and phone calls, and so the Department had several joint meetings with the COGs and MPOs to try to explain it more fully. Through this whole period of time, the Department has found a way to fund every local project that has come to the Department for approval. Mr. Fink and his staff have done an “excellent job” making sure these projects go forward.

Mr. Christy asked for confirmation that the MPOs are not going to be negatively impacted to any great degree by the rescissions.

Mr. McGee replied that was the case with regard to the actions taken to close out FY2009 and the rescission of apportionments the state had received through FY2009. The Department did whatever it took to keep those projects going. There is one serious ongoing issue that this rescission created that will be discussed later in this meeting.

Mr. Fink then explained the next slide, which depicted in chart form the impact of the rescissions during Federal FY2009.

Looking forward to federal FY2010, the Department started the year with a zero balance in apportionments in every category. The SAFETEA-LU continuations that Congress passed allowed the 2009 rescissions to carry over into 2010. If these are allowed to stand and Congress does not fix this problem, we will not have sufficient apportionments this federal fiscal year to fully utilize all the obligation authority that the State would be expected to receive. This could amount to a loss of anywhere from \$180-\$200M of federal funding for Arizona this federal fiscal year. Those losses could have significant ramifications. Funding estimates for developing the Five-Year Program are based on expectations of the amount of obligation authority, not the amount of apportionments. The Department had assumed the obligation authority level would be \$600-700M. If the Department loses \$200M of that, programs will have to be adjusted accordingly. Also, the sub-recipients around the State would see a loss of obligation authority, thus impacting projects.

Mr. Flores said he did not understand the relationship between the obligation authority and the rescissions.

Mr. Fink returned to a chart showing \$735M in apportionments and a corresponding amount of obligation authority, slightly than 90% of \$735M. These initial notices are received at the same time, and then there are subsequent notices from FHWA informing the Department of amounts they have to “turn back.” He added that ADOT does not program “to the level of apportionments,” but rather to the level of obligation authority.

Mr. McGee responded that for federal aid purposes, Arizona only assumes the estimated amount of obligation, whereas some states program up to the level of apportionments. When rescissions occur, these states then have to remove parts of their programs.

Mr. Zubia was curious if the 90 cents on the dollar was based on apportionment? Mr. Fink answered that it is based on apportionments.

Mr. McGee explained that when Congress passes a long-term obligation, they specify how much apportionments will go the states every year. What the Department does then is take the

apportionments in the bill and assume roughly 90% of obligation authority each year, and that is what is programmed. When authorization runs out, the Department will generally assume that for the first year or two, Congress will not get a new authorization done, so we will be getting the same amount of money as we got in the last year of the last authorization. Typically that amount starts to increase by two or three percent per year.

Mr. Fink added that Arizona is known as a sliding scale state, which means the state match ratio needed on federal projects is less than that for other states. Arizona has one of the lowest match ratios of all states. Title 23 stipulates that states that have a high proportion of federal land are calculated to lower the match ratio; a typical match rate is 20% federal to 80% local, whereas Arizona's is 94% federal to 6% local.

Mr. McGee explained that federal lands can never be developed and provide a tax base, so this is a compensatory measure to help such states better utilize federal funds.

Mr. Fink then presented a slide detailing the history of highway program obligations under SAFETEA-LU. There is a huge effort underway by all the states and various stakeholders to get Congress to fix the rescission problem. He commented that the bill which was passed the previous evening to continue the highway program did not fix the problem.

Mr. Fink introduced his next topic: federal ledgers. The ledgers are an apportionment and obligation authority tracking tool that the MPOs and COGs use to track their federal funds. They are produced as a set of declining balance reports, like a checkbook. The information on the ledgers includes carrying forward balances from prior years, the OA rate for the new year, the new year apportionments and corresponding obligation authority, the activity that occurred during the year and then the ending balance of apportionments and obligation authority plus explanatory notes. New this year is that the ledgers will now be produced by Financial Management Services staff. Director Halikowski has made sure that there is adequate staffing to work on the ledgers this year, so that the COGs and MPOs would have up-to-date information. Ledgers for the first quarter of FY2010 are already complete, and meetings have begun with the COGs and MPOs to discuss the ledgers.

Once ADOT staff has reviewed the ledgers with all the MPOs and COGs, they will produce a final set of ledgers for FY2009 that will be the "official starting point" that everyone agrees to.

Mr. Flores was curious if the ledgers would then be maintained by the COGs and MPOs. Mr. Fink responded that in the past, the ledgers were maintained in the Planning Division.

Mr. Christy questioned if ample input would be available for the COGs and MPOs. Mr. Fink assured the Board that discussions would be ongoing with the COGs and MPOs and that the document they now have is a draft document open to revision. Mr. Christy wondered if this might be the source of "feathers being ruffled" that he alluded to earlier.

Mr. Fink explained that the Department had not been able to produce the ledgers on a timely basis in the past, but the commitment is now in place to do so. Mr. Zubia commented that the information in the ledgers seems straight-forward and he wondered if there would be any advantage for the COGs or MPOs to produce the ledgers or would there be problems other than timeliness with them taking it over. Mr. Fink replied that would be an option, but ADOT has to balance the books for the entire state, so it would not be a very efficient process.

### **ITEM 3: P3 Program Update – Detailed Presentation – Gail Lewis**

Mr. McGee introduced the agenda item update. Since the passage of House Bill 2396, the Department has been working very hard with a small but dedicated staff to build an underlying foundation for what they hope will be the best Public Private Partnership program in this country. The foundation includes guidelines, policies and procedures, and professional services. Now that it is done, they are prepared to entertain proposals for P3 projects. Most of the people we have talked to about this are actually a little bit marveled that we are where we are in this program. Ms. Lewis will talk about the foundation and where we will be going from here.

Ms. Lewis began by introducing Deb Sydenham from the Department of Commerce, who is working with them on the P3s. Ms. Lewis then mentioned that her presentation is one that she has been giving to outside entities, who may not realize the gravity of the funding situation. The presentation of the existing situation sets up the need for alternate funding sources for projects.

Ms. Lewis said the federal situation is no better than the state; gas tax, the primary funding source for the Federal Highway Fund, is declining here and also on the federal level. In fact, for the last two years, the Federal Highway Fund has been declining for the first time ever, and they have had to use general funds to populate the highway funds. Due to that, transportation funds have become mixed up with the large controversial issues in Washington such as health care. ADOT is starting to hit the wall with its existing limitations in terms of funding options for the future.

P3 is a possible way to leverage our existing and declining funding sources and be able to move forward with projects that we might not otherwise have the capacity to do. In addition, P3 allows the option of transferring risk to a private partner away from the agency. P3s are dangerous in the public sense because they have gotten a bad rap in some parts of the country due to poor implementation. The public generally does not like the idea of selling transit systems, which are perceived as public assets, to the private sector. There is also the perception that P3s have inadequate public debate and deals are not being done out in the light of day.

The Randolph Sheppard Act allows the visually impaired to have preference in providing food vending operations in government facilities. It is feared that the Department can get around public procurement laws and privatize what would otherwise be public facilities, leaving out the visually impaired vendors.

She noted some uncertainties in the current investment climate:

- questionable availability of funds
- what type of return do individuals get from funds invested in public/private partnerships
- should it be the state's responsibility or private partners' responsibility to help guarantee a certain level of investment

There is also the fear that the State will get caught up in extended negotiations with private partner that will come to nothing. Finally, there is a general opposition to tolls, especially on part of the trucking industry, and especially in the West where we do not have a history of toll roads. Drivers think that toll booths will back up traffic for miles; they do not want to pay and they do not want the inconvenience of a toll booth.

The Department has tried to approach P3 Programming in Arizona from a programmatic point of view. They want to address the concerns people have, set up policies and procedures to try to

alleviate some of the those concerns, and show them it will be a different kind of program than they have seen in other states. The Department has developed its program based on national best practices; they have identified the common elements that create a successful program and used those as the basis for help in operating the program:

- They are using a very transparent process for evaluation and implementation of P3; everything is going to be done with as much public scrutiny as possible.
- They are only going to do projects that can be integrated into the Long Term Transportation Plan.
- They will use P3 projects to leverage state resources for maximum effect, not necessarily looking for a “freebie” from the private sector.
- The projects will be financially viable over the long term and use practices that will enhance safety and mobility.
- Since the projects will enhance the overall mobility of the population, they will enhance the capacity of the statewide system.

Ms. Lewis then reviewed the parameters in the state legislation:

- Any upgraded or enhanced transportation facility is eligible – cannot sell an existing asset.
- Can finance enhancements or new facilities
- Can do a wide variety of P3s
- Allows for agency to solicit projects
- Allows agency to take unsolicited projects from private sector, which may come to the agency with some ideas
- Ability to negotiate an agreement
- Other government agencies including municipalities besides ADOT may enter into P3 agreements
- Anyone using a toll facility may apply for a refund of fuel taxes and motor carrier fees while riding on toll facility (done on request of trucking industry)
- No fund reinforcement allowed on public/private facilities
- Can use any number of revenue sources as repayment to a private partner, such as toll booth fees

The Department has learned from other states that have already performed these types of project. They will have a program coordinator, legal advisor, technical advisor, and internal ADOT staff.

Wilbur Smith Associates has been hired as a consultant to help with the following:

- build the primary objectives
- establish basic principles
- suggest information to include in RFPs
- develop guidelines and rules
- determine what types of projects would be good candidates
- figure out how to be structured internally
- suggest kinds of internal resources they will need
- advise how to incorporate P3s into existing plan
- develop an initial website to inform public about how it will look

At this time, they are in the process of hiring a long term program manager and the rest of the advisory team, and should have the full team on board by the end of April.

[Mr. Christy excused himself from the study session at 11:30 a.m.]

Chair Montoya asked Ms. Lewis to elaborate on Wilbur Smith Associates: their successes, background, and what, if anything, they have done with P3s.

Ms. Lewis explained that Wilbur Smith Associates is a well-known transportation planning consulting firm; they have done numerous projects both nationally and internationally. The agency has used them before for many planning engagements. In this particular case, they were hired through an RFP process, on a limited time engagement strictly for planning purposes. The contract is now complete. From now on, staff will be working with a program management firm to assist in the program itself and manage actual project processes. As a particular project comes to fruition, the Program Manager will manage the team of consultants and help be the leader in terms of getting ADOT through the procurement and negotiations process.

Chair Montoya then asked specifically what P3 programs Wilbur Smith Associates has worked on.

Ms. Lewis said that Wilbur Smith has worked with many states including Nevada, California, Georgia, Tennessee and Virginia to help them develop the underlying documents, principles, rules, and websites to get a P3 program started. They have also engaged in long-term project work in Texas, Virginia, Tennessee and Georgia. They have done a lot of planning work and also project work. Ms. Lewis offered to provide a list of specific projects they have worked on.

Chair Montoya wanted to confirm that Ms. Lewis was saying that Wilbur Smith has had success in doing P3 projects, not only in the planning phase.

Ms. Lewis confirmed that is correct. She continued to say that their experience in P3s was a primary evaluation criteria used in their selection.

Mr. McGee commented that the primary person whom the agency dealt with at Wilbur Smith actually dealt with the Department before on specific privatization proposals. He is a former Arizonan who lived here most of his life. He worked on some issues in the early 1990's and was very familiar with Arizona's history in this regard.

Chair Montoya was curious if there would be a legal advisor other than the AG's office to deal specifically with this process. Ms. Lewis answered there would be and that the Attorney General's office understands that these types of complex issues require a level of expertise that is uncommon in the AG's office.

Mr. Flores asked if the same process would apply to the engineering technical advisor and the financial team. He was curious who pays for the attorney and the engineer. Ms. Lewis responded that there is a subprogram account approved by the Board from the State Highway Fund set aside to help with initial startup costs. If the project is solicited, the responsibility for paying for the evaluation is the Department's. Unsolicited projects, on the other hand, will be accompanied by the proposer's check intended to cover the Department's cost to evaluate the proposal.

Mr. Flores expressed interest in finding out what the tenure of the team's contract is, and if it is all internal with regards to how the RFPs are evaluated. Ms. Lewis answered that nothing has been worded yet. All solicitations are sent out. There is no on-call list to all the firms who were involved with projects nationwide. They will also receive the legal RFP, as they may be working with a law firm and may wish to pass the RFP along, or it may be helpful just for them to see what the whole

project entails. There is a bid date, and there is an evaluation committee, which always includes at least one person from outside the agency. The committee for the Project Manager consisted of Mr. McGee, Ms. Sydenham, Ms. Lewis, Mr. Anderson from MAG, and Jennifer Toth. For the Financial Services Advisor, the evaluation committee will consist of Ms. Sydenham, Ms. Lewis, Mr. Fink and Mr. McGuire. Obviously the outside entity would not be in a position to benefit from the project. When consensus is achieved, and if the leading proposers are very close in terms of points, they are prepared to go forward with an interview process. The term of the contract tenure will be for five years, with an option to renew every year up to five years, when they would re-apply.

Mr. Flores then asked if the five-year term with an annual renewal feature was typical. Mr. McGee responded in the affirmative, and continued that all state contracts are under a five-year term, with the option to renew for up to four years if both parties agree.

Ms. Lewis mentioned the Department is very interested in exploring P3s, not only for new projects or enhanced capacity, but also for rest areas, maintenance and transit. She believes that the State is looking very closely at ADOT, with an eye to using P3s in other areas such as schools.

Ms. Lewis then displayed a chart showing the structure of the P3 team and all of the stakeholders. There will be an internal DOT steering committee that will consist of many of the people here. Outside professionals would be the teams that are on board throughout the procurement process. Outside stakeholders include drivers, neighbors, the trucking association and independent truckers, the contracting committee and the materials providers. Public meetings and the website can be two means of communicating the program with all of the outside stakeholders. The director will appoint an external advisory committee that will consist of COGs and MPOs and other stakeholders. Of course, the Board will not only review the entire program from time to time, but also will be asked to place projects on the STP, and will have the ultimate responsibility for awarding the contracts.

It is the Department's intention to keep the Office of P3 Initiative very small and rely more on outside advisors. The role of the Office will be to manage the consulting team. The Project Manager will report into this office to coordinate and lead the communication strategy, to coordinate and lead discussions with the Board and outside stakeholders, and to serve as points of contact. The Advisory Committee appointed by the Director will be the advisors on processes and specific projects, be the links out to the community, and try to address any pitfalls and problems early on.

Regarding solicited and unsolicited projects, unsolicited bids do not necessarily mean an undiscussed project. At no point in the process until a contract is signed would the Department be committed to go forward with a project that comes through the unsolicited process. Just because a proposer has brought an unsolicited bid, does not mean that it will be accepted.

Three reasons P3s go bad:

- Public opposition
- Political opposition
- Long-term financing that is not going to be successful

The website is [http://www.azdot.gov/Highways/Projects/Public Private Partnerships/index.asp](http://www.azdot.gov/Highways/Projects/Public_Private_Partnerships/index.asp) They have the ability to send out blast emails. Once all committee and team members are identified, their names and contact information will be accessible from the website. P3s are not the answer. They have to make sense for an investor, not just for a public agency. The number of projects that go forward is about 10-15%. They are very close to being ready to go ahead with the projects, but

they are not sure how many projects they might be doing. They have already spoken to CYMPO and ASU, and will be speaking to COGs and MPOs soon.

Mr. Fink emphasized that they want the process to be very transparent to everybody. As they looked at putting together best practices, they found that lack of transparency is a major cause of failure for P3s in other states. As an example of transparency, anyone can sign up as a stakeholder on the website and be informed of changes therein. Also on the website, any person with input can submit it on an electronic form, which is accessible only to him and Ms. Lewis. Secondly, a common question is, "How long is it going to take to do these things?" It depends on the complexity of the project, but generally about 18-36 months can be added onto that projected time frame. He does not want people to believe that they are going to be pumping out projects once a month and he does not want the agency to rush into this. There is one chance to do it right, and many chances to do it wrong.

Thirdly, many of these projects have failed around the country for the following reasons:

- Lack of transparency
- Projects taking on a life of their own, a bad idea being pushed by a large entity. The Department has built in many opportunities in the unsolicited proposal evaluation process to say "No, we don't think this is the right project and the right time." Also, having the proposers pay all the hourly costs involved will make them think their project through more carefully.
- The entities that the projects are going through (such as ADOT) make the mistake of becoming a cheerleader for a bad project instead of being an enabler to a good project. Once you become emotionally attached to a project, you run the risk of pushing through a bad idea at the wrong time.

Mr. McGee believes it is better to do this project right than do it fast, and that has been their philosophy all along. Mr. Zubia commented that the P3 program couldn't come at a better time and couldn't be headed by a better individual and team. He is curious when the Board will be able to review the policies and procedures.

Mr. McGee remarked that everything that has been developed in this program is on the website. However, not all of Wilbur Smith's information is on the website at this point, but it could be made available. What is available now is the result of that information.

Ms. Lewis added that comments of a confidential nature were also not on the website.

Mr. Zubia requested that a list of policies and procedures be provided to the Board. Furthermore, he commented that Chair Montoya has tried to ensure that one member of the Board is privy to what is going on so that if there is ever a question, the Board can go to that person. He suggested it would be helpful to have a point person.

Mr. McGee noted that he and Chair Montoya discussed that point and Chair Montoya will ask a Board member to serve on the advisory committee.

[A lunch break was taken from 12:20 p.m. to 1:05 p.m.]



#### **ITEM 4: Federal Projects Priority List – Floyd Roehrich**

Mr. Roehrich explained that he would be discussing page two and three of the project listings in their packets. Those projects will be going through the programming process and eventually to the Board for approval. The new projects come from the subprogram, as well as from final reconciliation of the expected federal funds for this year. They meet the requirements for categories of safety funds, subprogram funds, bridge funds, and any subcategory of funds. There was a qualifier: these are based on the total amount if the rescission is put back in so that the apportionment is used up to the full obligation authority that is expected. If that is not fixed, and the apportionments are less, then the list will have to be revisited. The listing is statewide, although the MAG region has more adjustments to it so they are not being moved forward at this time. The rest of the projects will be delivered this fiscal year if all clearances are met. The projects include pavement preservation, new constructions capacity, and a new interchange.

Ms. Lundstrom inquired about completion of two specific projects in the Yuma area, relative to a conversation she had with an individual after a previous meeting.

Mr. Roehrich responded that one of the items mentioned in that conversation is not on the state system; it is a local road, although it used to be a state facility. The other road was part of the turnback agreement that the locals signed as part of acceleration of the ASH. The locals were to take over the roads “as is” and in consideration of that, ADOT would take funding from that and put it into the ASH. The locals agreed to that; he added that the Department told the locals we will work to try to find through the district minor subprogram the opportunity to put together a ¾-inch surfacing project but are not going to pursue a multi-million dollar construction project. He feared that if the Board agreed to pursue a larger project that other cities would follow suit.

Mr. McGee explained that they are proceeding both with the stimulus project list and this project list under the assumption that both the stimulus bill and the rescission issue will be fixed. He said he “is 99.99% sure” about the rescission issue; he confessed he is not so sure about the stimulus bill. When staff went through the year-end closing, they had to obligate funds to every available purpose. The tools that they have traditionally had at their disposal are gone. The only way they can assure that ADOT does not end up having to turn back any obligation authority this year is to have enough federal aid projects and programs and enough variety of them that over the course of the remaining six months there are enough projects to utilize all the state’s available obligation authority. As they reviewed the programs that were federal-aid eligible, it looked like “we had to do every single project that was in FY2010, including a fairly large right-of-way purchase in Maricopa County” to use all the federal aid anticipated.

What they are trying to do is accelerate some projects into the front end of the year so that all federal aid is utilized. If the Board approves all these projects, ADOT would still be able to do many of projects both on the stimulus list and this list by doing what we call ‘Advance Construction’. It is all part of a strategy to ensure that no federal funds are lost. They plan on bringing this list or something close to it to the Board for approval as a PPAC item at the next meeting.

## **ITEM 5: Rest Areas – Issues and Restorations – Floyd Roehrich**

Mr. McGee explained that Mr. Roehrich will discuss several specific rest areas and address possibly the opportunity to use stimulus funds to advance the reconstruction in some rest areas and full reconstruction in others. Mr. McGee said that he will speak in a more general way, particularly in regard to the Governor Brewer's letter which was sent to Board members and Secretary LaHood regarding rest areas.

Mr. Roehrich mentioned that three years ago staff started looking at the design and conventional programming for two specific rest areas. If additional funds become available through "Jobs for America," "Jobs for Main Street," or ARRA II that allow the Department to provide discretionary funds, the Board will be asked to take those two projects, let staff finish the design and then use the discretionary funds to move them forward.

One of the rest areas is "Mohawk" on I-8, about 55 miles east of Yuma. It is a very old rest area that requires a lot of maintenance; in addition, the facility needs repair on the waste water system and components of the electrical system. Plans are being developed to include leveling the rest area down to the ground, then rebuilding it to the cost of about \$12M. It would be a brand-new building, new pavement and parking, and new water distribution center; there is a well that would need to be upgraded, and a distribution center and waste system that need replacing, as well as ramps and access off the freeway. It does give two facilities, one eastbound and one westbound, plus a caretaker residence, due to its location. In addition, there would be traveler's information with kiosks, as it is the first inbound rest area to the State. Construction would take about a year, then there is a one-year establishment period; so for about two-year time frame, this facility would process not out of the operating budget but come under the discretion program.

The other rest area is on I-40, a brand new location with nothing there at the moment, called Needle Mountain Rest Area. The closest rest area is the Haviland, about milepost 22. Needle Mountain Rest Area is near milepost 3 right off the border as you come in. The rest area is very close to the existing port of entry, so they could be tied together with a slip-around. The cost is about \$10-12M and very similar in cost breakdown as far as the rest area itself, caretaker residence and type of improvements; but it does have the connecting ramp between the rest area and the port of entry, less than a mile away. It has water distribution systems and all the electrical systems for the facility. Construction of this facility would involve closing the Haviland Rest Area permanently, so this is a replacement, not an addition. There would also be a one-year establishment period.

Both projects were designed at 95%; they were placed on hold at Board request when re-evaluating the need for the rest area rehabilitation program. If additional funds were to become available these two could be part the entire rest area program. These could start this year, and then there would be no upgrading costs for a few years. Mr. Roehrich emphasized that the projects would only be undertaken if there were additional funds received from the federal government. If recovery funds became available, these projects would not supplant any of the existing projects that are in the program.

[unable to hear person speaking]

Director Halikowski answered that the problem is "the color of the money." This is federal money, and we have begged Congress to give us the flexibility to use federal maintenance dollars for operation of rest areas. Their answer has been "no." Congress feels that rest areas are a state

problem, not a federal problem. Nor do they want to privatize. To open up Canoa would take state money, and it take gas or VLT money to do that.

Mr. Flores followed up with saying there are questions about the strategy of closing up some that are already operational while building new ones.

Director Halikowski explained that they opened two new ones that they built using federal funds and those federal moneys allow for running them via the contractor for a year, so there is no cost to ADOT. The first year operating cost has been built into the contract. Essentially ADOT is off the hook the first year. Two years ahead, gasoline tax and VLT revenues will improve the ADOT budget. Once the emergency maintenance issues are taken care of, and the Department feels comfortable with the amount of money for snowplowing, erosion and flooding, rest areas are next on the list to open because of the safety concerns.

Mr. Roehrich said because of the political sentiment for rest areas, as the Department continues to monitor the budget and starts to see growth, the Department and the Board will see a lot of pressure to open rest areas. The challenge is to prioritize it so that all these programs get some level of funding to keep them running. He commented that he was surprised by all the negative press and public reaction to rest area closure.

Director Halikowski believed that ADOT will be in some aspect of the rest area business forever. Hopefully in two years, most rest areas will again be open.

Mr. McGee commented on new rest areas. When the new ones are built, they will be more efficient than the old ones, so ongoing operating costs will hopefully be significantly less. Staff has spent a long time looking at the list of rest areas, and some of them have outlived their usefulness as commercial development has moved closer and closer. Even so, Arizona still has a lot of open spaces; and commercial facilities are not viable where some of the rest areas are now located. Whether we like it or not the Department will be spending money on rest area facilities for quite some time. If ADOT is going to be forced to do that, they ought to take the opportunities as they come along to refurbish, rebuild, and make them more efficient.

Chair Montoya mentioned that maintenance is built into the first year, but he wondered what the Department's estimate of the maintenance would be on those two facilities after that. Mr. Hendrix answered that the current maintenance cost of the rest areas is about \$250-300,000 per year, but was not sure of how improved efficiency would impact that. Mr. Roehrich commented that routine maintenance is probably where there would be monetary savings. At these locations, the systems would probably see a savings of about 10-20%.

Ms. Lundstrom asked if they had considered using solar-power. Director Halikowski replied that some of the rest areas are 40 years old; they were designed as part of the interstate system but maybe not with the attention on the septic and water systems that would be given today. Mr. Roehrich added that for these two areas they will use hard-wired electricity; one of them is close to the port of entry and the other facility already has electricity. As part of a comprehensive review of all facilities in the future, that thought would be considered.

Chair Montoya brought up the Governor's letter; he said he wants the Board to make a proactive positive reinforcement. He said that something needs to be done with the rest areas; realizing that not every rest area is a candidate for privatization, but if the six highest traffic rest areas were

identified, they would generate a lot of revenue that might maintain the rest of the rest areas in the system. More importantly, he wondered if it is only the visually impaired who can operate those facilities. He commented, "If I had that restriction on me, I would take some of the sharpest legal minds and look for the loophole," have a joint venture with the blind or similar group, sign a master agreement with them, and then get the truck stops involved and make them some kind of stockholders.

Director Halikowski commented that he knows it is the Chair's passion and if he could go out and do a contract tomorrow, he would. Two things holding the Department back in his vision are this:

- The feds do not allow privatization of a rest area under the current matrix of the law; if it is done, "you will lose highway funding or they will just stop approving your projects."
- The other thing is, according to the Randolph-Sheppard Act, if a food concession is put there (even if it were privatized), it must be operated by industries for the blind. There is no reason that ADOT couldn't have a master agreement with them, but the first hurdle to overcome is the privatization law.

Mr. McGee expanded on the subject and said that every time "we come up with an idea...it's just like another door slams in our face." The current federal law says rest areas on the interstate "absolutely cannot be privatized." He said staff also considered a scenario where a private entity would acquire the land right behind the rest area, build a commercial facility, and tear the old one down. ADOT staff was told it cannot be done, because they wouldn't be allowed access to the private facility off the right-of-way of the existing rest area. Mr. McGee stated, "It has been absolutely maddening, and I share your frustration." When the idea of "Adopt a Rest Area" came up, they thought that would be great, and signs could be posted identifying the adoptive entity. The federal government told them that commercial names cannot be used on these signs, so there is no incentive for someone to do that. "We have been beating the weeds, and we will continue to beat the weeds." The opposition is formidable, though. He recounted Director Halikowski's comment that there are some very potent opposition against ever doing anything with rest areas other than what we do right now, which is essentially a parking lot, a bathroom and maybe a vending machine.

Mr. McGee continued that Governor Brewer's directives were:

- Identify any federal funding options that might help. The federal government provides money mainly for capital but not for operations, and the Department is trying to get Congress to change that.
- Continue to explore the Adopt a Rest Area program. So far, efforts have been unsuccessful with truckers, but they will continue exploring municipalities, other civic organizations.
- Investigate the use of inmate labor to reduce maintenance costs.

Director Halikowski reported that he met with Director Ryan from the Department of Corrections, and learned that part of the problem is that the prisons are restricted to a 20-mile radius around the prison where they can go. Many rest areas are not within that distance. The other problem is that the rest areas are open 24/7. "Having a dirty rest area is almost as bad, if not worse, than having one that is closed." The Corrections Department cannot provide service 24/7. Service can be provided during the day, but then again, that is dependent on lockdowns and other issues at the prison. At this point, the Department plans to use inmate labor along the I-10 to pick up litter, but using them for rest areas turned out to be a blind alley. Then there is the issue that the public is leery of using rest areas when inmates are present.

Director Halikowski commented that the labor the Corrections Department wants to provide is a small cost of keeping the rest areas operating, and does not take into account repairs and other upkeep. He informed the Board that they use inmate labor whenever possible: they answer phones at the MVD; they pick up litter, and perform landscaping functions.

Mr. Zubia commented that he now understands the complexity of the situation, but from a long-term perspective, perhaps there are some good resources in ASHTO and the Transportation Research Board.

Mr. McGee answered that this is not just an Arizona issue; this is becoming a national issue. He and Ms. Lewis have been participating in a small group with other states in the same situation. Arizona hopes through that through that group and the use of outside professional resources, that ways can be found to initiate change. He then quoted Woodrow Wilson, "If you want to make enemies, change something." Mr. McGee said that has been very true in their experience.

Director Halikowski expressed hope that they could convince Congress to give them flexibility with interstate maintenance funds.

Mr. McGee reported that there are several rest areas where municipalities are already contributing: Superior and Springerville, where they are close to, or within the boundaries of the municipalities.

Mr. Flores wondered if the rest area in Superior is on state property, and Chair Montoya answered that it is on county land. Mr. Halikowski noted that we built it and turned it back to them.

Mr. Flores was curious if the Department could use that vehicle to entice somebody with \$10M worth of infrastructure to put a Wendy's behind it. He wondered if it would be possible to build a rest area adjacent to a person's property that would put in a private facility.

Mr. Roehrich reiterated that if the federal government thinks the Department is trying to get around the law by doing this, then they will not allow access to it. Giving \$10M to a city to build a rest area and "we will let you put business around it" is totally different. The Superior, and to some degree the Springerville sites, are in the city on public lands, and there is access off the highway. It is not access through them to something else; that is what the federal government steps in and says that you are enhancing your private industry with the use of these rest areas."

Mr. McGee returned to his previous discussion regarding the Governor's letter. He continued that the Governor had also asked ADOT to do the following:

- Prioritize rest areas so that as funding becomes available, the Department can start opening them. Staff is looking at comparisons between the number of visits to each rest area, vehicle traffic, and operating costs.
- Continue to pursue private truck stops that are willing to meet about this issue.
- Pursue the OASIS program. They have talked to two separate entities to see if they were interested with no positive response. He feels the reason is that these entities are getting business anyway, so why should they tie themselves up into an agreement with the state, not knowing the downside.
- Advocating for alternatives with the federal government. To that end, Governor Brewer's letter went to Secretary LaHood asking for relief from some of the archaic laws that prohibit privatization:

- Director Halikowski sent a letter to Administrator Mendez in November stating the same thing.
- Any time a Director meets with a Congressional delegation, they emphasize the issue.
- They are working with AASHTO and the other states.
- The bottom line is that the FHWA clearly believes it does not have the power to grant these exemptions until Congress acts.

In summary, Mr. McGee noted that rest areas are a real dilemma. Rest area expenses are a combination of maintenance expense and ongoing capital; at this time we have money for capital, but not for operations, as they are paid for with state funds. ADOT is currently \$100M short of where they were two years ago with state funds for operational purposes. It becomes a matter of prioritizing needs, and it is a tough issue. He then read a few responses they have received, but there is not a lot of good news or positive responses.

Chair Montoya commented that the closing of the rest areas got a big reaction so change will make enemies.

In closing, Mr. McGee commented that having these sessions is extremely helpful to his staff and hopefully they help the Board meetings go more smoothly.

[Meeting adjourned at 2:10 p.m.]

---

Bob Montoya, Chairman  
State Transportation Board

---

John S. Halikowski, Director  
Arizona Department of Transportation

**MINUTES OF THE  
ARIZONA DEPARTMENT OF TRANSPORTATION  
PRIORITY PLANNING ADVISORY COMMITTEE  
206 S. 17<sup>TH</sup> AVE., PHOENIX, ARIZONA  
TRANSPORTATION BOARD ROOM  
10:00 A.M., THURSDAY, MARCH 4, 2010**

The Regular Meeting of the Priority Planning Advisory Committee (PPAC) was held on March 4, 2010, at 10:00 A.M. with Chairman Jennifer Toth presiding.

Other committee members were present as follows:

Floyd Roehrich, John Fink, Robert Samour, Michael Klein, Dallas Hammit, Sam Maroufkhani, Thor Anderson / representing Todd Williams, John Morales / representing Stacey Stanton

**1. CALL TO ORDER**

A quorum being present, Chairman Jennifer Toth called the Priority Planning Advisory Committee Meeting to order at 10:00 AM.

**2. ROLL CALL**

Lynn Sugiyama conducted a Roll Call to the committee members, all were present except F. Rockne Arnett.

**3. CALL TO THE AUDIENCE**

Chairman conducted a Call to the Audience for any comments and issues to be addressed. There were no comments.

**4. APPROVAL OF MINUTES OF FEBRUARY 4, 2010**

The minutes of the Regular meeting held on February 4, 2010.

**Chairman Toth called for a motion to approve minutes of February 4, 2010.**

**Floyd Roehrich made the motion to approve the Minutes of the February 4, 2010 meeting. John Fink seconded the motion, the motion carried.**

**5. REGIONAL TRANSPORTATION PLAN (RTP) STATUS REPORT**

Steve Hull advised that the MAG Regional Council will approve their 5 Year Transportation Improvement Plan (TIP) on March 19, 2010. Their TIP matches the State list.

**6. HIGHWAY CONTINGENCY FUND REPORT**

Joan Cameron reported that the highway contingency fund as of February 23, 2010, showed a positive balance of \$3.992 million.

**7. PROJECT LIST FOR JOB BILLS**

Floyd Roehrich reported that the project list for the Jobs Bill was presented to the State Transportation Board on February 19, 2010. PAG will present their project list on a later date. This list was presented to PPAC for information only.





**Mohammad Zaid presented Item 9c.**

9 c. ROUTE NO: US 60 @ MP 149.0 Page 41  
COUNTY: Maricopa  
DISTRICT: Phoenix Construction  
SCHEDULE: FY 2010  
SECTION: SR 101L to McDowell Road  
TYPE OF WORK: Widen roadway  
PROGRAM AMOUNT: \$ 21,300,000  
PROJECT MANAGER: Mohammad Zaid  
PROJECT: H732801C, Item# 40310  
REQUESTED ACTION: **Defer the construction project  
from FY 2010 to FY 2011 in the  
Highway Construction  
Program.**  
PROGRAM AMOUNT: \$ 21,300,000

**Mohammad Zaid mentioned that this is project is part of the Federal Fiscal Year 2010  
Obligational Authority Closeout list.  
Chairman Toth called for a motion to approve Item 9c.  
Robert Samour made the motion to approve.  
Michael Klein seconded the motion.  
Item 9c. approved**

**Mohammad Zaid presented Item 9d.**

9 d. ROUTE NO: I-17 @ MP 205.0 Page 42  
COUNTY: Maricopa  
DISTRICT: Phoenix Construction  
SCHEDULE: FY 2010  
SECTION: Bethany Home Road - Northern Ave.  
TYPE OF WORK: Construct sidewalks  
PROGRAM AMOUNT: \$ 2,295,000  
PROJECT MANAGER: Mohammad Zaid  
PROJECT: H788701C, Item# 43010  
REQUESTED ACTION: **Defer the construction project  
from FY 2010 to FY 2011 in the  
Highway Construction  
Program.**  
PROGRAM AMOUNT: \$ 2,295,000

**After Mohammad Zaid presented, questions were asked about whether this project could meet the design and construction Federal Fiscal Year deadlines.**

**Chairman Toth requested a motion to approve Item 9d.**

**Floyd Roehrich made the motion to approve.**

**Thor Anderson seconded the motion.**

**After discussion, Chairman Toth asked that a contingency plan be made for Items 9c and 9d. to see whether the two projects could meet the Federal Fiscal Year 2010 deadline.**

**Request was made to table Item 9d.**

**Floyd Roehrich requested the motion to table Item 9d.**

**Robert Samour seconded the motion.**

**Item 9d. was tabled.**

**Frank Hakari presented Items 9e. and 9f.**

9 e. ROUTE NO: SR 72 @ MP 13.3 Page 44  
COUNTY: La Paz  
DISTRICT: Yuma  
SCHEDULE: New Project Request  
SECTION: MP 13.27 to 14.49  
TYPE OF WORK: Construct shoulders and slopes  
PROGRAM AMOUNT: New Project  
PROJECT MANAGER: Frank Hakari  
PROJECT: H665501C  
REQUESTED ACTION: Establish a new construction project for \$1,500,000 in the FY 2011 Highway Construction Program. **Funds are available from the FY 2010 District Minor Fund #73310.**  
NEW PROGRAM AMOUNT: \$ 1,500,000

9 f. ROUTE NO: SR 95 @ MP 132.5 Page 45  
COUNTY: La Paz  
DISTRICT: Yuma  
SCHEDULE: New Project Request  
SECTION: MP 132.5 to MP 140.9  
TYPE OF WORK: Shoulder improvements  
PROGRAM AMOUNT: New Project  
PROJECT MANAGER: Frank Hakari  
PROJECT: H665601C  
REQUESTED ACTION: Estbablish a new construction project for \$1,700,000 in the FY 2011 Highway Construction Program. **Funds are available from the FY 2010 District Minor Fund #73310.**  
NEW PROGRAM AMOUNT: \$1,700,000

**Chairman Toth called for a motion to approve Items 9e. and 9f.  
Floyd Roehrich made the motion to approve.  
Sam Maroufkhani seconded the motion.  
Items 9e. and 9f. approved**



9 i.

ROUTE NO: I-10 @ MP 17.0

Page 50

COUNTY: La Paz

DISTRICT: Yuma

SCHEDULE: New Project Request

SECTION: Quartzsite TI

TYPE OF WORK: Pavement preservation

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Mafiz Mian

PROJECT: H792901C

REQUESTED ACTION: Establish a new pavement preservation project for \$650,000 in the FY 2010 Highway Construction Program. Project is 2 miles in length. **Funds are available from the FY 2010 Minor Pavement Preservation Fund #74810.**

NEW PROGRAM AMOUNT:

\$ 650,000

**Chairman Toth called for a motion to approve Items 9g. through 9i. Item 9h had the incorrect district listed and was corrected as requested.**

**Dallas Hammit made the motion to approve.**

**Michael Klein seconded the motion.**

**Items 9g. through 9i. approved**

**Thomas Jensen presented Item 9j.**

9 j. ROUTE NO: SR 179 @ MP 302.0 Page 51  
COUNTY: Yavapai  
DISTRICT: Flagstaff  
SCHEDULE: New Project Request  
SECTION: Red Rock Scenic Byway  
TYPE OF WORK: Implementation of Corridor Management  
Plan - Year 3  
PROGRAM AMOUNT: New Project  
PROJECT MANAGER: Thomas Jensen  
PROJECT: H791401X  
JPA: 09-150 I with the Village Park  
Recreation Inc.  
REQUESTED ACTION: Establish a new implementation  
plan for \$31,000 in the FY 2010  
Highway Construction Program.  
**Funding sources are listed  
below.**

FY 2008 Scenic Byway Grant	\$ 25,000
JPA 09-150-I with the Village Park Recreation, Inc.	\$ 6,000
NEW PROGRAM AMOUNT:	\$ 31,000

**Chairman Toth called for a motion to approve Items 9j.  
Sam Maroufkhani made the motion to approve.  
Thor Anderson seconded the motion.  
Items 9j. approved**

*Dave Mellgren presented Item 9k.*

9 k. ROUTE NO: US 95 @ MP 19.0 Page 53  
COUNTY: Yuma  
DISTRICT: Yuma  
SCHEDULE: FY 2010  
SECTION: US 95 and B8  
TYPE OF WORK: Construct sidewalks  
PROGRAM AMOUNT: New Project  
PROJECT MANAGER: Dave Mellgren  
PROJECT: H797801C  
REQUESTED ACTION: Establish a new construction  
project for \$75,000 in the FY  
2010 Highway Construction  
Program. **Funds are available  
from the FY 2010 District  
Minor Fund #73310.**  
NEW PROGRAM AMOUNT: \$ 75,000

**Chairman Toth called for a motion to approve Items 9k.  
Dallas Hammit made the motion to approve.  
Floyd Roehrich seconded the motion.  
Item 9k. approved**

*Jeff Stine presented Item 9l. and 9m.*

9 l. ROUTE NO: SR 86 @ MP 132.8 Page 55  
COUNTY: Pima  
DISTRICT: Tucson  
SCHEDULE: FY 2010  
SECTION: Kitt Peak Road Segment  
TYPE OF WORK: Widen roadway  
PROGRAM AMOUNT: \$7,000,000  
PROJECT MANAGER: Jeff Stine  
PROJECT: H801001C, Item# 13910  
REQUESTED ACTION: Decrease the construction project  
by \$700,000 to \$6,300,000 in the  
Highway Construction Program.  
**Transfer funds to the FY 2010  
Statewide Contingency Fund  
#72310. Defer project from FY  
2010 to FY 2011 in the Highway  
Construction Program.**  
NEW PROGRAM AMOUNT: \$ 6,300,000

9 m. ROUTE NO: SR 86 @ MP 132.8 Page 57  
COUNTY: Pima  
DISTRICT: Tucson  
SCHEDULE: New Project Request  
SECTION: Kitt Peak Road Segment  
TYPE OF WORK: Design roadway widening  
PROGRAM AMOUNT: New Project  
PROJECT MANAGER: Jeff Stine  
PROJECT: H801001D  
REQUESTED ACTION: Establish a new design project for  
\$700,000 in the FY 2010  
Highway Construction Program.  
**Funds are available from the FY  
2010 Statewide Contingency  
Fund #72310.**  
NEW PROGRAM AMOUNT: \$ 700,000

**Chairman Toth called for a motion to approve Items 9l. and 9m.**

**Sam Maroufkhani made the motion to approve.**

**Thor Anderson seconded the motion.**

**After discussion, Item 9l. will not be deferred from FY 2010 to FY 2011. It was suggested that this deferral could be requested later.**

**Floyd Roehrich made the motion to amend the approval.**

**Sam Maroufkhani seconded the motion**

**Items 9l. and 9m. approved**



***Bashir Hassan presented Item 9n.***

9 n. ROUTE NO: I-17 @ MP 316.1 Page 58  
COUNTY: Coconino  
DISTRICT: Flagstaff  
SCHEDULE: New Project Request  
SECTION: Rocky Park to McConnell  
TYPE OF WORK: Sign rehabilitation  
PROGRAM AMOUNT: New Project  
PROJECT MANAGER: Bashir Hassan  
PROJECT: H771001C  
REQUESTED ACTION: Establish a new sign rehabilitation  
project for \$1,500,000 in the FY  
2010 Highway Construction  
Program. This is a procurement  
project. **Funds are available  
from the FY 2010 Sign  
Rehabilitation Fund #78310.**  
NEW PROGRAM AMOUNT: \$ 1,500,000

**Chairman Toth called for a motion to approve Item 9n.**

**Dallas Hammit made the motion to approve.**

**Michael Klein seconded the motion.**

**This project is on the list for the Federal Fiscal Year 2010 Closeout.**

**Since this is a procurement project, this does not need to be forwarded to the State Transportation Board for approval.**

**Item 9n. 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. Information Only

- 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](http://www.azdot.gov/MPD/Priority_Programming/Index.asp)

*PPAC:*

[http://www.azdot.gov/MPD/Priority\\_Programming/PPAC/Index.asp](http://www.azdot.gov/MPD/Priority_Programming/PPAC/Index.asp)

11. Adjourn Priority Planning Advisory Committee (PPAC) Meeting

**Chairman Toth called for the motion to adjourn the meeting.**

**John Fink made the motion to adjourn.**

**Floyd Roehrich seconded the motion.**

**Meeting adjourned at 10.32 AM.**

**STATE TRANSPORTATION BOARD  
PUBLIC HEARING  
9:00 a.m., Friday, March 19, 2010  
Arizona Department of Transportation (ADOT) Auditorium  
206 S. 17<sup>th</sup> Ave  
Phoenix, AZ 85007**

**Pledge**

[The Pledge of Allegiance was recited led by Mr. Zubia.]

**Roll Call**

In attendance: Bob Montoya, Felipe Zubia, Victor Flores, Bobbie Lundstrom, and Steve Christy.  
Bill Feldmeier (absent).

**Opening Remarks**

Chairman Montoya congratulated Mr. Christy on his official senate confirmation to the State Transportation Board. He thanked Advancing Women in Transportation (WTS), who hosted a very nice reception and dinner the previous evening for the State Transportation Board. Mr. Flores commented that he did not realize this organization existed, but understands that ADOT has been a long time supporter. He thanked them for a wonderful evening. Mr. Christy said WTS also has a vibrant Tucson chapter and shares Mr. Flores' hopes that they can also work together.

**PUBLIC HEARING**

Presentation of FY 2011 – 2015 ADOT Draft Five Year Transportation Construction Program Recommendations (Including FY 2010 Modifications)

**ITEM A: FY 2011 – 2015 Statewide Subprograms – Jennifer Toth**

Ms. Toth thanked the Board for the opportunity to present the Plan to the Board and to the public. She personally welcomed the members of the public present at the meeting for attending and providing input to the Plan.

[Ms. Toth presented a video clip, which encouraged people to be involved in the transportation programming and planning process.]

The Five Year program is developed each year for the upcoming five years, and staff works all year to prepare for spring, when the tentative Plan is presented to the Board and the public. The programming process is very collaborative, involving communities statewide, the District Engineers, COGs and MPOs, our planning partners, and the general public.

There are certain regulations that dictate the information included in the Five Year Program: federal regulations for the statewide transportation improvement program, and Arizona revised statutes included for the Five Year Program. The projects contained in the first and second years

of the Five Year Program must be fully funded. Projects in the last three years can be illustrative in nature and do not have to be fully funded.

Highlighted changes in the Five Year Program to be discussed include the following:

- Federal Aid Programs
- Subprograms
- Greater Arizona Major Projects
- Pima Association of Government Major Projects
- Maricopa Association of Governments Regional Program
- Airport Development Program

#### **Federal Aid Programs:**

- In the past, ADOT had not programmed the federal obligation authority for the Federal Aid Programs. However, this year they are bringing all the federal aid programs in the Five Year Program up to 90% of FY2009 apportionments. This is important for Program Managers of subprograms to understand how much money is able to be programmed so there is no loss of obligation authority.
- Bridges are high cost assets, and their condition directly affects customer satisfaction. The objectives of the bridge replacement and rehabilitation program are to restore the structural integrity of the bridge, or to replace it.
- The Highway Safety Improvement Plan's overall objective is the efficient spending of funds to achieve the highest safety benefit. The agency is currently in the process of updating the HSIP to raise the maximum project amount from \$3M to \$10M, changing some cost benefit criteria and encouraging some systemic safety improvements. The HSIP program also contains some set-asides like highway-rail crossing improvements and high-risk rural roads.
- The High Risk Rural Roads program is defined as any roadway functionally classified as a rural major and minor collector, or a rural local road on which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for that functional class of roadway. Funds for rail-highway crossings are used for elimination of hazards of rail-highway crossings on at grade intersections or at grade crossings. The HSIP program has not previously been broken into specific categories, and that is why the different areas will be highlighted.
- The State Planning and Research Program allows the agency to plan future highway programs and local public transportation systems. This includes research and technology transfers in conjunction with planning, design, construction and maintenance activities.
- The Recreational Trails Program also provides funds to the states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trails. This is widely used by local communities.
- The purpose of the Safe Routes to School program is to enable and encourage children to walk and bicycle to school and to make those modes safe and more appealing. It also aims to facilitate the planning the development and implementation of projects that will improve the safety, and reduce traffic, fuel consumption and air pollution within the school vicinities.
- The Coordinated Border Infrastructure Program funds improvements within 100 miles of an international land border to facilitate and expedite cross-border motor vehicle and cargo movement. In the past, ADOT has not programmed this, but is asking to do so for the next five years.

- The Transportation Enhancement Improvement Program has 12 categories of activities; the most familiar being provisions for pedestrians and bicycles. ADOT is not asking for a change in funding, but combining the line items of design, construction, and contingency into one subprogram to help better manage those funds.

### **Subprograms:**

- The preservation of the existing system is a primary component of ADOT's mission. Both pavement surfaces and bridge conditions directly affect customer satisfaction. In addition to routine maintenance and major rehabilitation, there are preventive surface treatments that include activities undertaken before significant distress is evident.
- Bridges constitute almost one third of all highway assets. The Bridge Inspection Program is a federally mandated program to ensure compliance with the national bridge inspection standard. It is unfunded.
- The objective of the Bridge Sector Replacement Subprogram is to maintain integrity of the bridge decks and the safety of the traveling public. There are a total of 96 bridges requiring bridge deck rehabilitation and replacement in the immediate future to maintain their integrity and ability to carry traffic. The estimated cost for these projects is in excess of \$75M. Assuming a preservation timeframe of 10 years with conditions held constant, the ADOT funding requirement is in excess of \$6M. Staff is requesting an increase to \$7M in FY2015. Chair Montoya was curious what the effective life of a bridge deck replacement would be, and Ms. Toth answered it would be 50 years.
- The Port of Entry Subprogram's mission is to enhance the motor carrier enforcement operations, and the Port of Entry is to implement and expand the mobile enforcement operations. This mission has led to the establishment of a program to modernize those facilities and to meet mandated federal requirements. This subprogram is for the 16 ports of entry on the highways and borders with neighboring states, and the 6 international ports of entry.
- The Right-of-Way and Contract Auditing Subprograms support the continuing needs of the construction program.
- With the recent P3 legislation, ADOT is asking for an increase in privatization and alternative funding subprogram in order to support the development of the P3 programs within Arizona.
- Two new subprograms added this year are: Roadside Improvements in relationship to cattle guards, drainage improvements and roadway fencing; and the Environmental Stewardship Program to look at future environmental issues such as wildlife connectivity, open spaces, and environmental stewardship mitigation. There are increasing amounts during FY 2011-2015 for both of these subprograms.
- There are several subprograms that are part of the Greater Arizona Distribution outside of the MAG and PAG regions. These are Major Project Design, Design Concept Reports, Corridor Studies and Passing Lane Design and Passing Lane Construction. Mr. Christy requested clarification on the stated \$5M for 15 projects per year on the Passing Lane Design and Construction. Ms. Toth responded that for FY2014 and FY2015, the Department is asking for \$5M for each year. Chair Montoya was curious how many passing lanes the Department could buy with \$5M. Ms. Toth said the Department has been able to program about \$2M per passing lane, so \$5M would purchase roughly 2.5 passing lanes.

## **ITEM B: FY 2011 – 2015 Statewide Highway Construction Program – Jennifer Toth**

- The I-17 from Rock Springs to Cordes Junction roadway Widening is definitely in need of widening, with a great deal of commuter traffic. The Department is asking to add \$6.2M into FY2015 for this. Chair Montoya wondered if there was a study in progress, and Ms. Toth said there is a DCR/EA underway. Mr. Roehrich noted that the widening is expected to be completed by next year, although discussions with the City are still underway.
- The Rancho Santa Fe Parkway is a traffic interchange that is on the east side of Kingman, which would connect the local system from the airport to I-40. ADOT is asking to defer \$5M from FY 2014 to FY 2015 as the Department continues working with the City of Kingman on developing inter-governmental agreements.
- For the US89 Cameron section, the Department is asking for \$17M in FY2015. ADOT completed a DCR/ EA in the 2007, and the Cameron section project is the first of several recommended phases in the DCR. The existing two-lane facility has varying shoulder widths from one to eight feet, with deficiencies that could be alleviated by constructing four lanes with raised medians.
- Another project is the roundabout at the SR64 and US89 intersection, as well as the Cameron Bridge replacement. The Bridge group has identified the Cameron Bridge crossing as a priority. The existing bridge structure was built in 1959, and is structurally deficient. In addition, the accident rate history for this section of roadway is higher than the state average for rural facilities. The total estimated cost of this project is \$40M. ADOT currently has programmed \$10M in FY2014 and is requesting an additional \$17M in FY 2015. It is anticipated that the remainder of funding will come from the Bridge Replacement and Rehabilitation federal aid program. Mr. Halikowski asked for clarification of what “structurally deficient” means when a bridge is in imminent failure of collapse. Ms. Toth answered that it is not in imminent failure of collapse; there are numerous ratings in terms of what classifies “structurally deficient”. We are trying to replace this bridge before it comes into that more detrimental effect.
- SR260 and the West Willis Extension is identified as a high priority project for rural Arizona and will be the first phase of improvements on SR260 from Overgaard to US60. This area has increasing residential and commercial development resulting in more vehicles each year needing access to and from the state routes. In addition, the accident data indicates need for improvements in this area. The existing road is a typical two-lane, and widening from two to five lanes would improve the congestion along with the safety in terms of accidents.

## **ITEM C: FY 2011 – 2015 PAG Regional Highway Construction Program – Jennifer Toth**

- Reconstruction of the I-10 frontage roads between Marana to Ina Road is planned for completion before the I-10 main line construction in that area. The frontage roads plan to be reconstructed and widened to two 12-foot lanes with 8-foot shoulders and would complete the one-way frontage road system there. Once constructed, the frontage roads would also allow the Department to utilize them as detour routes during the I-10 main line construction. The ultimate frontage system will be added for capacity growth along the I-10 system. The Department is asking to defer \$10M from FY2013 to FY2014, and also to increase the amount from \$20M to \$30M.



- Regarding the I-10 Ina Road to Ruthrauff, the DCR/EA is underway to study the main line widening between these two areas. The DCR/EA will determine the most cost efficient and optimum implementation plan, and how to best utilize available funding which may be for structure construction, raised and separated railroad crossings, or other improvements. Projects will be phased to meet the projected travel demands.
- There are three railroad crossings located in that area: Ina Road, Sunset Road and Ruthrauff Road. Ina and Ruthrauff crossings will be reconstructed as raised and separated crossings. The City of Tucson and Pima County currently have a study underway to evaluate the Sunset Road crossing between Silver Bell and River Roads. The outcome of that study will determine the ultimate environment at the Sunset Road Crossing area. There is a high volume of train traffic, as well as vehicular traffic. The DCR that ADOT is performing will establish the vertical geometry to provide clearance at the railroad grade crossing along the north side of I-10, along with this project.
- The next four projects are reconstruction of traffic interchanges on the I-10 at Kino Road, Country Club Road, Valencia Road and Wilmot. The new DCR being performed for these TIs has been awarded and is progressing. The Department is asking to defer \$4M from FY2014 to FY2015 and the District would like to maintain those funds to continue designing. The project at Valencia Road also includes reconstruction of the main line. That would mean deferring \$25M from FY2013 to FY 2015, and also moving the \$17.82M that was programmed in FY2014 and moving that out to FY 2015.
- The DCR for I-19 from San Xavier to Ajo Way is scheduled for completion next year. The Ajo TI and bridge over the Santa Cruz would be constructed first. It was determined that these improvements would have the “biggest bang for the buck” and would allow the main line improvements to be deferred until FY2016 or later. The Department is asking to increase FY2014 from \$66.4M to \$86.4M for this project.
- Two other projects in the PAG region are SR77, Tangerine Road to Pinal County Line. The purpose of this project is to improve traffic operations and safety of SR77. The traffic congestion will be reduced by adding capacity through an additional travel lane, for a six-lane travel section in each direction. This project also improves existing signal lights, intersection right turn lanes, and raised medians. Design will begin in the spring and expect to be completed by 2013, thus increasing the construction project in FY2013 from \$30.5M to \$33M. PAG is also providing funds for an additional two feet of pavement for bicycle use in each direction on SR77 through Catalina. The Town of Oro Valley may provide additional funding for crossroad improvements not directly related to the widening at Rancho Vistoso Boulevard. In addition, the Town of Oro Valley may also apply median landscaping through the Town limits and other enhancements may be added through the local agencies. This project really demonstrates ADOT’s partnerships, especially in relation to complete street scenarios. Mr. Christy wondered if any RTA funds were involved in this project, and Ms. Toth replied she would have to look that up.
- Another project is on SR86 from Sandario Road to Kinney Road. The project will add two lanes and a median to the existing fringe urban roadway, creating six lanes at the Kinney intersection and four lanes at the Sandario. The project also includes drainage facilities and improvements with some drainage easement acquisitions. The Department is asking to increase in FY2011 from \$23.5M to \$31M

**ITEM D: FY 2011 – 2015 MAG Regional Highway Construction Program – Steve Hull**

Mr. Hull explained that the Regional Transportation Plan covers the MAG regional area, and the freeways and highways that make up the transportation system for this area. MAG spent most of

last year rebalancing the Long Range Transportation Plan because of unanticipated cost increases in some areas and unanticipated loss of revenue. The combination of those two things led to a \$6M gap between estimated cost and revenues for the remaining 15 years. Closing that gap involves a series of projects and proposals being spread over 20 years instead of 15. The timeline for delivering the program is somewhat longer than it was a year ago, but it is fundable during that timeline. MAG is going to reevaluate these changes to the Long Range Plan in the next 18 months because they do not know where the economy is going to be a year or two from now.

Spreading a 15-year program out to 20 years means there are also changes in the Five Year Program. Some projects in the five year window have been moved out to six or seven years or even out to future years, as long as it takes to balance that program. ADOT is scheduled to adopt a Five Year Construction Program in June, and MAG's current schedule is to adopt it in July. In fact, today at noon MAG starts their public hearing covering their five year program comparable to what we are doing now. In fact their program is identical to ours or we would not be proceeding.

The following is a summary of changes in the Five Year Program:

- Adjusting project schedules to match the MAG scenario to balance cost and revenue, which was approved by the Regional Council last fall at the end of October.
- Adjusting project schedules for work in progress to align with the current status of work in Environmental Clearance Studies and Design Concept Report, Right of Way Acquisition and minor adjustments.
- Updated costs for Design, Right of Way and Construction, base on current prices. That was also part of the MAG scenario. Even though costs did rise faster than expected in the first years of the program, costs this year are actually down compared to last year.
- Re-packaging corridors: SR303, I-10, and South Mountain, taking the original study limits for design and concept for environmental study and breaking it into more logical segments for actual roadway construction.

For FY2014, MAG deleted the \$600M "place holder" project that was put in last year's program, and replaced it with 24 new projects for FY2014 plus 6 projects that were deferred from FY2010 - 2013 as part of the attempt to close the \$6M revenue gap.

For FY2015, they put in 21 new projects and 5 projects that were deferred from FY2010 – FY2013.

Systemwide costs that are associated with MAG's Regional Transportation Plan include maintenance, landscape, litter and sweeping. There are also some costs associated with advance Acquisition of Right of Way. There are system wide TI improvements, minor projects for local agencies at an intersection with highways they want to improve. There are freeway management system costs for the overhead signs and message boards that advise motorists how long it takes to get from one point to another, and also with the cameras that help to monitor traffic flow.

Overall, the Five Year Program totals \$3.8B and it works out to about \$770M per year, which is a substantial program. The MAG area does have the advantage of some funding that is not available to the State.

The major corridors that are coming up in the Five Year Program are:

- Rte 303: bringing the existing highway into a freeway and this comes in the first few years of the program.
- I-10: construction of collector express lane system to improve traffic flow through a very congested area is now on line with a DCR in progress, anticipating construction during the middle part of the Five Year Plan, perhaps by FY2012 or FY2013.
- Parts of the 202 are also likely to be under construction towards the end of the Five Year Program.
- The South Mountain corridor is still subject to change, and traffic maintenance may play a role in the order the segments are worked on.
- In addition, they will be adding an HOV lane on Loop 101 all the way from I-10 around to Tatum Blvd. In fact, with the second round of stimulus funds on the horizon, this is a project that may be accelerated possibly as early as FY2010.
- The Rte 202 HOV lane project is already going to be accelerated into FY 2010.
- There is a short stretch of HOV lane construction on I-10 from the 202 down to Riggs Road.
- There are also a number of TI projects and general purpose projects scattered throughout the region.

**ITEM E: FY 2011 – 2015 Airport Development Program – Jennifer Toth**

Ms. Toth showed a slide depicting the distribution of plans within the following five categories:

- Federal, State and Local Grant Program
- State and Local Grant Program
- Airport Pavement Management System Program
- Loan Program (not now operational due to sweeps in aviation fund)
- Planning Distribution for the Department for five years

The aviation fund shows a lower amount in the FY 2011 timeframe due to anticipated lower revenues, as well as fund sweeps that have occurred to the State Aviation Fund. Hopefully by FY 2012, the fund will grow.

Chairman Montoya asked if anyone had questions.

**Call to the Audience** - No response

**Adjournment** - The Public Hearing was adjourned at 9:45 a.m.

---

Bob Montoya, Chairman  
State Transportation Board

---

John Halikowski, Director  
Arizona Department of Transportation

**STATE TRANSPORTATION BOARD  
MEETING MINUTES  
9:00 a.m., Friday, March 19, 2010  
Arizona Department of Transportation (ADOT) Auditorium  
206 S. 17<sup>th</sup> Ave  
Phoenix, AZ 85007**

**Roll Call**

In attendance: Bob Montoya, Bill Feldmeier (telephonic), Felipe Zubia, Victor Flores, Bobbie Lundstrom and Steve Christy.

**Opening Remarks**

Chair Montoya announced that Governor Brewer has appointed Mr. Kelly Anderson to the State Transportation Board, replacing Mr. Householder.

**Call to the Audience**

Juan Martin Ramirez, construction worker for a company called Great Western Erectors. This company installs rebar and does other work on commercial buildings, parking lots, freeways, and bridges. He stated that he and other workers ask ADOT for their support in creating good jobs. Great Western Erectors has done work for ADOT in the past, and he informed the Board that their workers do not receive benefits. He reported that Great Western Erectors does not even provide water at the job site. The workers think that public money should be invested in good companies that provide benefits for their workers. His group, Great Western Workers, has been speaking to general contractors, Congressmen, and other groups asking for support in creating better jobs.

**ITEM 1: District Engineer's Report – Tim Wolfe, Phoenix Maintenance District**

Mr. Wolfe explained that Phoenix is divided into two districts, one for construction and one for maintenance. The mission of the Maintenance District is to operate and maintain the highway transportation system. It is divided into four basic areas:

- Roadway and Drainage
- Landscape, Litter, Sweeping
- Electrical Operations
- Traffic Engineering

The Roadway and Drainage area covers the following functions:

- Respond to major incidents with the Highway Patrol, handling 10-12 serious incidents per month
- Address other kinds of emergencies such as mudslides, erosion and flooding
- Address routine maintenance for the highway system; clean out channels and drainage structures; repair guardrails, cable barriers, and fences; repair any damages to the 4,000 lane miles of pavement

The Landscape area handles:

- All litter, landscape and sweeping for the Phoenix Metropolitan Area freeways. 13K bags of litter are picked up and disposed of per month
- Weeds
- Spend about \$.5M per year on graffiti removal

Electrical operations:

- Traffic signals
- Street lights
- Pump houses to pump the freeways after storm events
- Maintain lighting, heat, a/c, ventilation, and carbon monoxide detection systems in the Deck Park Tunnel
- Maintain four large drainage tunnels under Phoenix that collect all the freeway water
- Freeway management system including cameras, roadway detectors, message signs, and ramp meters approaching the freeway

Traffic engineering:

- Signing and striping of roadways. 1.5M LF of striping per year, and 50K SF of signage
- Review traffic control plans for ADOT contractors and permits and outside entities

Administration:

- Issue encroachment permits for the district
- Dispose of excess property, turning it into revenue that the State can reinvest
- Environmental issues

Resources:

- \$31M per year in State Maintenance Funds. Due to budget cuts this year, it is about half.
- Money from Regional Transportation Fund (\$13M this year). Will be cut to probably \$12M next year.
- Minor District money that helps with some preservation projects
- Staffing with 207 positions, now at 25% vacancy rate

The Phoenix Maintenance District is focused on safety, and on maintaining the infrastructure that they have. It is a hard working group of individuals, and the District is proud of the work they do, particularly in the difficult circumstances of the past few years.

## **ITEM 2: Director's Report – John Halikowski, ADOT Director**

Mr. Halikowski began by discussing the budget. The bills had minimal impact on the remainder of FY2010, as far as any increase in funds, sweeps or transfers. In addition, for FY2011, the level of the fund sweeps remains the same as it was for FY2010. The Department is transferring \$78M from the HURF to DPS, in addition to another \$41M in State Highway Funds to the DPS. Also, \$43M of VLT that normally would go into the State Highway Fund was moved into the general fund. One matter of concern is that the budget did impose a cap of \$322M on a schedule. In FY2008, the cap on the spending was roughly \$480M, and in FY2009 the cap was about \$360M.

There are three areas that the Department is trying to work with during the budget issue.

- The first is trying to switch a largely consultant based organization in ITD and Community Relations to an FTE base. The Department is paying 150% more for consultants than what it would normally pay for FTEs. The consultants are very important to the operation, but the Department is trying to save money so they do not spend in excess of the cap.
- Another area is federal funds. The Department is trying to charge more and more of the construction project costs off to the federal funds. This means more money is moving through the State Highway Fund that is not necessarily State money.
- The third area is the rest areas. If additional revenues come in FY2011, the Department would like to go above the imposed cap and re-fund some of the operations, both those that Mr. Wolfe has talked about, and rest areas, offices and a number of things that are needed.

The cap does propose challenges for the Department to see how they can operate within that, and, if there is a chance, to try to lift the cap. Victor Flores was curious what the cap has to do with the consultants versus FTEs. Mr. Halikowski responded that the problem is that, as they make the switch over, if the FTEs are paid out of the State Highway Fund, they would be funded through there. The consultants that would be paid through federal funds, as they [unable to hear person speaking]. As they make the switch it depends on how the cashflow operates.

In addition there will be a 5% pay cut for ADOT employees and all State employees that was put into this budget. There is a 2.75% cut in employee performance pay and then the remainder of that 5% will come through furlough days. We will have 6 furlough days in FY 2011, and 6 furlough days in FY 2012. We are still waiting for the rules to come out from ADOA on how the furlough days will be administrated.

They are monitoring the rest area issue closely as the end of the fiscal year nears. There are a lot of measures underway in order to save State Highway Funds, and they are monitoring this closely with the Governor's office due to the pressures to reopen the rest areas. Last Wednesday, Congress passed HR 2847. The bill will extend the SAFETEA-LU through December 31, 2010, and provide an additional \$20B to the Highway Trust Fund from the general fund.

### **ITEM 3: Consent Agenda**

Chair Montoya asked if any items were open for reconsideration or removal from consent agenda. Hearing none, he asked for a motion to approve the consent agenda.

*Motion made by Mr. Flores and seconded by Mr. Zubia to approve Item 3, Consent Agenda. In a voice vote, the motion passed unanimously.*

### **ITEM 4: Legislative Report – Eileen Colleran**

**Federal Legislative update** - In regards to the Jobs bill, the House passed their Job bill which included money for infrastructure in the second stimulus; the Senate has broken up their job package into about 4 or 5 smaller packages, as they were hesitant to work with another big bill. They have already passed two of those smaller packages: small-business tax incentive and

extension of unemployment insurance. On the floor they are currently hearing the FAA reauthorization bill, which has been under continuing resolution for over two and a half years. It is unlikely there will be imminent action on the job stimulus bill, as Congress is taking a two-week break for Easter. The House has already passed their bill, so the bill will then go to committee and will be up for a vote the following Monday in the Senate. Pending any changes by the conference committee, there will be a brand new federal aviation bill for the first time in over two and a half years.

The Surface Transportation Authorization is extended through the end of December, 2010, and the Senate Environment Public Works Committee is holding hearings on the authorization. Administration has not provided their guidelines for what they want in Surface Transportation, so there is still a lot of work left. The biggest issue right now is funding, and there is no political will to push forward a new bill with new funding. The FY2011 Appropriations is already underway. The President has distributed his bill which has a slight increase for surface transportation remediation. Work will probably commence within the next few months in the legislature.

**State Legislative update** - They are working with sponsors and other stakeholders on a few bills, including several with fiscal impact, HB2300 and HB 2529. Another bill, HB3542 looks at having political signs at the right-of-ways. HB2645 addresses rest area agreements, but does not provide any new wording. However it may lead the public to have an expectation of something the Department is not able to provide. They are working with the sponsor to try to come to a resolution. SB1937 is an ADOT bill and has a lot of changes in it. Finally, there are a series of eminent domain bills that could potentially have impact.

Mr. Feldmeier was curious who the sponsor is for HB3542, and the reply was Representative Gowan. Mr. Halikowski commented that their concern with this bill is that 4' x 8' signs in the right-of-way, 32 SF of space in addition to poles and other structural parts, pose a safety hazard, not to mention a state agency and political signs issue. Mr. Feldmeier added that he has concerns with those issues too.

## **ITEM 5: Financial Report – John Fink**

Mr. Fink reported as follows:

- HURF was up in February at \$104M, up 1.6% over last February. That makes two months in a row that HURF is up on a year-over-year basis. However, it is still down 5.2% compared to the estimate for the month. Year-to-date, HURF is at \$784.7M, down 5.4% compared to last year, and down 3.7% compared to estimate. For the year so far, HURF is down almost \$30M compared to estimate. The planning target for the year is \$1.22B, even though the estimate is \$1.25B. They are still hopeful they can achieve the planning target.
- Gas tax is at \$299.1M, down 1.4% compared to estimate. February does break the string of months that gas tax results have been favorable compared to the prior year. February gas taxes are down 5.5%, but 3 out of the last 4 months were above last year.
- Year-to-date use fuel tax revenues were at \$112.7M, down 3.8% compared to last year and down 1.4% compared to estimate. However, a bit of good news is that use fuel tax revenues from February were positive, and that makes the third month in a row.

- Vehicle License Tax continues to be problem. \$220.4M for the year is down 8.6% compared to last year, and down 9.2% compared to estimate. Declining VLT accounts for about 80% of the variance.
- February RARF was \$22.9M, down 7% compared to last year and down 7.2% compared to estimate. Year-to-date RARF is \$198.8M, down 11.8% compared to last year and down 5.1% compared to estimate. Year-to-date, RARF is down about \$11M compared to estimate.
  - Retail sales tax revenue for the year is \$95.9M, down 8.3% from last year and down 2.9% compared to estimate.
  - Contracting revenue is a problem area. Year-to-date, it is \$20.4M, down 40.8% compared to last year, and down 27.1% compared to estimate. For comparison in February 2008, contracting revenue was \$5.1M and February 2010 was \$1.8M.
- Aviation Fund: February revenue was \$2.8M, up 26.1% compared to last year and up 32.7% compared to forecast. Year-to-date revenue was \$16.4M, up 22.1% compared to last year but down 12.9% compared to estimate.
  - Flight property tax was \$4.9M year-to-date, down about 21% compared to last year and down 19% compared to estimate.
  - Aircraft registration revenue of \$4.6M is down 8.6% compared to last year, and down 3.4% compared to estimate.

#### Investment Report:

- February average invested balance for all funds was \$1.18B with 99.85% invested. February investment income received was \$987,000 for an annualized yield of 1.08%. Year-to-date investment interest is \$11.1M, for an annualized yield of 1.33%.
- The cash balance at the end of February for the HELP fund was \$51.2M. Currently there are seven loans outstanding for a total balance of \$23.7M.

He noted some improvement in the State Highway Fund, due mainly to contractor payments being a little wider than anticipated, and also to payroll and contractor payments not falling on the same week. Finally, an effort is being made to shift costs over to federal funds and they are starting to see some of the impact on the low cash balances.

Moody's Investor Service has indicated that in the month of April they will be recalibrating long-term U.S. municipal bond ratings to a global rating scale. This recalibration will occur in stages and will likely result in upward shifts and ratings of some of the Board's bonds.

Mr. Fink noted he included a Moody's report in the Board books called "U.S. States Credit Scorecard." It is for information purposes, and it highlights the relative rankings of the states. Arizona's rating actually improved from 2008 to 2009.

#### **ITEM 7: Master Lease Agreement – John Fink**

This is a master lease agreement with Clear Wireless LLC for the lease of cell sites within the highway rights of way. The Board has previously approved 13 master lease agreements with the wireless providers going back to 1997. This particular lease has an initial term of five years, and is renewable every five years with an escalation factor. The agreement with Clear Wireless is in a standard format that has been approved by the Attorney General's office and the Department is recommending that the Board approve the lease agreement.



*Motion made by Mr. Christy, seconded by Ms. Lundstrom, to approve the master lease as presented to the Board. In a voice vote, the motion passed unanimously.*

Chair Montoya noted that there are two Item 8's on the agenda.

**ITEM 8: Multimodal Planning Division Report – Jennifer Toth**

Ms. Toth is excited that they have presented the Long Range Transportation Plan to the Board and are kicking off "What Moves You Arizona." They will be continuing those efforts with a larger rollout into the committees. Also, they are looking forward to coming to the Board in April with the Transit and Rail Programs.

**ITEM 8: Priority Planning Advisory Committee (PPAC) – Jennifer Toth**

**ITEM 8d:** Ms. Toth asked to withdraw from the agenda. They are waiting for a contingency plan from the Project Manager.

*Motion made by Mr. Zubia, seconded by Mr. Christy, to Defer ITEM 8d the construction project from FY 2010 to FY 2011 in the Highway Construction Program. In a voice vote, the motion passed unanimously.*

**ITEM 8a: Project list for the Federal Fiscal Year 2010 Close Out – Jennifer Toth**

Per Mr. Fink's presentation at the last Board study session regarding Obligation Authority, they have compiled a list of potential projects for FY2010 closeout which consists of approximately 18 projects. The Board has previously approved projects noted in the MAG area in relation to the Loop 202 Design and Development project. The first three projects on the list are already in the Five Year Construction Program, and the Department is asking for additional funds to be added to those projects. The remainder of the list for Greater Arizona area are projects that are ready to go by the end of this federal fiscal year, and they request those items be included in the Five Year Program. The construction projects for the PAG region are outlined:

Ruthrauff Road to Prince Road, asking for additional amount of \$71M for that project, and also Design, Environmentals, and Utilities right-of-way to be added. The Department is asking the Board's consideration and approval of these projects to add in to be able to meet the federal Obligation Authority.

*Motion by Mr. Christy, seconded by Mr. Feldmeier, to accept the Project list for the Federal Fiscal Year 2010 Close Out. In a voice vote, the motion passed unanimously.*

**ITEM 8b: MAG RTP Tentative FY 2010 Right of Way Program Modifications – Jennifer Toth**

This is a list of eight right-of-way projects. On I-10, SR74 and SR85, the projects involve decreasing funds due to deletions, repackaging of products and reduction of scope. The deletions total about \$23.5M. Also, there are four new right-of-way projects on Loop 303 that will need to be established for right-of-way protection. The total of those are \$11.7M. The difference between the additions is \$88.2M.

*Motion by Mr. Flores, seconded by Ms. Lundstrom, to approve Item 8b. In a voice vote, motion carried unanimously.*

Ms. Toth recommended taking Items 8c and 8e through 8n as one item at the Board's discretion.

*Motion by Mr. Christy, seconded by Mr. Flores, to combine Items 8c and 8e. In a voice vote, motion carried unanimously.*

#### **ITEM 9: State Engineer's Report – Floyd Roehrich**

There are 105 projects under construction, and they are quite far along. There is \$350M worth of work left to perform on those contracts, and they were bid much higher than that. As they move forward with delivery of the ARRA projects, and if there is funding for any additional transportation infrastructure, then it definitely shows this has the capacity to address those projects and use that funding. The Department has made an effort to finalize the existing projects. That has the benefit of releasing the funds that were obligated within the project and moves them back into the program. They have finalized 73 projects this year and are continuing to move those forward as much as possible. The program is in fairly robust shape, with initial capacity and industry ready to step forward if additional funding comes into the State.

#### **ITEM 10: American Recovery and Reinvestment Act (ARRA) 2009 Update – Floyd Roehrich**

As Director Halikowski mentioned, the Department is 100% obligated. Over the next few months, they will go through the bid advertisement stage, when the most projects are brought forward to the Board for award. The next step will be to push through those award processes so they can see what bid savings are available. Then, as a staff team, they go through and take what bids savings were identified, develop a project list and then bring the list forward to the Board, hopefully in the May-June Board meetings. If additional funds become available, they have developed a list of projects that could be available for advertisement. Once the amount of money is better identified, he will return with more specifics for the Board.

#### **ITEM 11: ARRA II Priority List – Floyd Roehrich**

This seems to be slowed down somewhat in Congress as the Senate attempts to work through the Jobs America and all the other large bills they are working on. The list on page 180 of the Board packet is the list that staff previously developed, and it shows potential jobs for any additional stimulus funds that may come through. That list is being reevaluated, as funding is delayed. If funding is delayed through the summer, some of the pavement preservation projects will run up against possible weather restrictions, especially in northern Arizona. In that case, some projects may have to be swapped out with the FY2010 programs. If that happens, staff will come back to the Board in a Study Session for further discussion.

Victor Flores wondered if there had been any discussion on the language concerning the timing of when the contract would have to be obligated. Mr. Roehrich stated they would be greatly restricted on the timeframe: 90 days on the reward as opposed to 120 obligated, on the first

round. There is continuing discussion on that. National attention has been brought to Congress on that issue through AASHTO and a number of other transportation organizations. There is still a strong sense that they want to do something quickly, and do not want a delay getting the funds obligated or utilized.

Mr. Christy was curious if the ARRA bonds issue is in a static phase, if Mr. Roehrich believes there will be any real change in this priority list in the near future. Mr. Roehrich does not foresee a change before the next Board meeting, unless there is definitive news. If it looks like Congress will act quickly in April, the Department is ready to go. If it looks like it will take much longer for them to reach consensus, then they will come to the Board with some recommendations. The Board would be made fully aware of any changes that would occur.

Mr. Christy added that if that were to happen outside the cycle of regular Board meetings, then the staff would work with the Chairman to have a telephonic meeting or some other type of meeting. Mr. Christy wished to confirm if the timeframe was 90 days. Mr. Halikowski confirmed that it is 90 days under contract, and they are keeping a very close eye on that. The staff is working very closely with FHWA and partners in the COGs and MPOs to ensure that, if that were to happen, the Department is ready to get those contracts ready. The mission for the Department right now is this: if federal funds are offered for ARRA II, we will take and spend every penny.

#### **ITEM 12: Construction Contracts – Floyd Roehrich**

This month staff is recommending award of 14 projects. Eleven of them have already been approved by the Board in the consent agenda. The first large groupings of projects on the list are from local government's ARRA funds. Out of the projects they are recommending for the Board's final award, there are \$21.5M of additional improvements on a statewide basis. Out of the 14, there are three that require separate board action.

Item 12a is a project in Navajo County called Wide Ruins, basically a widening project. The apparent bidder, Bison Contracting Inc., provided a bid that is 56.6% under the Department's estimate. Evaluating the bid and ensuring it is competent, they found a number of areas where the contractor's efficiency and means and methods, specifically in his excavation and aggregate base production and placement, as well as asphalt removal process has led him to be able to reduce his bid. Staff has concluded it is a competent bid and they recommend awarding Item 12a to Bison Contracting in the amount of \$1,745,000.

***Motion by Mr. Flores, seconded by Mr. Zubia, to award Item 12a as outlined to staff. In a voice vote, the motion passed unanimously.***

Item 12b is a retaining wall project in the Pine Top vicinity on SR260. When bids were opened, BECO Construction Company was announced as the apparent low bidder with an estimate of \$69,500, about 10% under the Department's estimate. In evaluating the bid, staff found BECO had inadvertently made an error about the quantity of panels required for construction of the retaining wall. Since that is the largest element of the work, if corrected, that error would have significantly put a strain on BECO and their ability to perform that work. That would have required them to change their bid which would have been detrimental to himself and the

Department. BECO sent a letter asking for removal of the bid, which staff felt was the appropriate action. They then evaluated Bison Contracting's bid, which they feel is competent. Staff recommends allow BECO to withdraw their bid at no loss of bond, and recommend awarding the contract to Bison Contracting in the amount of \$98,155.55.

***Motion by Ms. Lundstrom, seconded by Mr. Feldmeier, to approve Item 12b as recommended by staff. In a voice vote, the motion passed unanimously.***

Item 12c is a pavement preservation project on SR260 at Greer and Rodeo Grounds. At the time this project was opened, the apparent low bidder (Fisher Sand and Gravel), was at an amount of \$3.8M, just above the 8% of the Department's estimate. In evaluating the bid package submitted by Fisher, the Department became concerned about the area of temporary concrete barrier in use. In preparation of the bid, the Department identified that as a linear quantity plus a daily use time frame of about 10 days. The Department later discovered that that timeframe was undervalued significantly and should have been tripled. In evaluating Fisher's bid of \$1 per linear foot per day compared to the average of all the other bidders at 8 cents per linear foot per day, and the Department's original estimate of 8 cents per linear foot per day, plus putting in the true durations necessary, Fisher's bid would be a detriment to the Department. In the actual performance of the work, Fisher's bid would exceed that of the second highest bidder, Meadow Valley, who quoted 7 cents per linear foot per day. The Department recommends rejecting of Fisher's bid as being materially and mathematically unbalanced, and awarding the contract to Meadow Valley Contractors for the amount of just over \$3.9M.

Mr. Flores asked for clarification on the connection between the 30 day time frame and the cost per foot and how that impacts Fisher as the low bidder. Mr. Roehrich answered that if 10 days would have been the realistic duration, then Fisher would have been the low bidder. However, the Department made a mistake in identifying 10 days as the realistic time frame at the time that the contract was put together. The Department does not have a history of any other project where they could do that type of work in 10 days; it is more in the neighborhood of 30 plus days. Mr. Flores added that the distinction is that Fisher wants to make their own barriers, and if they insert a specific number of barriers at what the cost is going to be, aside from a unit cost, he wondered if that would make that number unacceptable. Mr. Roehrich replied that the contract was specifically bid at their true cost to produce the barrier, which is equipment cost. Those costs are usually spread out over the life of the products. When they bid a temporary barrier that they are going to keep, the cost is usually associated with a cost to furnish and install the item. It is usually a lump sum cost that is a true reflection of what the actual costs are for the barrier. The use cost of 7 or 8 cents per linear foot is meant to pay the contractor for maintenance and operational costs, not capital costs to get the barrier. Putting the dollar per day into a quantity that the Department knows is going to over-run would allow the contractor to recoup all of his costs to produce the barrier within the first project without spreading it over time, which is the normal industry standard. That is what led the Department to determine it is "materially unbalanced" to have the opportunity to do that on one project, rather than over time. Mr. Flores was curious if the lower costs in other parts of Fisher's bid are taken into account during the evaluation process. Mr. Roehrich said they look at every item in the bid to see if there is any unbalanced item, taking into account that contractors will normally try to balance their bid from one area to another. What the Department looks for is the potential for the true and actual costs

not being reflected at the time of bidding. He added that they were already evaluating Fisher's bid before the protest by Meadow Valley Contractors.

[Mr. Feldmeier was excused from the meeting at 11:02 a.m., noting he was having difficulty hearing the speakers.]

Mr. Roehrich reported that he had received a letter from the president of Fisher, saying he is not going to challenge or contest the Department's decision, even though he does not necessarily agree with the decision. Staff is recommending rejecting Fisher Sand and Gravel's bid on this project, and awarding the project to Meadow Valley Contractors in the amount of just over \$3.9M.

***Motion by Mr. Zubia, seconded by Ms. Lundstrom, to support staff's recommendation on Item 12c. In a voice vote, the motion passed unanimously.***

**ITEM 13: Comments and Suggestions**

There were no comments or suggestions.

***Motion by Mr. Flores, seconded by Ms. Lundstrom to adjourn the meeting at 11:05 a.m.***

---

Bob Montoya, Chairman  
State Transportation Board

---

John Halikowski, Director  
Arizona Department of Transportation

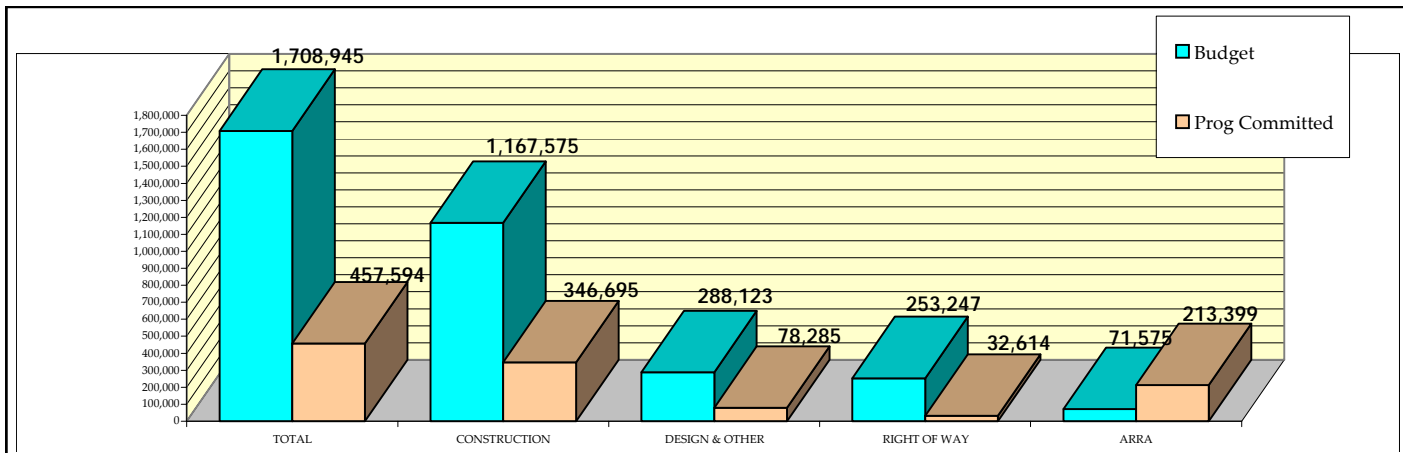
ARIZONA DEPARTMENT OF TRANSPORTATION  
 FY 2010 Highway Program Monitoring Report  
 YTD Total Transportation Facilities Construction Program Summary  
 (Dollars in Thousands)

PROGRAM DATA  
 AS OF MARCH 22, 2010

PRIORITY PLANNING ADVISORY COMMITTEE  
 MARCH 31, 2010

PROGRAM CATEGORY	PLANNED PROGRAM	REVISED PROGRAM (1)	PROGRAM COMMITTED (4)		ACTUAL COMMITTED (4)	COMMITTED VARIANCE
			AMOUNT	%		
<b>STATEWIDE (2)</b>						
CONSTRUCTION	529,987	605,777	181,880	30.02%	152,581	29,299
DESIGN & STUDY	57,192	77,411	24,947	32.23%	24,947	0
RIGHT-OF-WAY	15,300	19,339	5,133	26.54%	5,133	0
OTHER (3)	23,888	39,067	14,806	37.90%	14,806	0
STATE TOTAL	626,367	741,594	226,766	30.58%	197,467	29,299
<b>REGIONAL TRANSPORTATION PLAN</b>						
CONSTRUCTION	420,310	561,798	164,815	29.34%	136,467	28,348
DESIGN & STUDY	143,192	155,197	22,384	14.42%	22,384	0
RIGHT-OF-WAY	192,500	233,908	27,481	11.75%	27,481	0
OTHER (3)	16,198	16,448	16,148	98.18%	16,148	0
RTP TOTAL	772,200	967,351	230,828	23.86%	202,480	28,348
TOTAL	1,398,567	1,708,945	457,594	26.78%	399,947	57,647
<b>AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009</b>						
MAG	54,125	145,263	119,810	82.48%	119,810	0
PAG	10,600	36,600	28,100	76.78%	28,100	0
GREATER ARIZONA	6,850	83,250	65,489	78.67%	65,489	0
ARRA TOTAL (5)	71,575	265,113	213,399	80.49%	213,399	0
TOTAL	1,470,142	1,974,058	670,993	33.99%	613,346	57,647

- (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 amounts for projects advertised; 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 program includes the remaining unobligated project funds from 2009 and projects funded using bid savings.



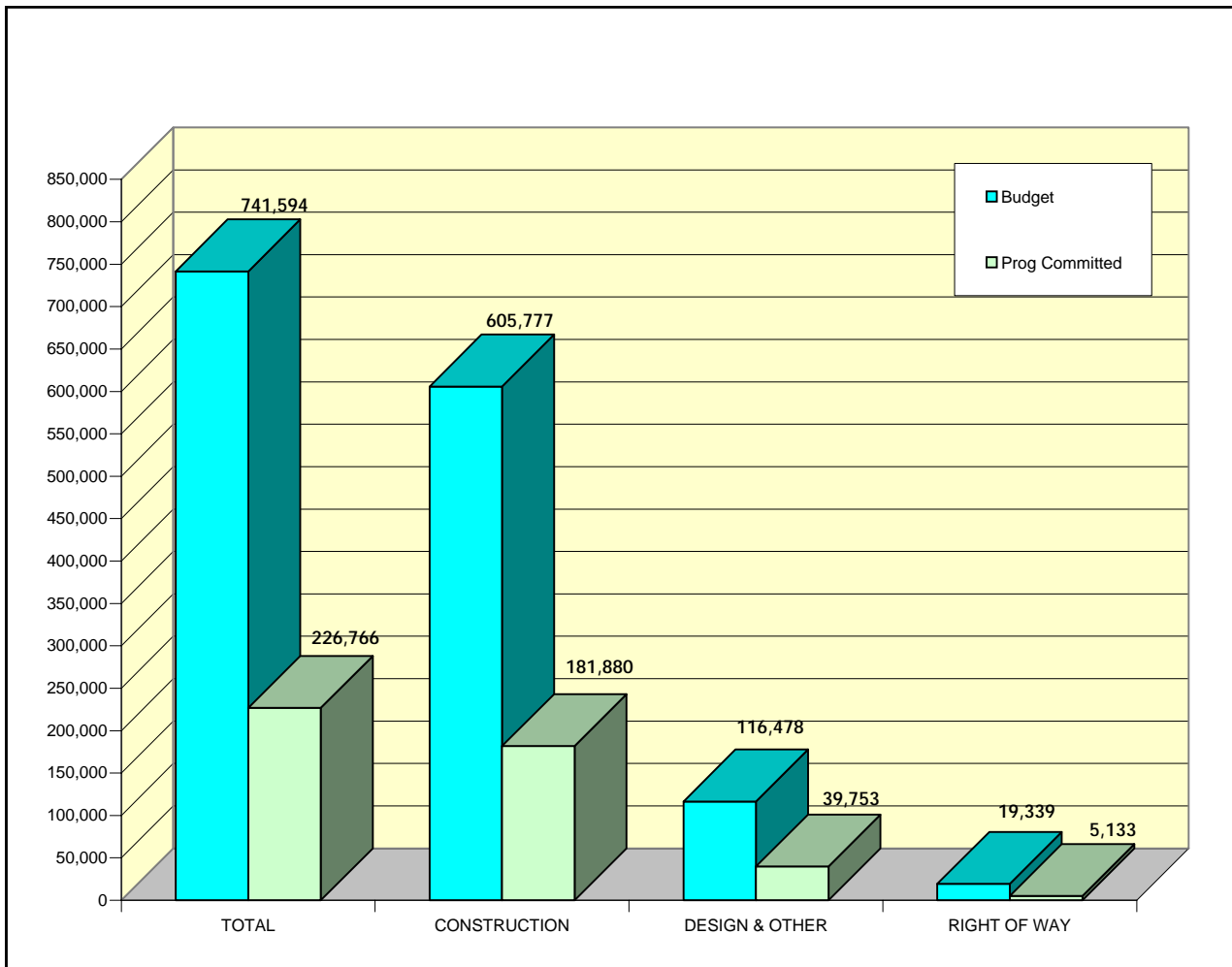
ARIZONA DEPARTMENT OF TRANSPORTATION  
 FY 2010 Highway Program Monitoring Report  
 YTD Statewide Transportation Facilities Construction Program Summary  
 (Dollars in Thousands)

PROGRAM DATA  
 AS OF MARCH 22, 2010

PRIORITY PLANNING ADVISORY COMMITTEE  
 MARCH 31, 2010

PROGRAM CATEGORY	PLANNED PROGRAM	REVISED PROGRAM (1)	PROGRAM COMMITTED (4)		ACTUAL COMMITTED (4)	COMMITTED VARIANCE
			AMOUNT	%		
<b>STATEWIDE (2)</b>						
CONSTRUCTION	529,987	605,777	181,880	30.02%	152,581	29,299
DESIGN & STUDY	57,192	77,411	24,947	32.23%	24,947	0
RIGHT-OF-WAY	15,300	19,339	5,133	26.54%	5,133	0
OTHER (3)	23,888	39,067	14,806	37.90%	14,806	0
<b>TOTAL (2)</b>	<b>626,367</b>	<b>741,594</b>	<b>226,766</b>	<b>30.58%</b>	<b>197,467</b>	<b>29,299</b>

- (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.



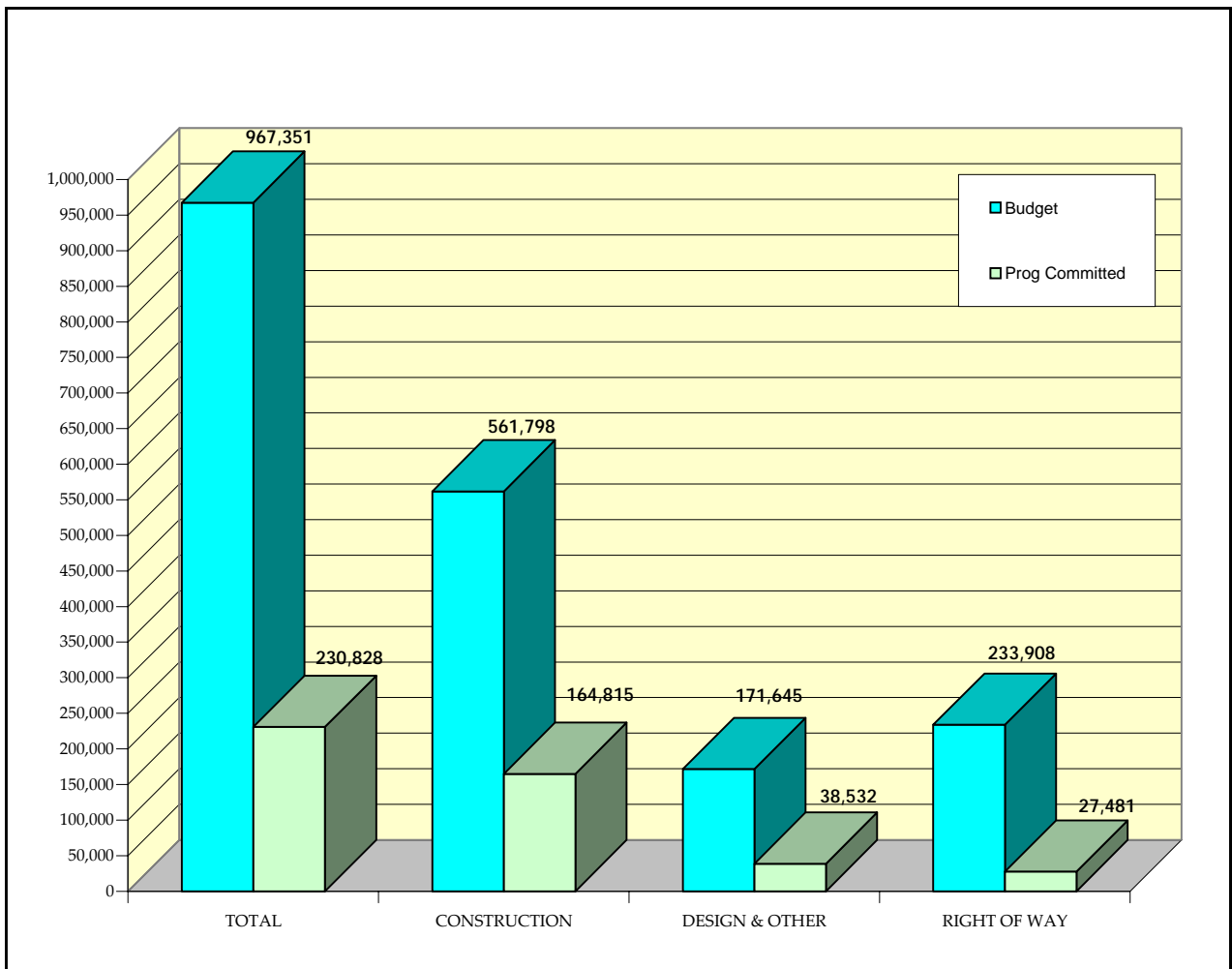
ARIZONA DEPARTMENT OF TRANSPORTATION  
 FY 2010 Highway Program Monitoring Report  
 YTD Regional Transportation Plan (RTP) Construction Program Summary  
 (Dollars in Thousands)

PROGRAM DATA  
 AS OF MARCH 22, 2010

PRIORITY PLANNING ADVISORY COMMITTEE  
 MARCH 31, 2010

PROGRAM CATEGORY	PLANNED PROGRAM	REVISED PROGRAM (1)	PROGRAM COMMITTED (3)		ACTUAL COMMITTED (3)	COMMITTED VARIANCE
			AMOUNT	%		
<b>REGIONAL TRANSPORTATION PLAN</b>						
CONSTRUCTION	420,310	561,798	164,815	29.34%	136,467	28,348
DESIGN & STUDY	143,192	155,197	22,384	14.42%	22,384	0
RIGHT-OF-WAY	192,500	233,908	27,481	11.75%	27,481	0
OTHER (2)	16,198	16,448	16,148	98.18%	16,148	0
<b>TOTAL</b>	<b>772,200</b>	<b>967,351</b>	<b>230,828</b>	<b>23.86%</b>	<b>202,480</b>	<b>28,348</b>

- (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  
 MARCH 2010

PRIORITY PLANNING ADVISORY COMMITTEE  
 MARCH 31, 2010

RT.	MP.	TRACS #	PROJECT LOCATION	WORK DESCRIPTION	PROGRAM AMT	AWARD AMT	PROGRAM OVER (UNDER) AWARD	
87	170	H772101C	PICACHO-COOLIDGE-CHANDLER- MESA HWY	System Preservation (a)	1,500	1,229	271	
			(a) Excess Budget placed in 72510	TOTAL PAVEMENT PRESERVATION	1,500	1,229	271	
83	44	H705701C	PARKER CANYON LAKE TO MTVIEW HWY	Safety Improvements	2,390	1,539	851	
VAR	VAR	H796101C	SR 177, SR 179, SR 260, SR 264	Statewide Guardrail	1,700	1,224	476	
40	14	H727201C	BUCK MOUNTAIN WASH EB 378	Deck Rehabilitation	2,012	1,134	878	
10	133	H725301C	I-10, MP 133.60 TO MP 133.90	Erosion and Drainage Repair	260	116	144	
STATEWIDE PROJECTS					CURRENT MONTH TOTAL	6,362	4,013	2,349
					PRIOR MONTHS TOTAL	92,613	65,663	26,950
					YEAR TO DATE TOTAL	98,975	69,676	29,299

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

PROGRAM DATA  
MARCH 2010

PRIORITY PLANNING ADVISORY COMMITTEE  
MARCH 31, 2010

RT.	MP.	TRACS #	PROJECT LOCATION	TYPE OF WORK	PROGRAM AMT	AWARD AMT	PROGRAM OVER (UNDER) AWARD	
<u>CONSTRUCTION PROJECTS AWARDED</u>								
MAR								
					CURRENT MONTH TOTAL	0	0	0
					PRIOR MONTHS TOTAL	80,948	52,600	28,348
					YEAR TO DATE TOTAL	80,948	52,600	28,348

RT.	MP.	TRACS #	PROJECT LOCATION	TYPE OF WORK	PROGRAM AMT	REVISED PROGRAM AMT	PROG AMT INCR. (DECR.)
<u>PROGRAM MODIFICATIONS APPROVED</u>							
MAR							
			Closeouts [Actual Cost] Under (Over)				(1,522)
					CURRENT MONTH TOTAL		(1,522)
					BEGINNING BALANCE		168,320
					YEAR TO DATE TOTAL		166,798

RT.	MP.	TRACS #	PROJECT LOCATION	TYPE OF WORK	PROGRAM AMT	REVISED PROGRAM AMT	PROG AMT INCR. (DECR.)	
<u>PROGRAM MODIFICATIONS PROPOSED</u>								
APR								
					TOTAL PROGRAM CHANGES PROPOSED	0	0	0
					CURRENT YEAR TO DATE BALANCE		195,146	
					PROPOSED YEAR TO DATE BALANCE		195,146	

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

CONSTRUCTION PROJECTS AWARDED  
 MARCH 2010

PRIORITY PLANNING ADVISORY COMMITTEE  
 MARCH 31, 2010

RT.	MP.	TRACS #	PROJECT LOCATION	WORK DESCRIPTION	PROGRAM AMT	ADVERTISED AMT	AWARD AMT	PROGRAM OVER
								(UNDER) AWARD
<b>MAG</b>								
10	MA	H721101C	I-10; VERRADO WAY to SARIVAL ROAD	Construct General Purpose Lane (a)	43,200	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	22,500	13,314	9,186
60	MA	H686601C	US-60 (GRAND AVE); SR 303L to 99TH AVE	10 Miles Widening	45,000	45,000	22,507	22,493
60	MA	H669001C	US-60 (GRAND AVE);99TH AVE to 83RD AVE in PEORIA	2.5 Miles Widening (a)	11,200	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	9,250	5,841	3,409
85	MA	H595514C	SOUTHERN AVE AT I10	Construct General Purpose Lane (b)	18,298	18,298	11,711	6,587
101	MA	H748901C	51ST AVE - 35TH AVE EB	Construct Auxiliary lane (b)	3,000	0	0	0
87	MA	H678201C	NEW FOUR PEAKS RD TO DOS S RANCH RD	Climbing Ln & Shoulder Widening (b)	23,172	0	0	0
87	MA	H675801C	MP 211.8 TO MP 213.0	Repair Slopes for Erosion Control (b)	2,000	0	0	0
101	MA	H748801C	NORTHERN AVE TO GRAND	Rdwy Improvements Aux Lanes (b)	3,000	0	0	0
101	MA	H693901C	OLIVE AVENUE	TI Improvements (b)	3,000	0	0	0
17	MA	H746501C	I-10 TO INDIAN SCHOOL ROAD	Roadway Improvements (b)	1,500	0	0	0
60	MA	H	US 60 TO SR 303L, MP 20 TO MP 22	Construct Passing Lanes (b)	4,090	4,090	2,441	1,649
101	MA	H726701C	I-10 TO VAN BUREN	Widen Roadway (b)	3,553	0	0	0
60	MA	H776601C	SAN DOMINGO - WITTMAN	Pavement Preservation (b)	9,000	0	0	0
8	MA	H701601C	I-8 MP 121.0 - BIG HORN	System Preservation (b)	17,000	0	0	0
<b>MAG PROJECTS</b>				<b>CURRENT MONTH TOTAL</b>	<b>218,763</b>	<b>153,538</b>	<b>90,216</b>	<b>63,322</b>
<b>(VARIANCES NOT INCLUDED</b>				<b>PRIOR MONTHS TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>IN ARRA CONTINGENCY)</b>				<b>YEAR TO DATE TOTAL</b>	<b>218,763</b>	<b>153,538</b>	<b>90,216</b>	<b>63,322</b>

RT.	MP.	TRACS #	PROJECT LOCATION	WORK DESCRIPTION	PROGRAM AMT	ADVERTISED AMT	AWARD AMT	PROGRAM OVER
								(UNDER) AWARD
<b>PAG</b>								
86	PM	H543401C	SR-86 ACROSS BRAWLEY WASH w/o TUCSON (MP 145.69 to 148.3)	Roadway Widening (a)	5,000	5,000	1,661	3,339
10	PM	H640401C	I-10; I-19 to VALENCIA RD in TUCSON	FMS	9,100	0	0	0
10	PM	H239001C	I-10; CIENEGA CREEK to MARSH STATION	Relocated Interchange (a)	18,000	18,000	10,123	7,877
10	PM	H724201C	I-10; RITA RD to HOUGHTON RD e/o TUCSON	Pavement Preservation (a)	6,000	6,000	3,113	2,887
86	PM	H776701C	SR-86; KINNEY RD to LA CHOLLA BLVD in TUCSON	Pavement Preservation (a)	3,500	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	3,327	2,061	1,266
86	PM	H755601C	SR-86 @ SANTA CRUZ RIVER in TUCSON	Bridge Deck Rehabilitation (a)	200	200	151	49
19	PM	H750101C	I-19; NOGALES to I-10 in TUCSON	Sign Replacement	1,500	0	0	0
10	PM	H751201C	HOUGHTON ROAD to MTVIEW TI EB&WB	Pavement Preservation (b)	5,000	5,000	0	0
10	PM	H765801C	KINO BLVD TO VALENCIA RD EB&WB	Pavement Preservation (b)	7,000	0	0	0
86	PM	H713701C	MP 141.1 TO RESERVATION BOUNDARY	Construction roadway widening	14,000	14,000	0	0
<b>PAG PROJECTS</b>				<b>CURRENT MONTH TOTAL</b>	<b>72,627</b>	<b>41,027</b>	<b>19,513</b>	<b>16,514</b>
<b>(VARIANCES NOT INCLUDED</b>				<b>PRIOR MONTHS TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>IN ARRA CONTINGENCY)</b>				<b>YEAR TO DATE TOTAL</b>	<b>72,627</b>	<b>41,027</b>	<b>19,513</b>	<b>16,514</b>

(a) Project obligated in FY 2009; shown for information only.  
 (b) New ARRA Project funded with bid savings prior to March 2, 2010

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

CONSTRUCTION PROJECTS AWARDED  
 MARCH 2010

PRIORITY PLANNING ADVISORY COMMITTEE  
 MARCH 31, 2010

RT.	MP.	TRACS #	PROJECT LOCATION	WORK DESCRIPTION	PROGRAM AMT	ADVERTISED 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	9,500	6,021	3,479
60	YV	H765901C	SR-60; I-17 to BIG BUG CREEK (1st BRG)	Pavement Preservation (a)	6,600	6,600	2,500	4,100
10	CH	H682201C	I-10; EAST BENSON TI to JOHNSON RD	Pavement Preservation	11,000	11,000	7,034	3,966
10	PN	H710601C	I-10; TOWN OF PICACHO to PICACHO	Roadway Widening	30,000	30,000	17,301	12,699
191	GE	H643201C	US-191 @ BLACK HILLS RD (BACK COUNTRY BYWAY) at MP 159.5	Intersection Improvement	750	750	681	69
95	LA	H584101C	US-95; PELIGRO (MP 63) to CLARKS (MP 80) n/o YUMA	Pavement Preservation	11,000	11,000	9,040	1,960
89	CN	H682601C	US-89; TOWNSEND RD to FERNWOOD ROAD n/o FLAGSTAFF	Pavement Preservation (a)	8,000	8,000	4,678	3,322
191	AP	H773801C	US-191; MP 427 to MP 436 s/o CHINLE	Pavement Preservation	5,000	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	15,000	7,158	7,842
70	GH	H680801C	US-70 @ 8TH AVENUE in SAFFORD	Intersection Improvement	191	191	191	0
10	CH	H763801C	I-10; (EB) LUZENA - BOWIE	Pavement Preservation	3,000	3,000	1,486	1,514
160	NA	H635601C	US-160; KAYENTA to NAVAJO ROUTE 59	Pavement Preservation (a)	4,400	4,400	6,722	(2,322)
160	NA	H658501C	US-160; NAVAJO ROUTE 59 to DENNEHOTSO	Pavement Preservation (a)	6,000	6,000	3,693	2,307
87	GI	H588901C	PAYSON TO PINE @ MP 255	Shoulder Widening (a)	8,610	8,610	4,467	4,143
83	SC	H747001C	SONOITA NORTH	Pavement Preservation	2,750	2,750	2,249	501
60	GI	H657401C	TIMBER MOUNTAIN - SENECA	Pavement Preservation (a)	5,000	5,000	3,542	1,458
191	GE	H710001C	LOWER CORONADO TRAIL AT MP 175	Drainage Improvement	400			
191	CH	H650901C	SUNSIDES AT HIGH STREET	Widen Roadway for Turn Lanes	595	595	404	191
160	CN	H527401C	US-160; US 89 - to VANN'S TRADING POST w/o TUBA CITY	Pavement Preservation (a)	4,100	4,100	3,537	563
40	CN	H545701C	I-40 (WB) @ WALNUT CYN (MP 205 to MP 208)	Reconstruct Roadway	12,000	12,000	7,229	4,771
80	CH	H767501C	SR-80 thru TOMBSTONE	Pavement Preservation	1,956	1,956	746	1,210
40	AP	H706601C	I-40 @ BLACK CREEK w/o HOUCK	Bridge Rehabilitation	700	700	438	262
40	AP	H692401C	I-40 (EB) @ DEAD RIVER	Scour Retrofit	280	280	149	131
95	LA	H675701C	US-95 s/o BOUSE WASH	Construct Passing Lanes	1,800	1,800	1,614	186
95	YU	H705301C	US-95 (16TH ST) @ I-8 (MP 24.2 to MP 24.8)	Roadway/Bridge Widening	11,500	11,500	11,351	149
191	GE	H503704C	DIAL WASH TO TEN RANCH SEG II	Construct Roadway (b)	11,900	0	0	0
10	PN	H710401C	I-8 TO SR 87	Roadway Widening (b)	62,000	62,000	0	0
(a) Project obligated in FY 2009; shown for information only.								
(b) New ARRA Project funded with bid savings prior to March 2, 2010								
GREATER ARIZONA PROJECTS				CURRENT MONTH TOTAL	234,032	159,732	105,246	54,486
(VARIANCES NOT INCLUDED				PRIOR MONTHS TOTAL	0	0	0	0
IN ARRA CONTINGENCY (SEE PAGE 8)				YEAR TO DATE TOTAL	234,032	159,732	105,246	54,486

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

CONSTRUCTION PROJECTS AWARDED  
 MARCH 2010

PRIORITY PLANNING ADVISORY COMMITTEE  
 MARCH 31, 2010

RT.	MP.	TRACS #	PROJECT LOCATION	WORK DESCRIPTION	PROGRAM AMT	ADVERTISED AMT	AWARD AMT	PROGRAM OVER (UNDER) AWARD
GREATER ARIZONA								
87	GI	H776801C	ORD MINE - JUNCTION SR 188	Pavement Preservation (b)	2,500	3,908	0	0
999	SW	VARIOUS	S/W FENCING	Safety Fence Replacement	1,461	3,908	0	0
40	MO	H780601C	I-40 (RAILROAD AVENUE - RATTLESNAKE WASH)	Chain Link R/W Fence Replacement (a)	620	620	488	132
80	CH	H781101C	SR 80 (DOUBLE ADOBE - DOUGLAS)	Barbed Wire R/W Fence Replacement (a)	820	820	401	419
17	MA	H780401C	I-17, TABLE MESA RD TI - ROCK SPRINGS TI	Barbed Wire R/W Fence Replacement (a)	190	190	104	86
40	MO	H780901C	I-40 STATE LINE - OATMAN HIGHWAY T	Barbed Wire R/W Fence Replacement (a)	300	300	205	95
180	NA	H781301C	US 180 HOLBROOK - PETRIFIED FOREST ROAD	Barbed Wire R/W Fence Replacement (a)	1,000	1,000	580	420
40	CN	H780801C	I-50, (SR 64 TI - VOLUNTEER WASH)	Barbed Wire R/W Fence Replacement (a)	800	800	345	455
10	PM	H782101C	I-10, VAIL ROAD - COUNTY LINE	Barbed Wire R/W Fence Replacement	290	290	203	87
87	GI	H781201C	PAYSON TO PINE	Barbed Wire R/W Fence Replacement(a)	800	800	385	415
8	YU	H780301C	US 95 TI TO ARABY RD TI	System Enhancement-Safety Improve(a)	784	784	321	463
19	SC	H780501C	RIO RICO DR TI TO CHAVEZ SIDING RD TI	Highway Safety Enhancement/Culvert Lining (a)	435	435	371	64
73	CI	H781001C	CEDAR CREEK TO CANYON DAY	Highway Safety Enhancement/Culvert Lining	500	500	325	175
999	SW	VARIOUS	CULVERT LINING	Pavement Preservation		0	0	0
999	SW	H778501C	CULVERT LINING	Flagstaff Micro Seal (a)	1,900	0	0	0
40	CN	H784501C	I-40; MP 150 TO 191 - MICRO SEAL FLAGSTAFF	Slurry Seal (a)	1,700	0	0	0
277	NA	H784701C	SR 277; MP 305.7 TO 312.7 - SLURRY SEAL	Pavement Preservation (a)	582	582	582	0
999	SW	H784601C	GLOBE DISTRICT CHIP SEALS	Pavement Preservation (a)	334	334	334	0
95	YU	H784901C	US 95; MP 44.3 TO 54 - CHIP SEAL	Pavement Preservation (a)	670	670	545	125
60	MA	H784801C	US 60; MPA 107.6 TO 110.2-MICRO SEAL	Pavement Preservation (a)	224	224	503	(279)
999	SW	H782601C	HOLBROOK DISTRICT CHIP SEALS	Pavement Preservation (a)	620	620	370	250
999	SW	H782701C	SOUTHEAST ARIZONA MICRO SEALS	Pavement Preservation (a)	790	790	674	116
					1,280	1,280	1,194	86
(a) Project obligated in FY 2009; shown for information only.								
(b) New ARRA Project funded with bid savings prior to March 2, 2010								
GREATER ARIZONA PROJECTS					18,600	18,855	7,930	3,109
CURRENT MONTH TOTAL								
GREATER ARIZONA PROJECTS					172,032	137,232	105,246	54,486
SUBTOTAL FROM PAGE 7								
TOTAL GREATER ARIZONA PROJECTS					190,632	156,087	113,175	57,596
YEAR TO DATE TOTAL								
TOTAL ARRA PROJECTS					451,022	252,814	222,904	137,432
PROJECT ADJUSTMENTS								(240)
MAG, PAG & GREATER ARIZONA					451,022	252,814	222,904	137,192
ARRA PROGRAM TO DATE TOTAL								

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 Actual	FEB Actual	MAR Actual	APR Proposed	MAY Proposed	JUN Proposed	YTD
2009 Balance Forward	5,215												5,215
<b>BEGINNING BALANCE</b>	5,000	5,000	27,961	30,477	33,470	36,968	36,968	6,242	3,992	(2,328)	(2,328)	(2,328)	5,000
<b>PROGRAM CHANGES:</b>													
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	(30,208)	(2,250)	0	0	0	0	(35,197)
SUBPROGRAM BUDGET CHANGES	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL PROGRAM CHANGES</b>	0	0	(2,739)	0	0	0	(30,208)	(2,250)	0	0	0	0	(35,197)
<b>PROJECT VARIANCES:</b>													
AWARDS UNDER (OVER) PROGRAM BUDGETS	0	21,192	402	1,895	3,461	0	0	0	2,349	0	0	0	29,299
CLOSEOUTS - TOTAL EXP UNDER (OVER) AWARDS	0	1,769	(362)	1,098	37	0	(518)	0	(8,669)	0	0	0	(6,645)
<b>TOTAL PROJECT VARIANCES</b>	0	22,961	40	2,993	3,498	0	(518)	0	(6,320)	0	0	0	22,654
<b>MONTH END CONTINGENCY</b>	5,000	27,961	30,477	33,470	36,968	36,968	6,242	3,992	(2,328)	(2,328)	(2,328)	(2,328)	(2,328)

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

MODIFICATIONS  
 MARCH 2010

PRIORITY PLANNING ADVISORY COMMITTEE  
 MARCH 31, 2010

RT.	MP.	TRACS #	PROJECT LOCATION	TYPE WORK	PROGRAM AMT	REVISED PROGRAM AMT	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				2,349	
			Closeouts [Actual Cost] Under (Over) Project Awards				(8,669)	
			TOTAL PROJECT VARIANCES				(6,320)	
CURRENT MONTH TOTAL							(6,320)	
BEGINNING BALANCE							3,992	
YEAR TO DATE BALANCE							(2,328)	

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

PROGRAM MODIFICATIONS  
 MARCH 2010

PRIORITY PLANNING ADVISORY COMMITTEE  
 MARCH 31, 2010

RT.	MP.	TRACS #	PROJECT LOCATION	TYPE WORK	PROGRAM AMT	REVISED PROGRAM AMT	INCR. (DECR.)
<b>BUDGET AUTHORITY CHANGES:</b>							
			No changes this month				
			<b>TOTAL BUDGET AUTHORITY CHANGES</b>				0
<b>PROJECT BUDGET CHANGES:</b>							
86	160	H680601C	VALENCIA RD - KINNEY RD	Construct Roadway Widening (a)	23,540	15,558	(7,982)
10	253	H624103D	RUTHRAUFF RD - PRINCE RD	Design Mainline Widening (b)	2,946	6,328	3,382
10	253	H624102R	RUTHRAUFF RD - PRINCE RD	Right of Way (b)	3,679	7,279	3,600
10	253	H624101U	RUTHRAUFF RD - PRINCE RD	Utility Relocation (b)	3,000	4,000	1,000
			(a) Decrease 2011 project and place in item 72310 (b) Increase project from item 72310				
			<b>TOTAL PROJECT BUDGET CHANGES</b>				0
<b>SUBPROGRAM BUDGET CHANGES:</b>							
			<b>TOTAL SUBPROGRAM BUDGET CHANGES</b>				0
<b>TOTAL PROGRAM CHANGES PROPOSED</b>					33,165	33,165	0
<b>CURRENT YEAR TO DATE BALANCE</b>							(2,328)
<b>PROPOSED YEAR-TO-DATE BALANCE</b>							(2,328)

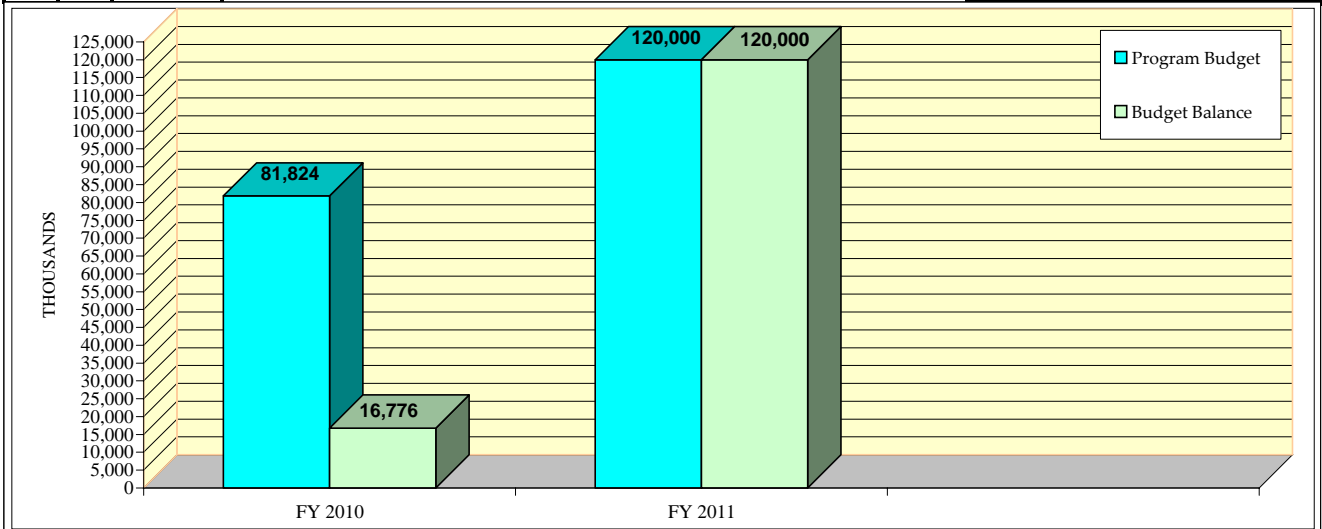


ARIZONA DEPARTMENT OF TRANSPORTATION  
 FY 2010 Highway Program Monitoring Report  
 YTD Statewide Pavement Preservation Contingency Fund FY 2010 and FY 2011  
 (Dollars in Thousands)

YTD PROGRAM MODIFICATIONS  
 MARCH 2010

PRIORITY PLANNING ADVISORY COMMITTEE  
 MARCH 31, 2010

RT.	MP.	TRACS #	PROJECT LOCATION	TYPE WORK	PROG AMT	REVISED PROG AMT	FISCAL YEARS	
							2010	2011
PRB ACTIONS PREVIOUSLY APPROVED:								
TB ACTIONS PREVIOUSLY APPROVED:								
			PROJECT AWARDS UNDER (OVER) PROGRAM BUDGETS (from page 4)				271	
			TOTAL STB ACTIONS PREVIOUSLY APPROVED				271	0
PPAC PROPOSED:								
			TOTAL PPAC PROPOSED				0	0
			TOTAL MODIFICATIONS REPORTED THIS MONTH	0	0		0	0
			PLANNED PROGRAM BEGINNING BALANCE				81,824	120,000
			PREVIOUS YEAR-TO-DATE MODIFICATIONS	0	0		(65,048)	0
			CURRENT YEAR-TO-DATE	0	0		16,776	120,000

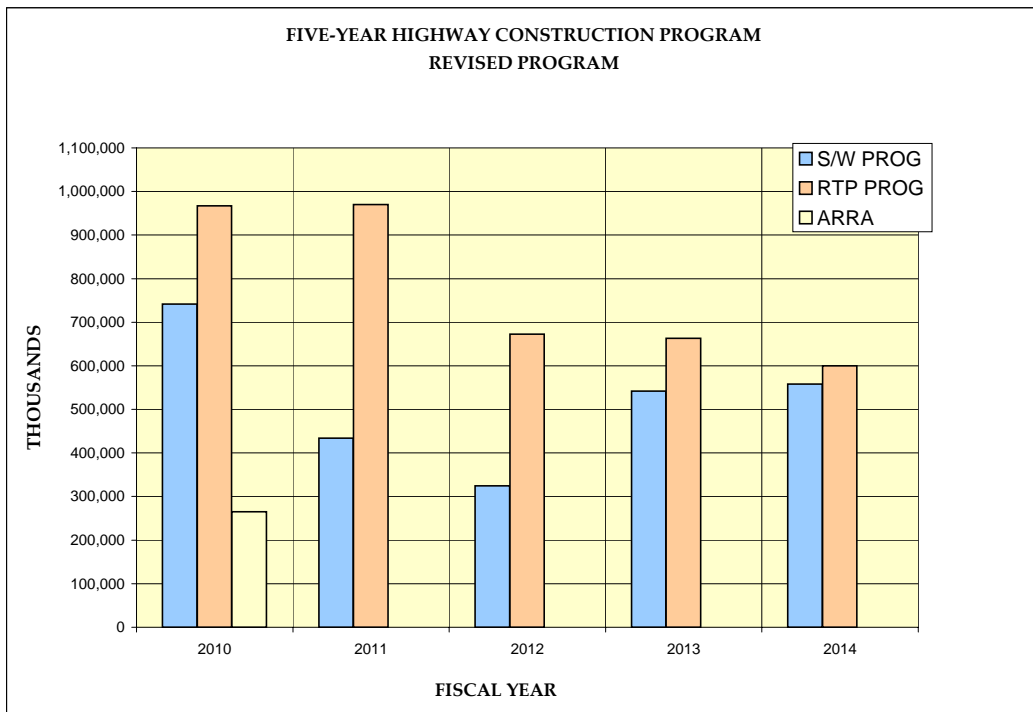


ARIZONA DEPARTMENT OF TRANSPORTATION  
 FY 2010 Highway Program Monitoring Report  
 Program Adjustment Summary FY 2010 - 2014  
 (Dollars in Thousands)

PROGRAM DATA  
 MARCH 2010

PRIORITY PLANNING ADVISORY COMMITTEE  
 MARCH 31, 2010

AREA	YEAR	PLANNED PROGRAM	PROGRAM YTD ADJ	REVISED PROGRAM
STATEWIDE (PAG Program is included herein)	2010	626,367	114,956	741,323
	2011	420,758	13,060	433,818
	2012	323,715	1,020	324,735
	2013	552,574	(11,000)	541,574
	2014	558,258	0	558,258
	TOTAL	2,481,672	118,036	2,599,708
REGIONAL TRANSPORTATION PLAN	2010	772,200	195,146	967,346
	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	195,146	3,873,350
AMERICAN RECOVERY & REINVESTMENT ACT OF 2009	2010	71,575	193,538	265,113
	TOTAL	71,575	193,538	265,113
TOTAL	2010	1,470,142	503,640	1,973,782
	2011	1,391,082	13,060	1,404,142
	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	506,720	6,738,171



April 16, 2010

RES. NO. 2010-04-A-031  
PROJECT: I-8-1(37)12 / 008YU012H088801R  
HIGHWAY: YUMA - CASA GRANDE  
SECTION: Fortuna Wash - Telegraph Pass (Shay Oil)  
ROUTE NO.: Interstate Route 8  
ENG. DIST.: Yuma  
COUNTY: Yuma  
PARCEL: 14-1177

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the establishment and improvement of Interstate Route 8 within the above referenced project.

This portion was previously established as a State Route and State Highway designated US Route 80 by Arizona Highway Commission Resolution dated September 9, 1927, page 26 of the Official Minutes; Thereafter, Resolution 65-4, dated January 20, 1965 at page 20 of the Official Minutes, established additional right of way as an access controlled State Route and State Highway and designated it Interstate Route 8.

Turn lane, curb, gutter and sidewalk improvements have recently been constructed by a developer under an Arizona Department of Transportation Permit at the Fortuna Road Interchange in Yuma County. The constructed features have been inspected and approved by the Arizona Department of Transportation Yuma District, and it is now essential to establish the donated right of way utilized in the improvements as a State Route and State Highway. Accordingly, it is necessary to establish and acquire the donated right of way.

The donated right of way to be established and acquired 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 - CASA GRANDE Highway, Project I-8-1(37)12 / 008YU012H088801R."

April 16, 2010

RES. NO. 2010-04-A-031  
PROJECT: I-8-1(37)12 / 008YU012H088801R  
HIGHWAY: YUMA - CASA GRANDE  
SECTION: Fortuna Wash - Telegraph Pass (Shay Oil)  
ROUTE NO.: Interstate Route 8  
ENG. DIST.: Yuma  
COUNTY: Yuma  
PARCEL: 14-1177

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

April 16, 2010

RES. NO. 2010-04-A-031  
PROJECT: I-8-1(37)12 / 008YU012H088801R  
HIGHWAY: YUMA - CASA GRANDE  
SECTION: Fortuna Wash - Telegraph Pass (Shay Oil)  
ROUTE NO.: Interstate Route 8  
ENG. DIST.: Yuma  
COUNTY: Yuma  
PARCEL: 14-1177

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director, Arizona Department of Transportation, on April 16, 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 recently constructed improvements to Interstate Route 8 at the Fortuna Wash Traffic Interchange 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, YUMA - CASA GRANDE Highway, Project I-8-1(37)12 / 008YU012H088801R."

WHEREAS turn lane, curb, gutter and sidewalk improvements have recently been constructed by a developer under an Arizona Department of Transportation Permit at the Fortuna Road Interchange in Yuma County. The constructed improvements have been inspected and approved by the Arizona Department of Transportation Yuma District, and is now necessary to establish the donated right of way utilized in the improvements as a state route and state highway; 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 the improvements; therefore, be it

April 16, 2010

RES. NO. 2010-04-A-031  
PROJECT: I-8-1(37)12 / 008YU012H088801R  
HIGHWAY: YUMA - CASA GRANDE  
SECTION: Fortuna Wash - Telegraph Pass (Shay Oil)  
ROUTE NO.: Interstate Route 8  
ENG. DIST.: Yuma  
COUNTY: Yuma  
PARCEL: 14-1177

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.

April 16, 2010

RES. NO. 2010-04-A-031  
PROJECT: I-8-1(37)12 / 008YU012H088801R  
HIGHWAY: YUMA - CASA GRANDE  
SECTION: Fortuna Wash - Telegraph Pass (Shay Oil)  
ROUTE NO.: Interstate Route 8  
ENG. DIST.: Yuma  
COUNTY: Yuma  
PARCEL: 14-1177

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 April 16, 2010.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on April 16, 2010.

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

APPROVED  
*John S. Halikowski*  
John S. Halikowski  
Director  
Arizona Department of Transportation  
April 16, 2010





**APPENDIX A**

**SHAY OIL COMPANY  
NEC NORTH FRONTAGE ROAD AND FORTUNA ROAD  
FORTUNA ROAD RIGHT TURN LANE RIGHT-OF-WAY DONATION  
LEGAL DESCRIPTION**

PARCEL NO. 1

That portion of the Southwest quarter of Section 5, Township 9 South, Range 21 West, Gila and Salt River Base and Meridian, Yuma County, Arizona more particularly described as follows:

Beginning at the southwest corner of said Section 5;

Thence North 00°05'40" West along the West line of the Southwest quarter of said Section 5 a distance of 1,074.61 feet;

Thence North 89°54'20" East a distance of 50.00 feet;

Thence South 45°05'40" East a distance of 7.07 feet to the TRUE POINT OF BEGINNING;

Thence North 00°05'40" West parallel with and 55.00 feet easterly of the West line of the Southwest quarter of said Section 5 a distance of 205.30 feet;

Thence North 89°54'20" East a distance of 13.00 feet;

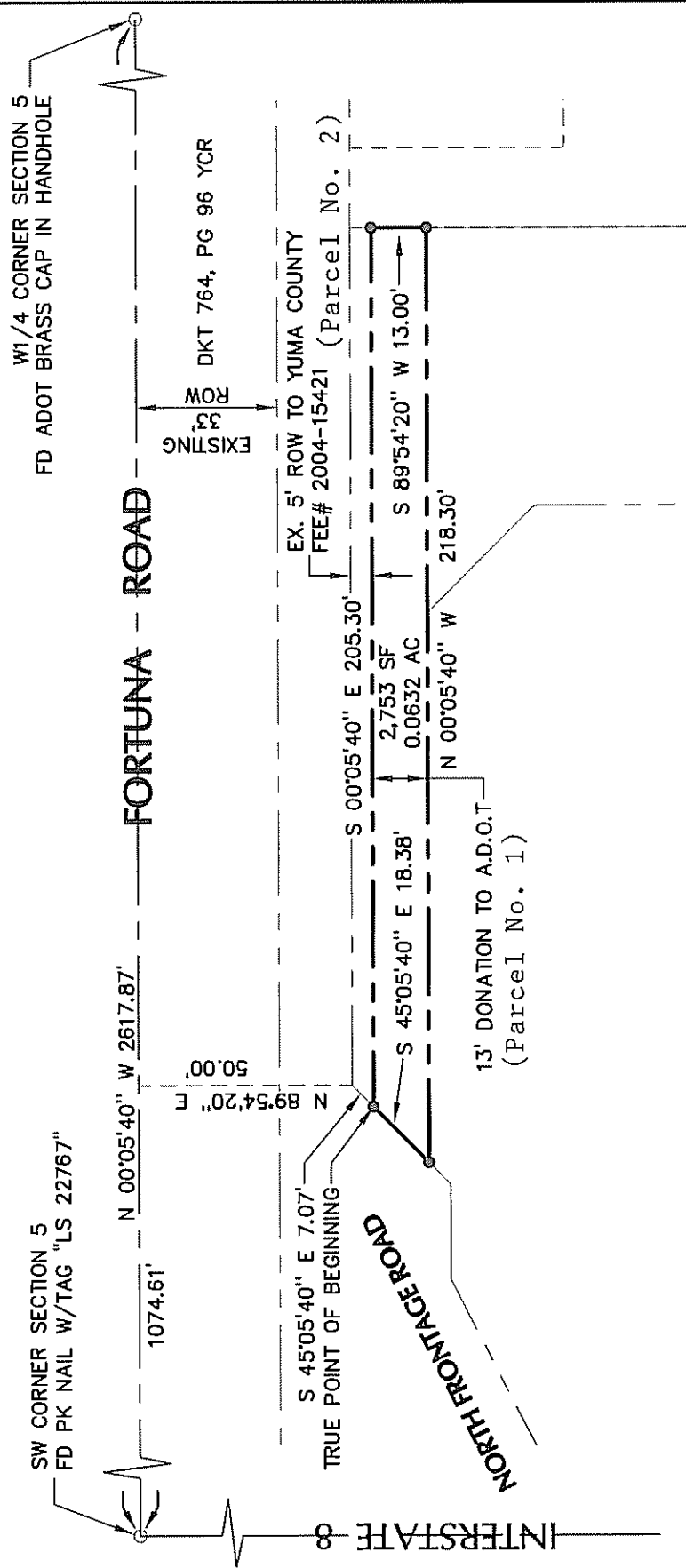
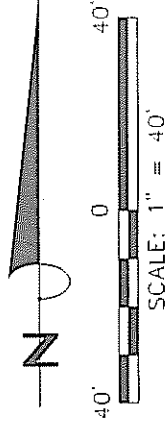
Thence South 00°05'40" East parallel with and 68.00 feet easterly of the West line of the Southwest quarter of said Section 5 a distance of 218.30 feet;

Thence North 45°05'40" West a distance of 18.38 feet to the TRUE POINT OF BEGINNING;

Said parcel contains 2,753 square feet, more or less.



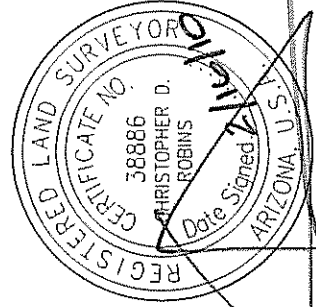
# APPENDIX A



## MAP NOTES

- CENTERLINE
- - - RIGHT-OF-WAY LINE
- LOT LINE
- EXISTING MONUMENT (TYPE AS NOTED)
- SET YUMA COUNTY STANDARD MONUMENT NO. 4-030
- ROW RIGHT-OF-WAY
- YCR YUMA COUNTY RECORDS
- A.D.O.T. ARIZONA DEPARTMENT OF TRANSPORTATION

**NOTE:**  
THIS EXHIBIT WAS PREPARED SOLELY AS REFERENCE FOR THE LEGAL DESCRIPTION TO WHICH IT IS ATTACHED.  
IT IS NOT MEANT TO BE A STANDALONE DOCUMENT NOR THE RESULT OF A FIELD SURVEY.

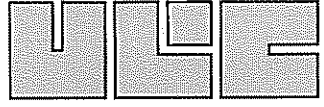


Expires 3/31/2012

DATE:	FEB 2010
DESIGNED BY:	C.D.R.
DRAWN BY:	J.M.G.
CHECKED BY:	C.D.R.
PROJECT NO.:	06229
FILE NO.:	
SHEET	3
OF	4

## EXHIBIT MAP

PORTION OF THE SOUTHWEST QUARTER OF SECTION 5,  
T. 9 S., R. 21 W., G. & S. R. B. & M., YUMA COUNTY, ARIZONA



1560 S. 5th Avenue  
Yuma, AZ 85304  
Phone: (928) 819-0828  
Fax: (928) 819-0826  
www.dahlrobs.com

**APPENDIX "A"**  
**Sheet 4 of 4**

**PARCEL No. 2:**

The West 5.0 feet of the following described parcel:

The East 200 feet of the West 250 feet of the South 1274.61 feet of the Southwest quarter of Section 5, Township 9 South, Range 21 West, Gila and Salt River Base and Meridian, Yuma County, Arizona, lying Northerly of Interstate 8.

(As conveyed to the County of Yuma for public roadway in Warranty Deed recorded 04-28-2004 in Fee #2004-15421.)

April 16, 2010

RES. NO. 2010-04-A-032  
PROJECT: 101LMA000H726701R  
HIGHWAY: AGUA FRIA FREEWAY  
SECTION: S.R. 101L AT 99<sup>th</sup> Ave., I-10 to M.C. 85  
ROUTE NO.: State Route 101 Loop  
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 amended establishment and improvement of State Route 101 Loop within the above referenced project.

This portion was previously established as an access controlled State Route and State Highway by Arizona Transportation Board Resolution 2009-07-A-041.

Due to a design change, the area to be acquired has been modified. It is now necessary to amend the previous resolution to show the design change.

The amended right of way 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, Project 101LMA000H726701R."

In the interest of public safety, necessity, and convenience, I recommend the amendment of Resolution 2009-07-A-041, dated July 17, 2009, recorded July 21, 2009 in Document No. 2009-0669116, Maricopa County Recorders Office and that the modified area of right of way depicted in Appendix "A" be established and improved as an access controlled state route and state highway.

April 16, 2010

RES. NO. 2010-04-A-032  
PROJECT: 101LMA000H726701R  
HIGHWAY: AGUA FRIA FREEWAY  
SECTION: S.R. 101L AT 99<sup>th</sup> Ave., I-10 to M.C. 85  
ROUTE NO.: State Route 101 Loop  
ENG. DIST.: Phoenix  
COUNTY: Maricopa

I further recommend the acquisition of the modified 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

April 16, 2010

RES. NO. 2010-04-A-032  
PROJECT: 101LMA000H726701R  
HIGHWAY: AGUA FRIA FREEWAY  
SECTION: S.R. 101L AT 99<sup>TH</sup> AVE., I-10 to M.C. 85  
ROUTE NO.: State Route 101 Loop  
ENG. DIST.: Phoenix  
COUNTY: Maricopa

AMENDED RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director, Arizona Department of Transportation, on April 16, 2010, presented and filed with this Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the amendment of 2009-07-A-041, to show a design change.

The amended right of way 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, Project 101LMA000H726701R."

WHEREAS the design change requires a modification of the area to be acquired; and

WHEREAS public safety, necessity and convenience require the recommended amendment of Resolution 2009-07-A-041, dated July 17, 2009, recorded July 21, 2009 in Document No. 2009-0669116, Maricopa County Recorders Office, to show said design change; therefore, be it

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

RESOLVED that Resolution 2009-07-A-041 is hereby amended, and that the modified area of right of way is designated an access controlled state route and state highway; therefore, be it further

April 16, 2010

RES. NO. 2010-04-A-032  
PROJECT: 101LMA000H726701R  
HIGHWAY: AGUA FRIA FREEWAY  
SECTION: S.R. 101L AT 99<sup>th</sup> Ave., I-10 to M.C. 85  
ROUTE NO.: State Route 101 Loop  
ENG. DIST.: Phoenix  
COUNTY: Maricopa

RESOLVED that the Director is 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 the lands by other lawful means, the Director is authorized to initiate condemnation proceedings.

April 16, 2010

RES. NO. 2010-04-A-032  
PROJECT: 101LMA000H726701R  
HIGHWAY: AGUA FRIA FREEWAY  
SECTION: S.R. 101L AT 99<sup>th</sup> Ave., I-10 to M.C. 85  
ROUTE NO.: State Route 101 Loop  
ENG. DIST.: Phoenix  
COUNTY: Maricopa

CERTIFICATION

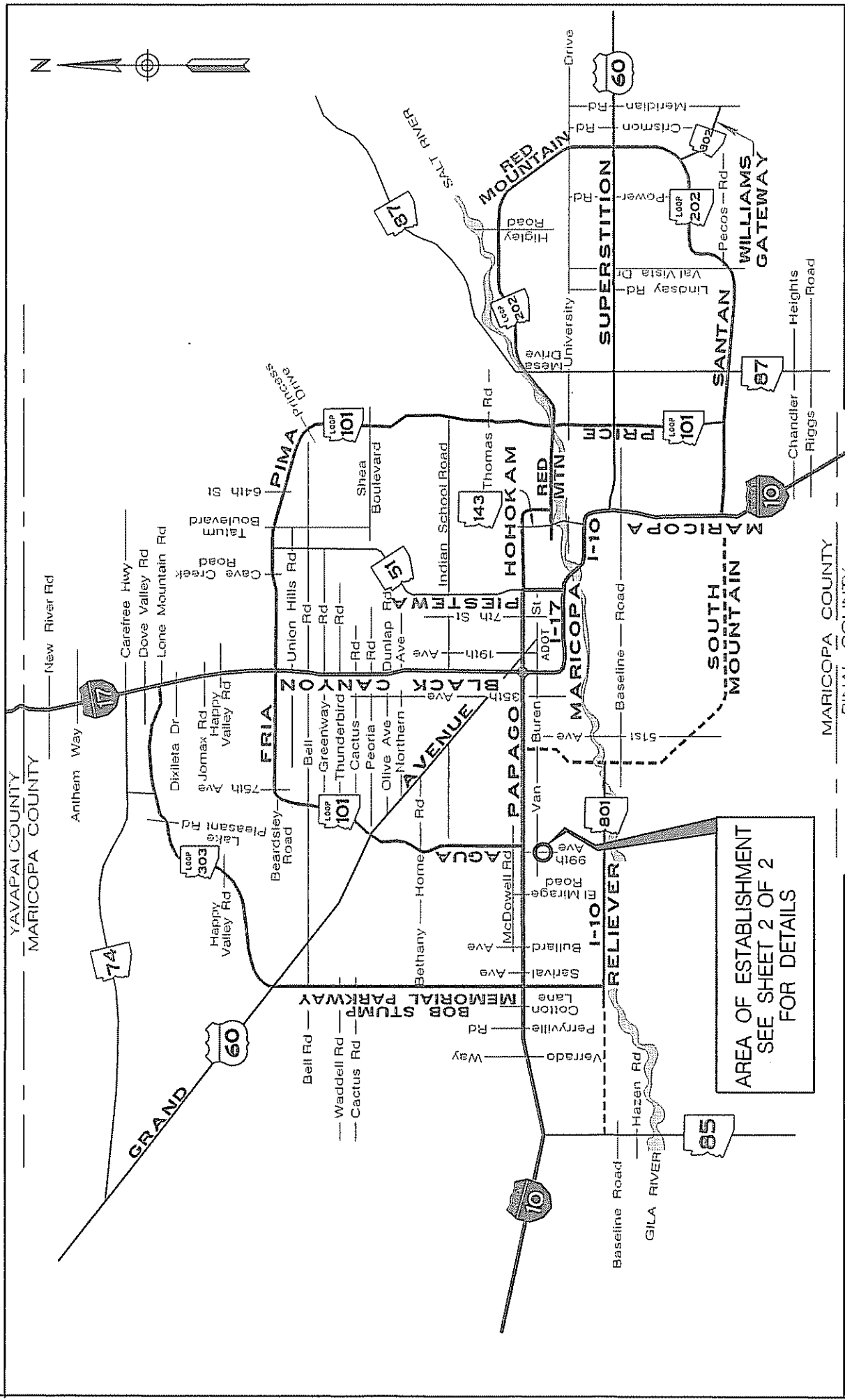
I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Transportation Board made in official session on April 16, 2010.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on April 16, 2010.

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

APPROVED  
[Signature]  
Attorney for Department  
of Transportation  
4/16/10





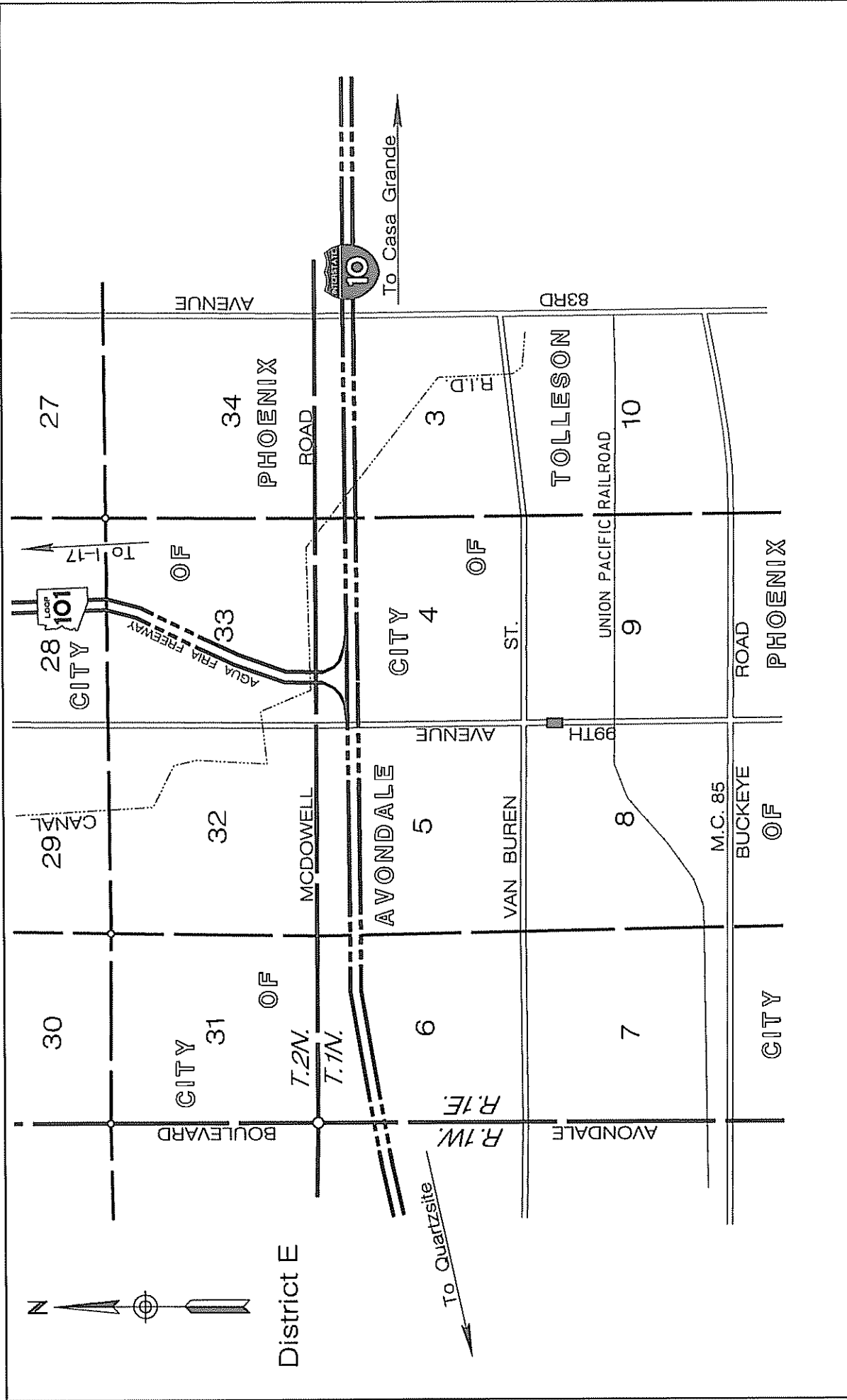
AREA OF ESTABLISHMENT  
SEE SHEET 2 OF 2  
FOR DETAILS

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

101L MA 000 H7267 01R  
AGUA FRIA FREEWAY  
S.R. 101L at 99th Ave., I-10 to M.C. 85  
Maricopa County

APPENDIX "A"

APRIL 16, 2010 SHEET: 1 OF 2



101L MA 000 H7267 01R  
 AGUA FRIA FREEWAY  
 S.R. 101L at 99th Ave., I-10 to M.C. 85  
 Maricopa County

AREA OF  
 AMENDED  
 ESTABLISHMENT

APPENDIX "A"

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

April 16, 2010

RES. NO. 2010-04-A-033  
PROJECT: M-951-6-801  
HIGHWAY: SANTA FE AVENUE - FLAGSTAFF URBAN AREA  
SECTION: Flagstaff Streets (@4<sup>th</sup> Street)  
ROUTE NO.: State Route 40B  
ENG. DIST.: Flagstaff  
COUNTY: Coconino

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the establishment of additional right of way for State Route 40B at 4<sup>th</sup> Street within the above referenced project.

This portion was previously established as a state route and state highway by Arizona Highway Commission Resolution dated September 9, 1927, page 26 of the Official Minutes designated U.S. Route 66; Resolution dated July 10, 1945, page 160 established additional right of way for improvements thereof, thereafter Arizona Transportation Board Resolution 84-10-A-065 dated October 26, 1984, renumbered U.S. Route 66 to State Route B-40 and Resolution 86-01-A-004 dated January 20, 1986, established additional right of way for improvements thereof.

Right of way improvements have been constructed by the City of Flagstaff to State Route 40B at 4<sup>th</sup> Street. Accordingly, it is necessary to establish and acquire the right of way for this project.

The additional right of way improvements to be established and acquired 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, SANTA FE AVENUE - FLAGSTAFF URBAN AREA Highway, Project M-951-6-801."

April 16, 2010

RES. NO. 2010-04-A-033  
PROJECT: M-951-6-801  
HIGHWAY: SANTA FE AVENUE - FLAGSTAFF URBAN AREA  
SECTION: Flagstaff Streets (@4<sup>th</sup> Street)  
ROUTE NO.: State Route 40B  
ENG. DIST.: Flagstaff  
COUNTY: Coconino

In the interest of public safety, necessity and convenience, I recommend that the area depicted in Appendix "A" be established 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

April 16, 2010

RES. NO. 2010-04-A-033  
PROJECT: M-951-6-801  
HIGHWAY: SANTA FE AVENUE - FLAGSTAFF URBAN AREA  
SECTION: Flagstaff Streets (@4<sup>th</sup> Street)  
ROUTE NO.: State Route 40B  
ENG. DIST.: Flagstaff  
COUNTY: Coconino

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director, Arizona Department of Transportation, on April 16, 2010, presented and filed with this Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment and acquisition of additional right of way for constructed improvements to State Route 40B as set forth in the above referenced project.

The additional right of way to be established and acquired 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, SANTA FE AVENUE - FLAGSTAFF URBAN AREA Highway, Project M-951-6-801."

WHEREAS right of way improvements have been constructed to State Route 40B at 4<sup>th</sup> Street by the City of Flagstaff

WHEREAS establishment and acquisition of the improvements is necessary; and

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

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

April 16, 2010

RES. NO. 2010-04-A-033  
PROJECT: M-951-6-801  
HIGHWAY: SANTA FE AVENUE - FLAGSTAFF URBAN AREA  
SECTION: Flagstaff Streets (@4<sup>th</sup> Street)  
ROUTE NO.: State Route 40B  
ENG. DIST.: Flagstaff  
COUNTY: Coconino

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.

April 16, 2010

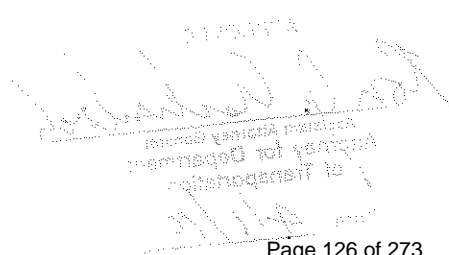
RES. NO. 2010-04-A-033  
PROJECT: M-951-6-801  
HIGHWAY: SANTA FE AVENUE - FLAGSTAFF URBAN AREA  
SECTION: Flagstaff Streets (@4<sup>th</sup> Street)  
ROUTE NO.: State Route 40B  
ENG. DIST.: Flagstaff  
COUNTY: Coconino

CERTIFICATION

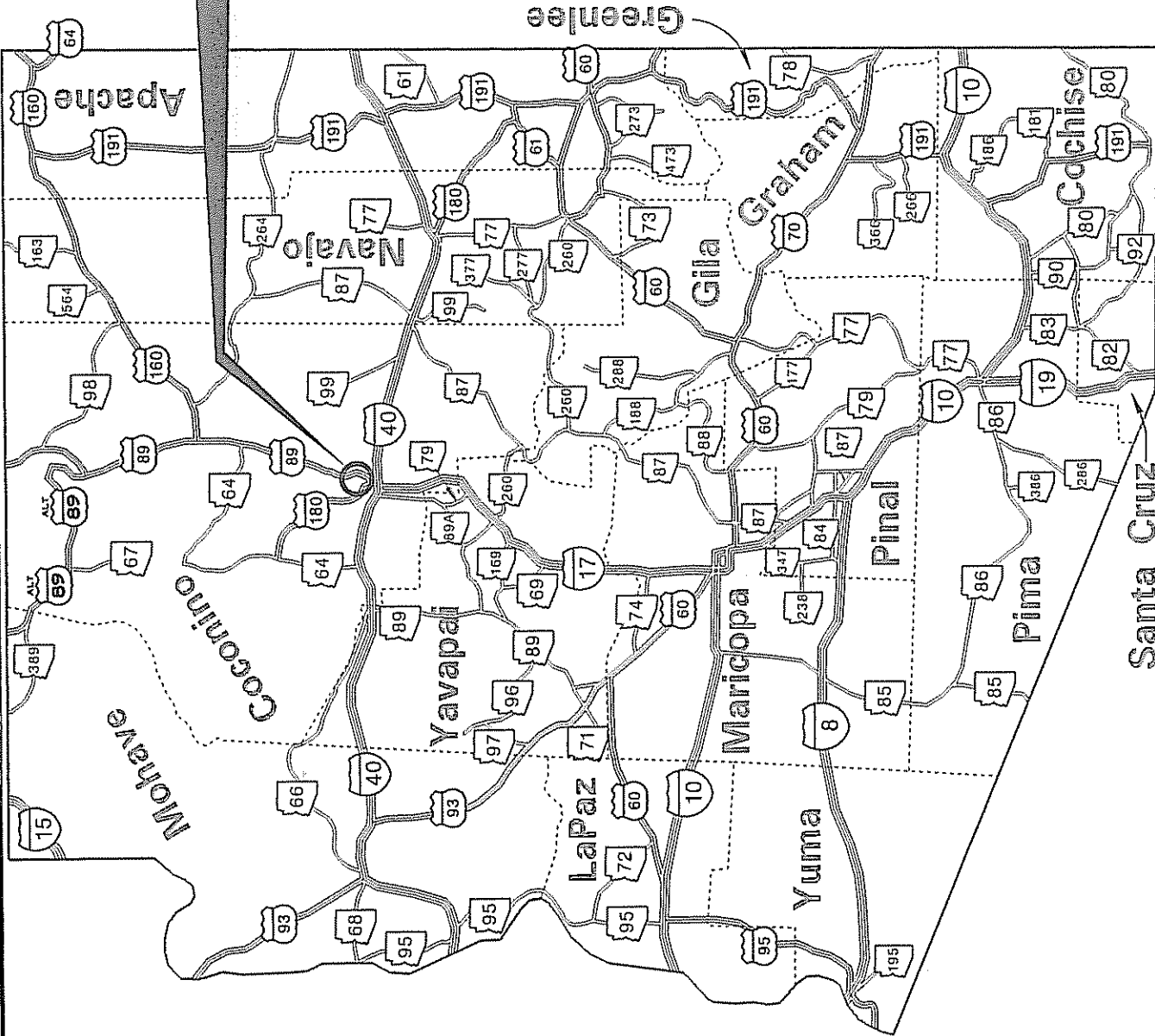
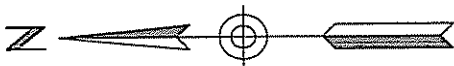
I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Transportation Board made in official session on April 16, 2010.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on April 16, 2010.

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation



A faint, mirrored stamp and signature area is visible at the bottom right of the page. The stamp appears to be a circular seal with text around the perimeter, and a signature is written across it. The text is difficult to read due to the low contrast and mirroring.



AREA OF ESTABLISHMENT  
SEE SHEETS 2 THRU 7  
FOR DETAILS

SANTA FE AVENUE-FLAGSTAFF URBAN AREA  
M-951-6-801  
Flagstaff Streets (@ 4th Street)  
Coconino County  
APRIL 16, 2010 SHEET 1 OF 7

APPENDIX "A"

A REPLICABLE 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



## Legal Description

Fee Right of Way Dedication

Appendix "A" Sheet 2 of 7

That parcel of land, in the City of Flagstaff, County of Coconino, State of Arizona, lying within Sections 13 and 14, Township 21 North, Range 7 East, Gila and Salt Meridian, more particularly described as follows:

Commencing at the West quarter corner of said Section 13, marked by a found brass cap stamped "City of Flagstaff, LS 16544", from which the north west corner of said Section 13, marked by a found brass cap stamped "ADOT HIGHWAY DIVISION" bears North 00 Degrees 33 Minutes 37 Seconds West, 2670.77 Feet;

Thence, on said section line, North 00 Degrees 33 Minutes 37 Seconds West, 943.82 Feet;

Thence, North 89 Degrees 26 Minutes 23 Seconds East, 191.85 Feet, to the Point of Beginning and the centerline of Fourth Street as shown on that record of survey for the City of Flagstaff Parcel consolidation recorded as Doc number 3396857 on August 09, 2006 in the Office of the Recorder for said county;

Thence, South 49 Degrees 50 Minutes 48 Seconds West, 74.00 Feet, to the northwesterly boundary of City of Flagstaff, Parcel A;

Thence, on said northwesterly boundary of City of Flagstaff, Parcel A, South 76 Degrees 35 Minutes 19 Seconds West, 37.30 Feet;

Thence, continuing on said northwesterly boundary of City of Flagstaff, Parcel A, on a curve to the left, having a Radius of 3745.72 Feet, through a Central Angle of 4 Degrees 42 Minutes 36 Seconds, an arc distance of 307.92 Feet, a Radial bears South 45 Degrees 52 Minutes 45 Seconds East;

Thence, continuing on the northwesterly boundary of City of Flagstaff, Parcel A, South 44 Degrees 14 Minutes 44 Seconds West, 153.19 Feet;

Thence, continuing on the northwesterly boundary of City of Flagstaff, Parcel A, South 36 Degrees 26 Minutes 28 Seconds West, 258.30 Feet;

Thence, continuing on the northwesterly boundary of City of Flagstaff, Parcel A, South 41 Degrees 08 Minutes 46 Seconds West, 103.31 feet, to the southeasterly boundary of SR B40 Right of Way, shown as Route 66 Right of Way according to the City of Flagstaff Parcel consolidation Plat;

Thence, on said southeasterly boundary of SR B40 Right of Way, North 35 Degrees 21 Minutes 12 Seconds East, 95.19 feet;

Thence, continuing on said southeasterly boundary of SR B40 Right of Way, on a curve to the right, having a Radius of 7549.44 Feet, through a Central Angle of 2 Degrees 15 Minutes 48 Seconds, an arc distance of 298.22 Feet, a radial bears South 55 Degrees 01 Minutes 50 Seconds East;

Thence, continuing on said southeasterly boundary of SR B40 Right of Way, on a curve to the right, having a Radius of 3774.72 Feet, through a Central Angle of 17 Degrees 06 Minutes 04 Seconds, an arc distance of 1126.64 Feet, a radial bears South 52 Degrees 23 Minutes 48 seconds East;

Thence, continuing on the southeasterly boundary of SR B40 Right of Way, on a curve to the right, having a Radius of 7549.44 Feet, through a Central Angle of 2 Degrees 15 Minutes 48 Seconds, an arc distance of 298.22 Feet; a radial bears South 34 Degrees 55 Minutes 30 Seconds East;

PLATEAU ENGINEERING, INC.

City File Number: 03-00011

202 EAST BIRCH AVE,  
FLAGSTAFF, AZ 86001  
(928) 556-0311

## Legal Description

Fee Right of Way Dedication

Appendix "A" Sheet 3 of 7

Thence, continuing on the southeasterly boundary of SR B40 Right of Way, North 56 Degrees 57 Minutes 16 Seconds East, 35.78 Feet, to the northwesterly boundary of City of Flagstaff Parcel B;

Thence, on said northwesterly boundary of City of Flagstaff Parcel B, South 49 Degrees 02 Minutes 29 Seconds West, 29.52

Thence, continuing on said northwesterly boundary of City of Flagstaff Parcel B, on a curve to the left, having a Radius of 3860.32 Feet, through a Central Angle of 5 Degrees 05 Minutes 23 Seconds, an arc distance of 342.92 Feet, a Radial bears South 32 Degrees 58 Minutes 29 Seconds East;

Thence, continuing on said northwesterly boundary of City of Flagstaff Parcel B, South 51 Degrees 55 Minutes 35 Seconds West, 141.45 Feet;

Thence, continuing on said northwesterly boundary of City of Flagstaff Parcel B, on a curve to the left, having a Radius of 3757.72 Feet, through a Central Angle of 1 Degree 47 Minutes 06 Seconds, an arc distance of 117.07 Feet, a Radial bears South 38 Degrees 03 Minutes 51 Seconds East;

Thence, continuing on said northwesterly boundary of City of Flagstaff Parcel B, South 31 Degrees 15 Minutes 33 Seconds West, 21.79 feet;

Thence, continuing on said northwesterly boundary of City of Flagstaff Parcel B, On a curve to the left, having a Radius of 3750.72 Feet, through a Central Angle of 2 Degrees 37 Minutes 04 Seconds, an arc distance of 171.37 Feet, a Radial bears South 40 Degrees 09 Minutes 51 Seconds East;

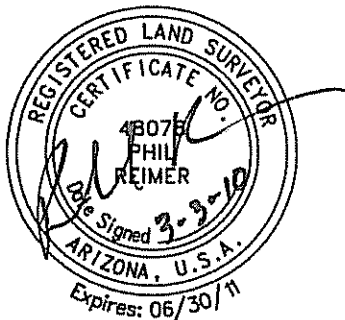
Thence, on said northwesterly boundary of City of Flagstaff Parcel B, South 05 Degrees 56 Minutes 36 Seconds West, 37.99 Feet;

Thence, South 49 Degrees 50 Minutes 48 Seconds West, 67.00 Feet, to said Centerline of Fourth Street;

Thence, on said centerline of Fourth Street Right of Way, South 40 Degrees 09 Minutes 12 Seconds East, 10.18 Feet, to the Point of Beginning.

Containing 35,941 square feet or 0.83 acres more or less.

For a drawing of this parcel, see the attached **Exhibit B**, which is made a part hereof by this reference.

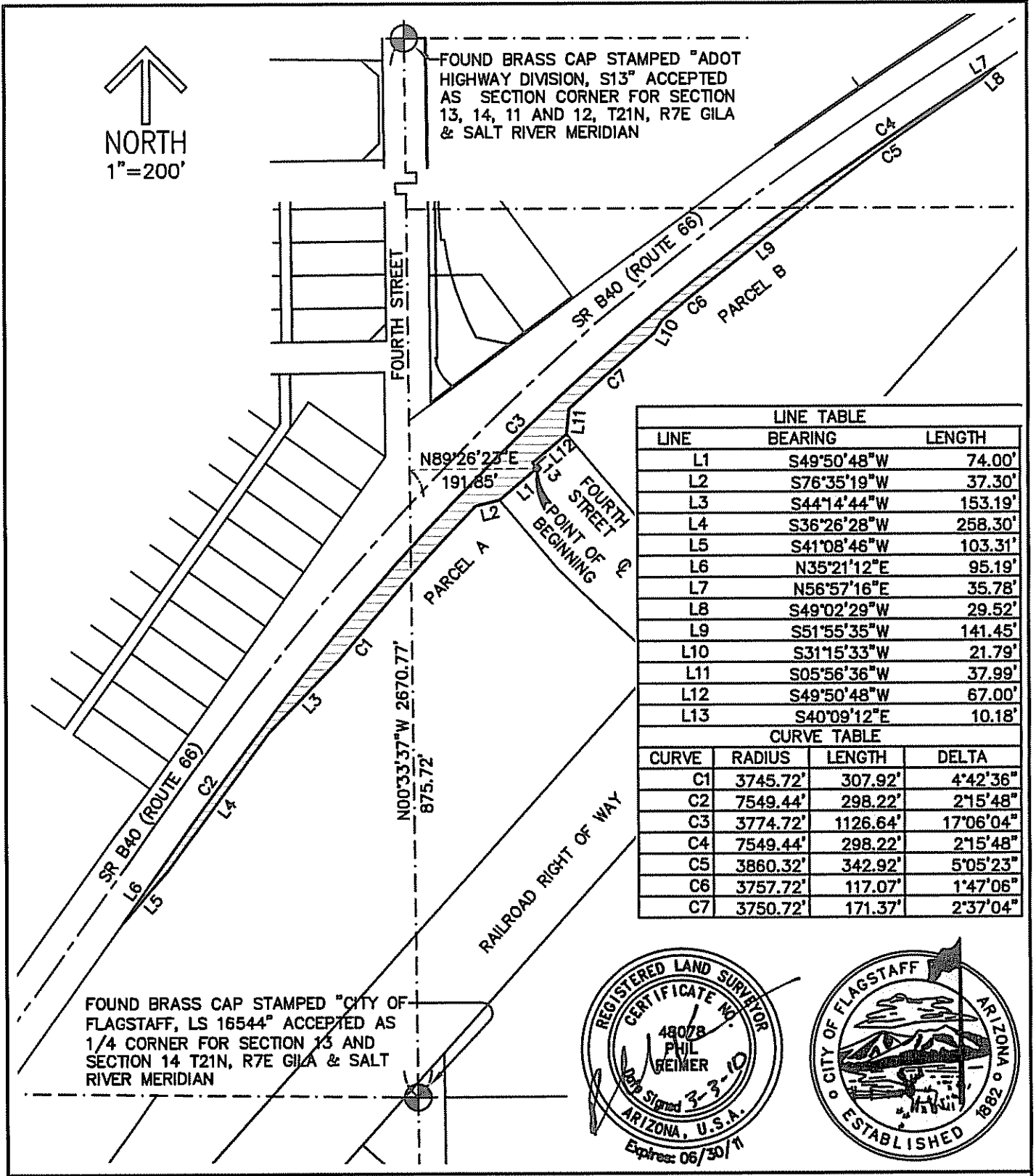


PLATEAU ENGINEERING, INC.

City File Number: 03-00011

202 EAST BIRCH AVE,  
FLAGSTAFF, AZ 86001  
(928) 556-0311

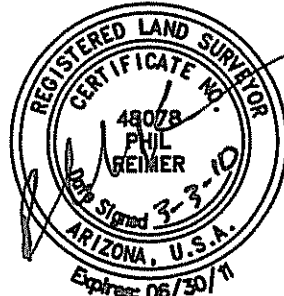
Page 129 of 273



LINE TABLE		
LINE	BEARING	LENGTH
L1	S49°50'48"W	74.00'
L2	S76°35'19"W	37.30'
L3	S44°14'44"W	153.19'
L4	S36°26'28"W	258.30'
L5	S41°08'46"W	103.31'
L6	N35°21'12"E	95.19'
L7	N56°57'16"E	35.78'
L8	S49°02'29"W	29.52'
L9	S51°55'35"W	141.45'
L10	S31°15'33"W	21.79'
L11	S05°56'36"W	37.99'
L12	S49°50'48"W	67.00'
L13	S40°09'12"E	10.18'

CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C1	3745.72'	307.92'	4°42'36"
C2	7549.44'	298.22'	2°15'48"
C3	3774.72'	1126.64'	17°06'04"
C4	7549.44'	298.22'	2°15'48"
C5	3860.32'	342.92'	5°05'23"
C6	3757.72'	117.07'	1°47'06"
C7	3750.72'	171.37'	2°37'04"



**EXHIBIT B**  
 A PARCEL OF LAND LYING WITHIN  
 SECTIONS 13 AND 14, TOWNSHIP 21 NORTH, RANGE 7 EAST,  
 GILA AND SALT RIVER MERIDIAN,  
 IN THE CITY OF FLAGSTAFF, COUNTY OF COCONINO,  
 STATE OF ARIZONA

<b>PLATEAU ENGINEERING</b>		
CIVIL ENGINEERS AND LAND SURVEYORS 202 EAST BIRCH AVENUE FLAGSTAFF, ARIZONA 86001 (928) 556-0311 fax (928) 213-9614		
JOB NO.	1083	DATE
DESIGNED BY	PR	2008.03.18
DRAWN BY	PR	2008.03.18
CHECKED BY	JDH	2008.03.18
REFERENCE	935	854

4  
OF  
7

## Legal Description

Storm Drain Easement

Appendix "A" Sheet 5 of 7

### Parcel 1 Storm Drain Easement

That parcel of land, in the City of Flagstaff, County of Coconino, State of Arizona, lying within Sections 13 and 14, Township 21 North, Range 7 East, Gila and Salt River Meridian, more particularly described as follows:

Commencing at the West quarter corner of said Section 13, marked by a found brass cap stamped "City of Flagstaff, LS 16544", from which the north west corner of said Section 13, marked by a found brass cap stamped "ADOT HIGHWAY DIVISION" bears North 00 Degrees 33 Minutes 37 Seconds West, 2670.77 Feet;

Thence, on said section line, North 00 Degrees 33 Minutes 37 Seconds West, 329.59 Feet;

Thence, South 89 Degrees 26 Minutes 23 Seconds West, 386.68 Feet, to the Point of Beginning and the southeasterly boundary of SR B40 Right of Way, shown as Route 66 Right of Way according to the City of Flagstaff Parcel consolidation Plat;

Thence, South 30 Degrees 53 Minutes 04 Seconds West, 133.61 Feet;

Thence, South 00 Degrees 47 Minutes 11 Seconds East, 15.19 Feet;

Thence, North 64 Degrees 24 Minutes 00 Seconds West, 28.01 Feet, to the southeasterly boundary of SR B40 Right of Way;

Thence, on said southeasterly boundary of SR B40 Right of Way, North 35 Degrees 21 Minutes 12 Seconds East, 69.05 Feet;

Thence, continuing on said southeasterly boundary of SR B40 Right of Way, North 41 Degrees 08 Minutes 46 Seconds East, 81.58 Feet, to the Point of Beginning.

Containing 1,805 square feet more or less.

### Parcel 2 Storm Drain Easement

That parcel of land, in the City of Flagstaff, County of Coconino, State of Arizona, lying within Sections 13 and 14, Township 21 North, Range 7 East, Gila and Salt River Meridian, more particularly described as follows:

Commencing at the West quarter corner of said Section 13, marked by a found brass cap stamped "City of Flagstaff, LS 16544", from which the north west corner of said Section 13, marked by a found brass cap stamped "ADOT HIGHWAY DIVISION" bears North 00 Degrees 33 Minutes 37 Seconds West, 2670.77 Feet;

Thence, on said section line, North 00 Degrees 33 Minutes 37 Seconds West, 875.72 Feet;

Thence, North 89 Degrees 26 Minutes 23 Seconds East, 86.02 Feet, to the Point of Beginning and the northwesterly boundary of said City of Flagstaff Parcel B;

Thence, on said northwesterly boundary of City of Flagstaff Parcel A, North 43 Degrees 59 Minutes 07 Seconds East, 17.73 Feet;

PLATEAU ENGINEERING, INC.

City File Number: 03-00011

202 EAST BIRCH AVE,  
FLAGSTAFF, AZ 86001  
(928) 556-0311

Page 131 of 273

## Legal Description

### Storm Drain Easement

Appendix "A" Sheet 6 of 7

Thence, continuing on said northwesterly boundary of City of Flagstaff Parcel A, North 76 Degrees 35 Minutes 19 Seconds East, 37.30 Feet;

Thence, on the southwesterly boundary of Fourth Street Right of Way, South 40 Degrees 09 Minutes 12 Seconds East, 11.06 Feet;

Thence, South 76 Degrees 54 Minutes 24 Seconds West, 57.22 Feet, to the Point of Beginning.

Containing 460 square feet more or less.

### Parcel 3 Storm Drain Easement

That parcel of land, in the City of Flagstaff, County of Coconino, State of Arizona, lying within Sections 13 and 14, Township 21 North, Range 7 East, Gila and Salt River Meridian, more particularly described as follows:

Commencing at the West quarter corner of said Section 13, marked by a found brass cap stamped "City of Flagstaff, LS 16544", from which the north west corner of said Section 13, marked by a found brass cap stamped "ADOT HIGHWAY DIVISION" bears North 00 Degrees 33 Minutes 37 Seconds West, 2670.77 Feet;

Thence, on said section line, North 00 Degrees 33 Minutes 37 Seconds West, 1027.56 Feet;

Thence, North 89 Degrees 26 Minutes 23 Seconds East, 240.78 Feet, to the Point of Beginning and the northwesterly boundary of said City of Flagstaff Parcel B;

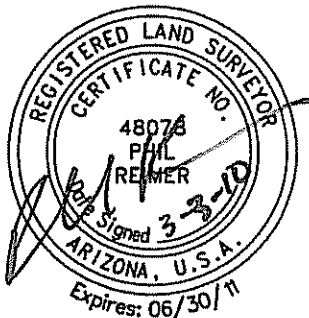
Thence, on said northwesterly boundary of City of Flagstaff Parcel B, North 05 Degrees 56 Minutes 36 Seconds East, 4.58 Feet;

Thence, continuing on said northwesterly boundary of City of Flagstaff Parcel B, on a curve to the right, having a Radius of 3750.72 Feet, through a central angle of 00 Degrees 43 Minutes 45 Seconds, an arc distance of 47.73 Feet, a Radial bears South 42 Degrees 46 Minutes 55 Seconds East;

Thence, South 44 Degrees 10 Minutes 29 Seconds West, 51.25 Feet, to the Point of Beginning

Containing 75 square feet more or less.

For a drawing of these parcels, see the attached **Exhibit B**, which is made a part hereof by this reference.



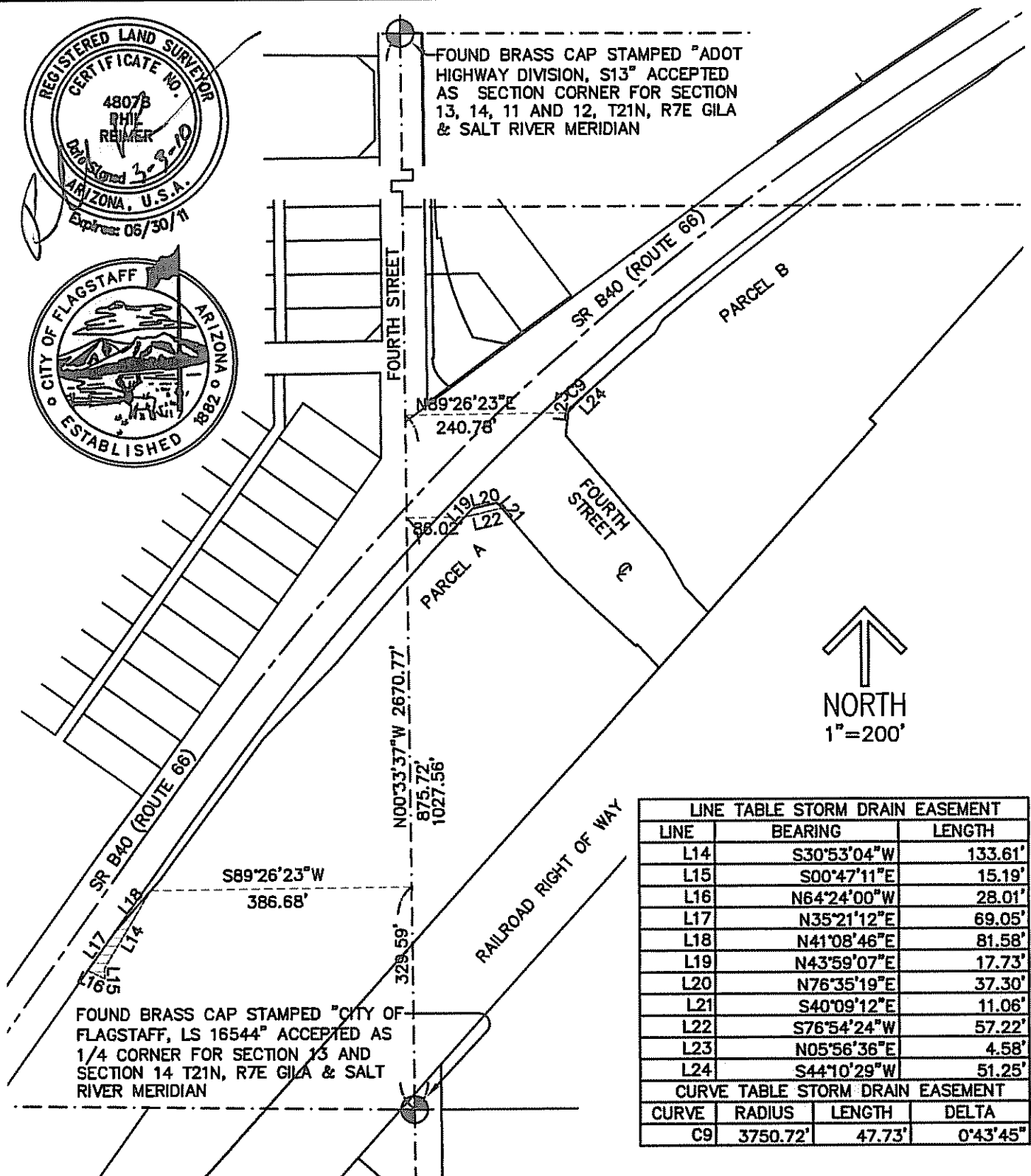
PLATEAU ENGINEERING, INC.

City File Number: 03-00011

202 EAST BIRCH AVE,  
FLAGSTAFF, AZ 86001  
(928) 556-0311



FOUND BRASS CAP STAMPED "ADOT HIGHWAY DIVISION, S13° ACCEPTED AS SECTION CORNER FOR SECTION 13, 14, 11 AND 12, T21N, R7E GILA & SALT RIVER MERIDIAN



FOUND BRASS CAP STAMPED "CITY OF FLAGSTAFF, LS 16544" ACCEPTED AS 1/4 CORNER FOR SECTION 13 AND SECTION 14 T21N, R7E GILA & SALT RIVER MERIDIAN

LINE TABLE STORM DRAIN EASEMENT			
LINE	BEARING	LENGTH	
L14	S30°53'04"W	133.61'	
L15	S00°47'11"E	15.19'	
L16	N64°24'00"W	28.01'	
L17	N35°21'12"E	69.05'	
L18	N41°08'46"E	81.58'	
L19	N43°59'07"E	17.73'	
L20	N76°35'19"E	37.30'	
L21	S40°09'12"E	11.06'	
L22	S76°54'24"W	57.22'	
L23	N05°56'36"E	4.58'	
L24	S44°10'29"W	51.25'	
CURVE TABLE STORM DRAIN EASEMENT			
CURVE	RADIUS	LENGTH	DELTA
C9	3750.72'	47.73'	0°43'45"

**EXHIBIT B**  
 A PARCEL OF LAND LYING WITHIN  
 SECTIONS 13 AND 14, TOWNSHIP 21 NORTH, RANGE 7 EAST,  
 GILA AND SALT RIVER MERIDIAN,  
 IN THE CITY OF FLAGSTAFF, COUNTY OF COCONINO,  
 STATE OF ARIZONA

**PLATEAU ENGINEERING**  
 CIVIL ENGINEERS AND LAND SURVEYORS  
 202 EAST BIRCH AVENUE  
 FLAGSTAFF, ARIZONA 86001  
 (928) 656-0311 fax (928) 213-9814

JOB NO.	1083	DATE	REFERENCE
DESIGNED BY			935
DRAWN BY	PR	2008.03.18	854
CHECKED BY	JDH	2008.03.18	

7  
 OF  
 7

April 16, 2010

RES. NO. 2010-04-A-034  
PROJECT: F.I. 86 / 089SC020H088801R  
HIGHWAY: TUCSON - NOGALES  
SECTION: Otero - Carmen (Tumacacori Mission Land Development)  
ROUTE NO.: U.S. Route 89  
ENG. DIST.: Tucson  
COUNTY: Santa Cruz  
PARCEL NO.: 12-0515

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the establishment and improvement of U.S. Route 89 within the above referenced project.

This portion of U.S. Route 89 was previously established by the Arizona Highway Commission September 9, 1927, of the Official Minutes, page 26, as a State Route and State Highway; Resolution dated April 10, 1947, of the Official Minutes, page 105, established additional right of way for relocation improvements; Thereafter, various Resolutions established additional right of way for improvements thereof.

New right of way is being donated by the property owner to establish a fence easement with pertinent access rights into the State Highway System in order to improve safety for the traveling public. Accordingly, it is necessary to establish and acquire the donated right of way for this project.

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 - NOGALES Highway, Project F.I. 86 / 089SC020H088801R."

April 16, 2010

RES. NO. 2010-04-A-034  
PROJECT: F.I. 86 / 089SC020H088801R  
HIGHWAY: TUCSON - NOGALES  
SECTION: Otero - Carmen (Tumacacori Mission Land Development)  
ROUTE NO.: U.S. Route 89  
ENG. DIST.: Tucson  
COUNTY: Santa Cruz  
PARCEL NO.: 12-0515

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.

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

April 16, 2010

RES. NO. 2010-04-A-034  
PROJECT: F.I. 86 / 089SC020H088801R  
HIGHWAY: TUCSON - NOGALES  
SECTION: Otero - Carmen (Tumacacori Mission Land Development)  
ROUTE NO.: U.S. Route 89  
ENG. DIST.: Tucson  
COUNTY: Santa Cruz  
Parcel NO.: 12-0515

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director, Arizona Department of Transportation, on April 16, 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 the improvement of U.S. Route 89 as set forth in the above referenced project.

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 - NOGALES Highway, Project F.I. 86 / 089SC020H088801R."

WHEREAS establishment and acquisition of the donated 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 donated 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

April 16, 2010

RES. NO. 2010-04-A-034  
PROJECT: F.I. 86 / 089SC020H088801R  
HIGHWAY: TUCSON - NOGALES  
SECTION: Otero - Carmen (Tumacacori Mission Land Development)  
ROUTE NO.: U.S. Route 89  
ENG. DIST.: Tucson  
COUNTY: Santa Cruz  
PARCEL NO.: 12-0515

RESOLVED that the donated 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 donations, in accordance with Arizona Revised Statutes Section 28-7092, an estate in fee, or such other interest as is required.

April 16, 2010

RES. NO. 2010-04-A-034  
PROJECT: F.I. 86 / 089SC020H088801R  
HIGHWAY: TUCSON - NOGALES  
SECTION: Otero - Carmen (Tumacacori Mission Land Development)  
ROUTE NO.: U.S. Route 89  
ENG. DIST.: Tucson  
COUNTY: Santa Cruz  
PARCEL NO.: 12-0515

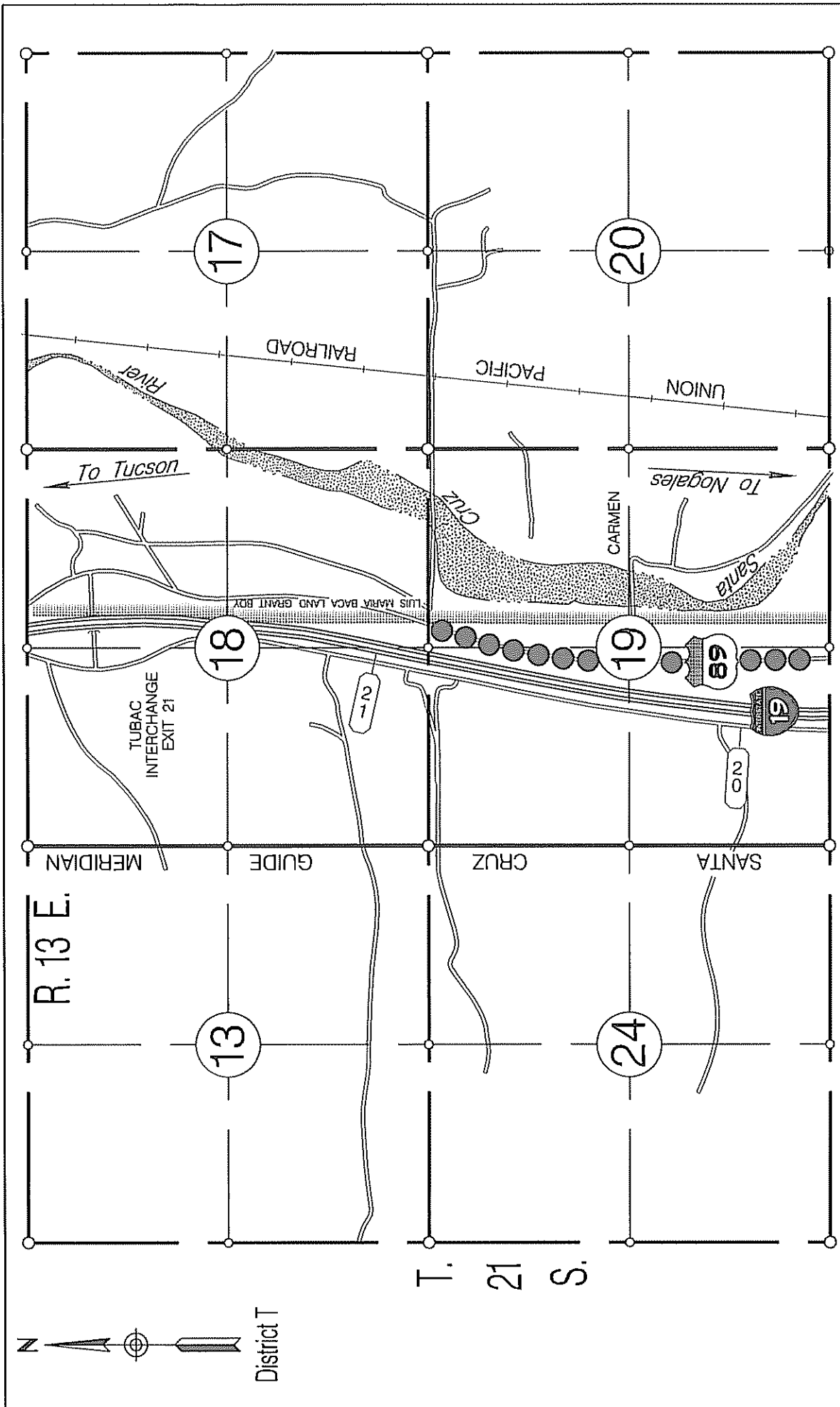
CERTIFICATION

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 April 16, 2010.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on April 16, 2010.

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

APPROVED  
*[Signature]*  
Arizona Department of Transportation  
April 16, 2010



089 SC 020 H0888 01R  
 F.I. 86  
 TUCSON - NOGALES HIGHWAY  
 Otero - Carmen  
 (Tumacacori Mission Land Development)  
 Santa Cruz County  
 APRIL 16, 2010 SHEET 1 OF 1

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

April 16, 2010

RES. NO. 2010-04-A-035  
PROJECT: U-191-D-701 / 191AP355H541201R  
HIGHWAY: ST. JOHNS - SANDERS  
SECTION: Morgan Canyon Wash (M.P. 355-356)  
ROUTE NO.: U.S. Route 191  
ENG. DIST.: Holbrook  
COUNTY: Apache  
PARCEL NO.: 1-0442-A

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the establishment and improvement of U.S. Route 191 within the above referenced project.

This existing alignment of U.S. Route 191 was previously established as a state route and state highway designated State Route 61 by Arizona Highway Commission Resolution dated June 28, 1935, page 306 of the Official Minutes; Resolution dated March 29, 1938, page 516 of the Official Minutes renumbered and redesignated State Route 61 to U.S. Route 666; Resolution dated January 30, 1948, page 291 of the Official Minutes established additional right of way for widening improvements; thereafter Arizona Transportation Board Resolution 92-09-A-64, dated September 18, 1992 renumbered and redesignated U.S. Route 666 to U.S. Route 191; Resolution 2003-07-A-044, dated July 18, 2003, established additional right of way for improvements thereof.

New right of way is now needed to construct and maintain a new drainage channel for roadway improvements. 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, ST.JOHNS - SANDERS Highway, Project U-191-D-701 / 191AP355H541201R."

April 16, 2010

RES. NO. 2010-04-A-035  
PROJECT: U-191-D-701 / 191AP355H541201R  
HIGHWAY: ST. JOHNS - SANDERS  
SECTION: Morgan Canyon Wash (M.P. 355-356)  
ROUTE NO.: U.S. Route 191  
ENG. DIST.: Holbrook  
COUNTY: Apache  
PARCEL NO.: 1-0442-A

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.

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

April 16, 2010

RES. NO. 2010-04-A-035  
PROJECT: U-191-D-701 /191AP355H541201R  
HIGHWAY: ST. JOHNS - SANDERS  
SECTION: Morgan Canyon Wash (M.P. 355-356)  
ROUTE NO.: U.S. Route 191  
ENG. DIST.: Holbrook  
COUNTY: Apache  
PARCEL NO.: 1-0442-A

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director, Arizona Department of Transportation, on April 16, 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 U.S. Route 191 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, ST.JOHNS - SANDERS Highway, Project U-191-D-701 / 191AP355H541201R."

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

April 16, 2010

RES. NO. 2010-04-A-035  
PROJECT: U-191-D-701 / 191AP355H541201R  
HIGHWAY: ST. JOHNS - SANDERS  
SECTION: Morgan Canyon Wash (M.P. 355-356)  
ROUTE NO.: U.S. Route 191  
ENG. DIST.: Holbrook  
COUNTY: Apache  
PARCEL NO.: 1-0442-A

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



April 16, 2010

RES. NO. 2010-04-A-035  
PROJECT: U-191-D-701 / 191AP355H541201R  
HIGHWAY: ST. JOHNS - SANDERS  
SECTION: Morgan Canyon Wash (M.P. 355-356)  
ROUTE NO.: U.S. Route 191  
ENG. DIST.: Holbrook  
COUNTY: Apache  
PARCEL NO.: 1-0442-A

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 April 16, 2010.

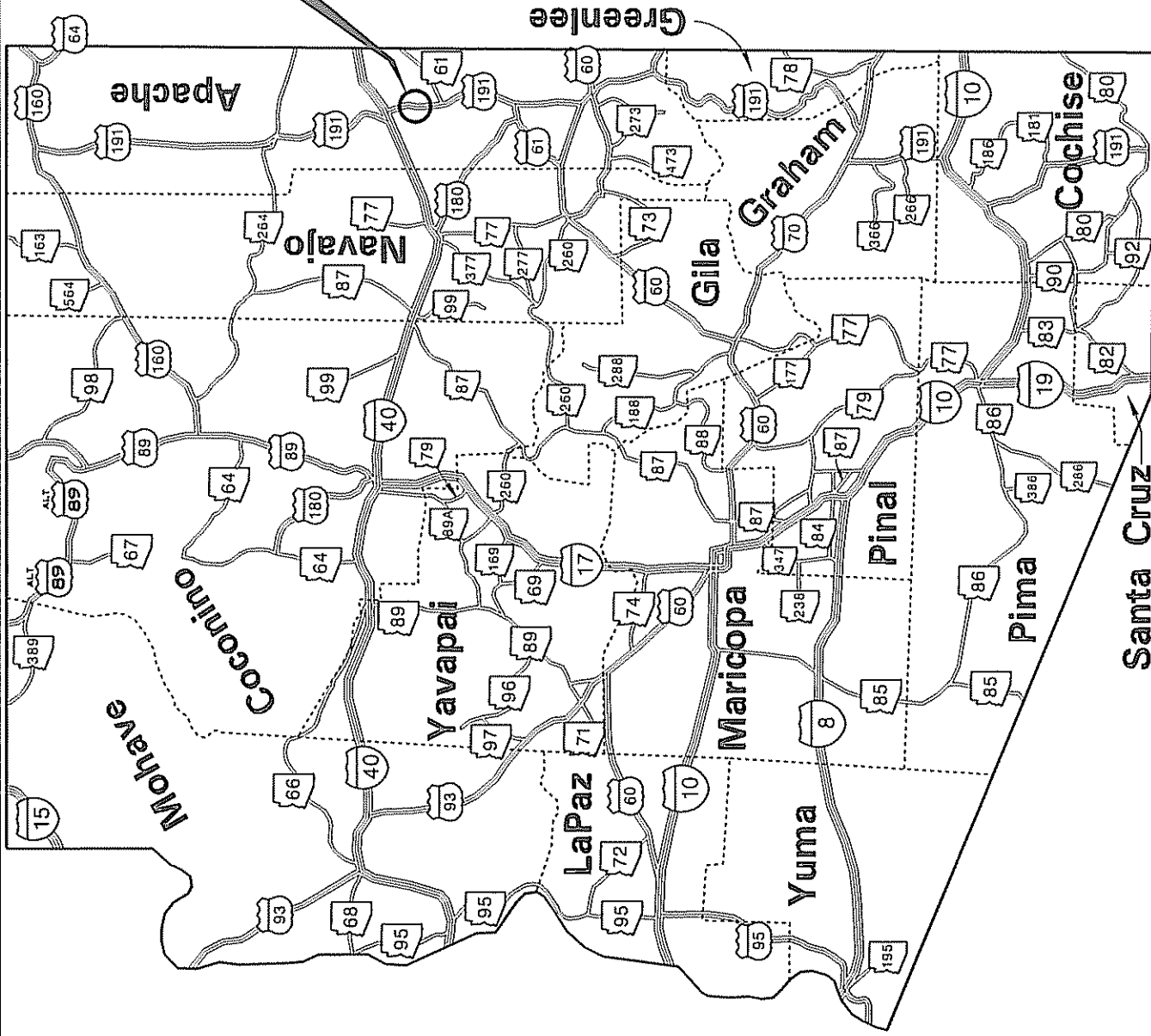
IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on April 16, 2010.

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

APPROVED  
*[Handwritten Signature]*  
\_\_\_\_\_  
Attorney for Department of Transportation  
Date: 4/16/10



AREA OF ESTABLISHMENT  
SEE SHEET 2 OF 2  
FOR DETAILS

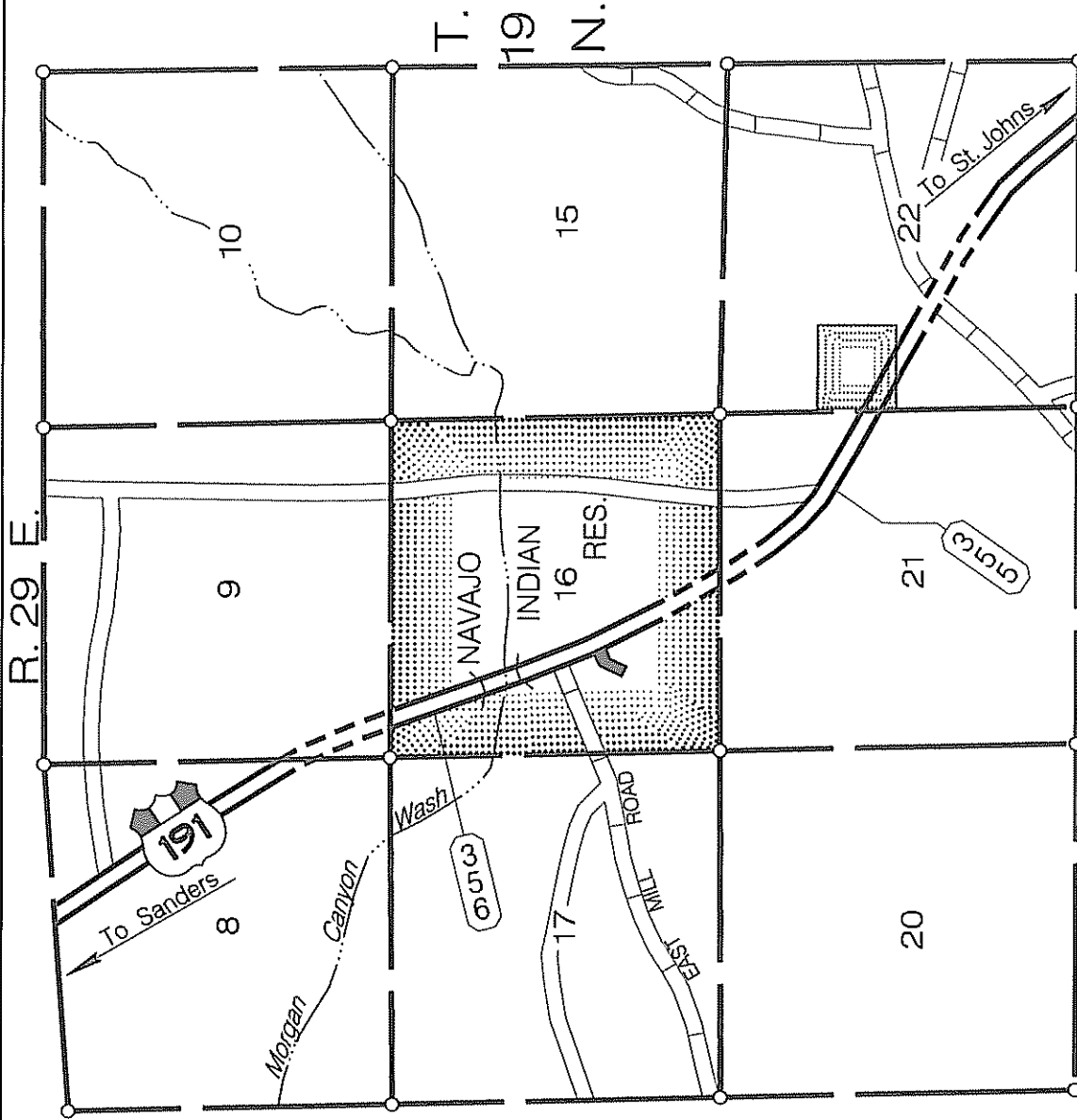


A LEGIBLE COPY CAN BE OBTAINED FROM THE ARIZONA  
DEPARTMENT OF TRANSPORTATION STATE ENGINEERS  
OFFICE RIGHT OF WAY GROUP 205 SOUTH 17TH  
AVENUE PHOENIX, ARIZONA 85007 MAIL DROP 612E

APPENDIX "A"

191 AP 355 H5412 01R  
ST. JOHNS - SANDERS HIGHWAY  
Morgan Canyon Wash (MP 355-356)  
Apache County  
APRIL 16, 2010 SHEET 1 OF 2

N  
 T. 19 N. R. 29 E.  
 District H



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

191 AP 355 H5412 01R  
 ST. JOHNS - SANDERS HIGHWAY  
 Morgan Canyon Wash (MP 355-356)  
 Apache County

APPENDIX "A"

April 16, 2010

RES. NO. 2010-04-A-036  
PROJECT: 260NA317H770501R  
HIGHWAY: PAYSON - SHOW LOW  
SECTION: Willow Wash - Timberland Rd.  
ROUTE NO.: State Route 260  
ENG. DIST.: Globe  
COUNTY: Navajo

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the establishment and improvement of State Route 260 within the above referenced project.

This portion was previously established as State Route 160 by the Arizona State Highway Commission Resolution 1955-P-141, dated January 10, 1955; Arizona Highway Commission Resolution 68-84, dated November 26, 1968, established improvements and designated this portion as a state highway; Arizona State Highway Commission Resolution 69-114, dated December 4, 1969, renumbered State Route 160 between Payson and Show Low as State Route 260; thereafter various Resolutions established additional right of way for improvements thereof.

New right of way is needed for the construction of passing lanes 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 "60% Design Plans, dated February 23, 2010, PAYSON - SHOW LOW 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.

April 16, 2010

RES. NO. 2010-04-A-036  
PROJECT: 260NA317H770501R  
HIGHWAY: PAYSON - SHOW LOW  
SECTION: Willow Wash - Timberland Rd.  
ROUTE NO.: State Route 260  
ENG. DIST.: Globe  
COUNTY: Navajo

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

April 16, 2010

RES. NO. 2010-04-A-036  
PROJECT: 260NA317H770501R  
HIGHWAY: PAYSON - SHOW LOW  
SECTION: Willow Wash - Timberland Rd.  
ROUTE NO.: State Route 260  
ENG. DIST.: Globe  
COUNTY: Navajo

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director, Arizona Department of Transportation, on April 16, 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 State Route 260 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 February 23, 2010, PAYSON - SHOW LOW 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

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

April 16, 2010

RES. NO. 2010-04-A-036  
PROJECT: 260NA317H770501R  
HIGHWAY: PAYSON - SHOW LOW  
SECTION: Willow Wash - Timberland Rd.  
ROUTE NO.: State Route 260  
ENG. DIST.: Globe  
COUNTY: Navajo

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.

April 16, 2010

RES. NO. 2010-04-A-036  
PROJECT: 260NA317H770501R  
HIGHWAY: PAYSON - SHOW LOW  
SECTION: Willow Wash - Timberland Rd.  
ROUTE NO.: State Route 260  
ENG. DIST.: Globe  
COUNTY: Navajo

CERTIFICATION

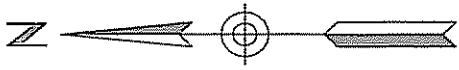
I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Transportation Board made in official session on April 16, 2010.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on April 16, 2010.

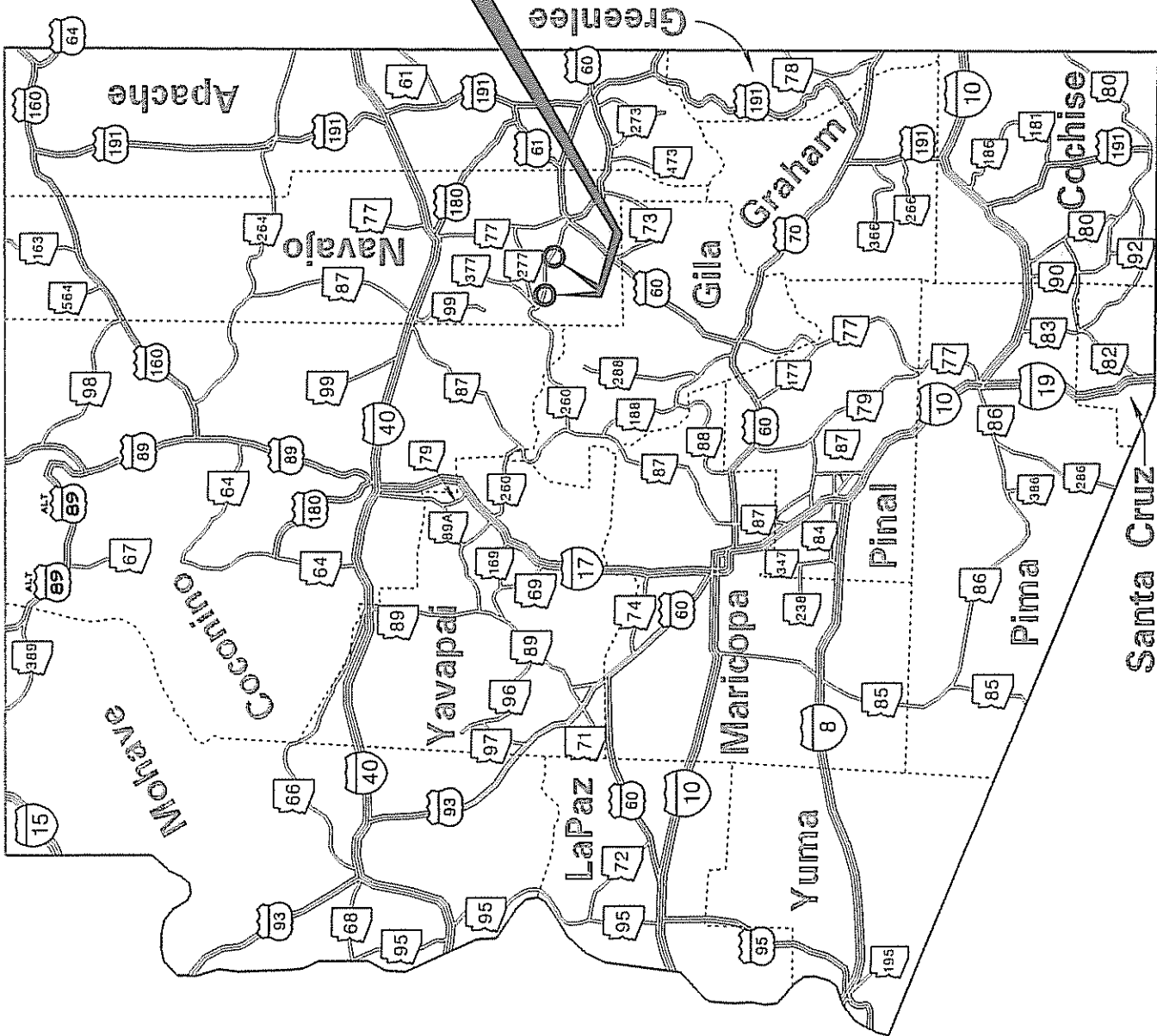
JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

APR 16 2010  
John S. Halikowski  
Arizona Department of Transportation  
Director





AREA OF ESTABLISHMENT  
SEE SHEETS 2 & 3  
FOR DETAILS

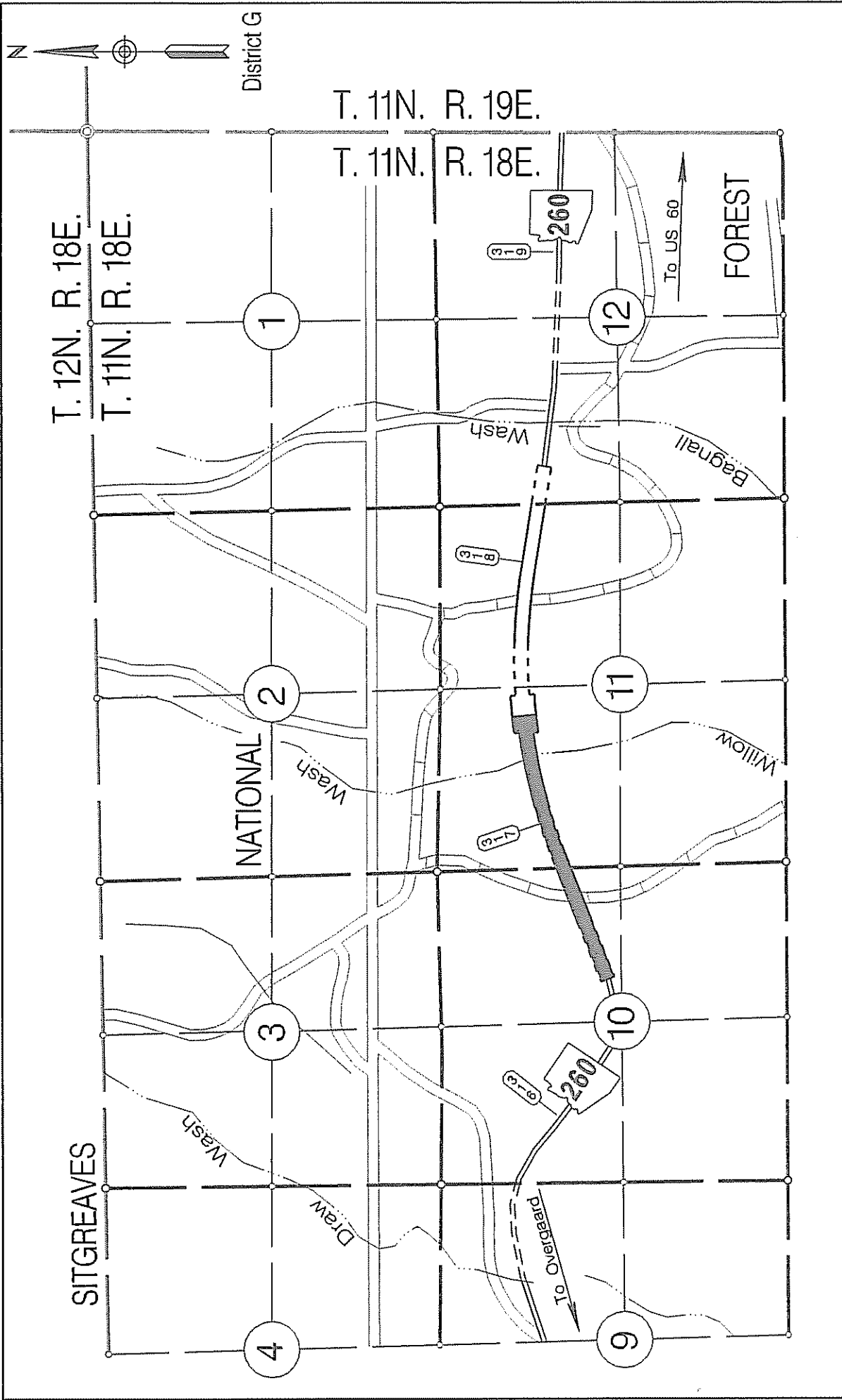


260 NA 317 H7705 01R  
PAYSON - SHOW LOW HIGHWAY  
Willow Wash - Timberland Road  
Navajo County

APRIL 16, 2010 SHEET 1 OF 3

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

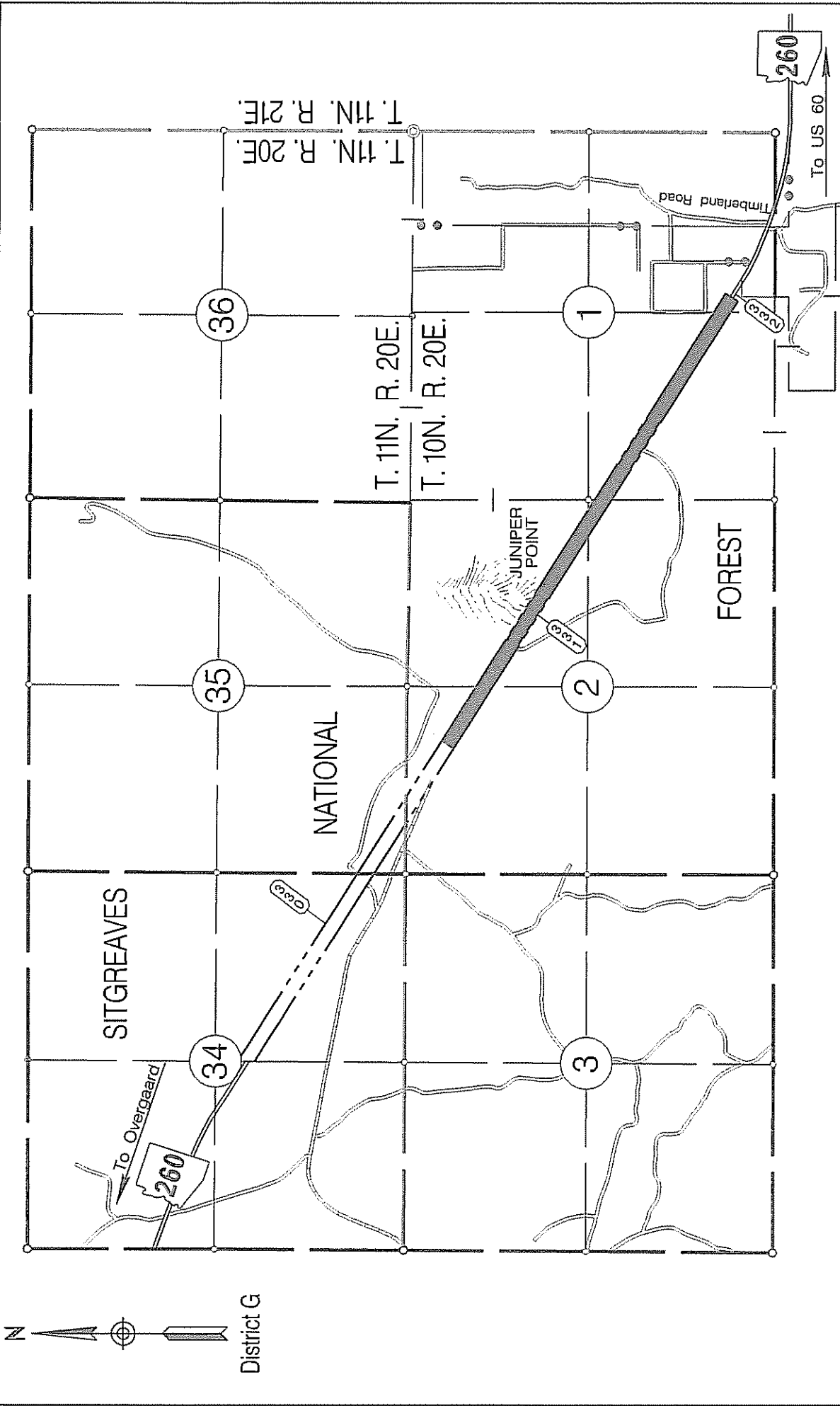


260 NA 317 H7705 01R  
 PAYSON - SHOW LOW HIGHWAY  
 Willow Wash - Timberland Road  
 Navajo County

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



260 NA 317 H7705 01R  
 PAYSON - SHOW LOW HIGHWAY  
 Willow Wash - Timberland Road  
 Navajo 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

April 16, 2010

RES. NO. 2010-04-A-037  
PROJECT: 089AYV370H756001R  
HIGHWAY: PRESCOTT - FLAGSTAFF  
SECTION: Foothills Dr. - Jct. S.R.179  
ROUTE NO.: State Route 89A  
ENG. DIST.: Flagstaff  
COUNTY: Yavapai

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the establishment and improvement of State Route 89A within the above referenced project.

This portion was previously established by Arizona Highway Commission Resolution dated September 9, 1927, page 26 of the Official Minutes as State Route 79; Arizona Highway Commission Resolution dated September 10, 1954, page 68, designated State Route 79 to U.S. Route 89A; thereafter Arizona Transportation Board Resolution 93-01-A-002 dated January 15, 1993, designated U.S. Route 89A a Scenic Route; and Resolution 93-02-A-008, dated March 19, 1993, designated U.S. Route 89A to State Route 89A; Subsequently, various Resolutions established additional right of way for improvements thereof.

New right of way is needed for widening improvements to enhance 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 "15% Design Plans, dated March 9, 2010, PRESCOTT - FLAGSTAFF 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.

April 16, 2010

RES. NO. 2010-04-A-037  
PROJECT: 089AYV370H756001R  
HIGHWAY: PRESCOTT - FLAGSTAFF  
SECTION: Foothills Dr. - Jct. S.R.179  
ROUTE NO.: State Route 89A  
ENG. DIST.: Flagstaff  
COUNTY: Yavapai

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

April 16, 2010

RES. NO. 2010-04-S-037  
PROJECT: 089AYV370H756001R  
HIGHWAY: PRESCOTT - FLAGSTAFF  
SECTION: Foothills Dr. - Jct. S.R.179  
ROUTE NO.: State Route 89A  
ENG. DIST.: Flagstaff  
COUNTY: Yavapai

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director, Arizona Department of Transportation, on April 16, 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 State Route 89A 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 March 9, 2010, PRESCOTT - FLAGSTAFF 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

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

April 16, 2010

RES. NO. 2010-04-A-037  
PROJECT: 089AYV370H756001R  
HIGHWAY: PRESCOTT - FLAGSTAFF  
SECTION: Foothills Dr. - Jct. S.R.179  
ROUTE NO.: State Route 89A  
ENG. DIST.: Flagstaff  
COUNTY: Yavapai

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.

April 16, 2010

RES. NO. 2010-04-A-037  
PROJECT: 089AYV370H756001R  
HIGHWAY: PRESCOTT - FLAGSTAFF  
SECTION: Foothills Dr. - Jct. S.R.179  
ROUTE NO.: State Route 89A  
ENG. DIST.: Flagstaff  
COUNTY: Yavapai

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 April 16, 2010.

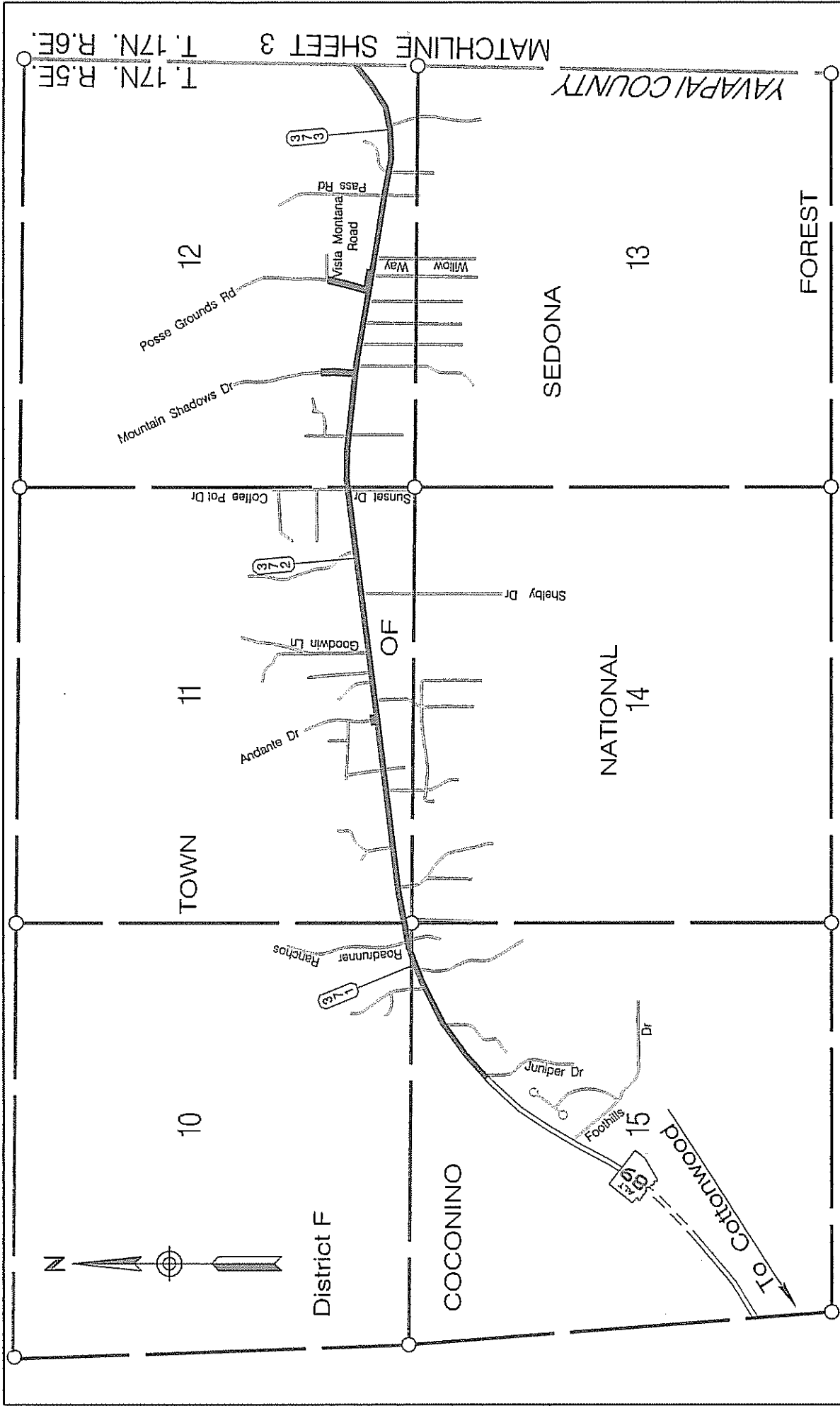
IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on April 16, 2010.

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

TELEPHONE  
[Signature]  
[Signature]  
[Signature]  
[Signature]  
[Signature]







089A YV 370 H7560 01R  
 PRESCOTT - FLAGSTAFF HIGHWAY  
 Foothills Dr - Jct. SR 179  
 Yavapai 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



April 16, 2010

RES. NO. 2010-04-A-038  
PROJECT: 010PM239H746701R  
HIGHWAY: TUCSON - BENSON  
SECTION: Tangerine Road T.I.  
ROUTE NO.: Interstate Route I-10  
ENG. DIST.: Tucson  
COUNTY: Pima

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the establishment and improvement of Interstate Route 10 within the above referenced project.

This portion was previously established by Arizona Highway Commission Resolution dated September 9, 1927, page 26 of the Official Minutes as a state route and state highway. Thereafter various Resolutions established additional right of way for improvements.

New right of way is needed to construct a new traffic interchange to enhance safety for the traveling public. Accordingly, it is necessary to establish and acquire the additional 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 "95% Design Plans, dated March 4, 2010, TUCSON - BENSON 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 access be controlled and that the area be established as a state highway prior to construction.

April 16, 2010

RES. NO. 2010-04-A-038  
PROJECT: 010PM239H746701R  
HIGHWAY: TUCSON - BENSON  
SECTION: Tangerine Road T.I.  
ROUTE NO.: Interstate Route I-10  
ENG. DIST.: Tucson  
COUNTY: Pima

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

April 16, 2010

RES. NO. 2010-04-A-038  
PROJECT: 010PM239H746701R  
HIGHWAY: TUCSON - BENSON  
SECTION: Tangerine Road T.I.  
ROUTE NO.: Interstate Route I-10  
ENG. DIST.: Tucson  
COUNTY: Pima

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director, Arizona Department of Transportation, on April 16, 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 Interstate Route 10 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 "95% Design Plans, dated March 4, 2010, TUCSON - BENSON 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 and that access to the highway shall be controlled as delineated on the maps and plans; therefore, be it

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

April 16, 2010

RES. NO. 2010-04-A-038  
PROJECT: 010PM239H746701R  
HIGHWAY: TUCSON - BENSON  
SECTION: Tangerine Road T.I.  
ROUTE NO.: Interstate Route I-10  
ENG. DIST.: Tucson  
COUNTY: Pima

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

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

RESOLVED that the additional areas of right of way set forth in Appendix "A" is hereby designated a controlled access state route, and ingress and egress to and from the highway and to and from abutting, adjacent, or other lands be denied, controlled, or regulated as indicated by the maps and plans. Where no access is shown, none will be allowed to exist; be it further

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.

April 16, 2010

RES. NO. 2010-04-A-038  
PROJECT: 010PM239H746701R  
HIGHWAY: TUCSON - BENSON  
SECTION: Tangerine Road T.I.  
ROUTE NO.: Interstate Route I-10  
ENG. DIST.: Tucson  
COUNTY: Pima

CERTIFICATION

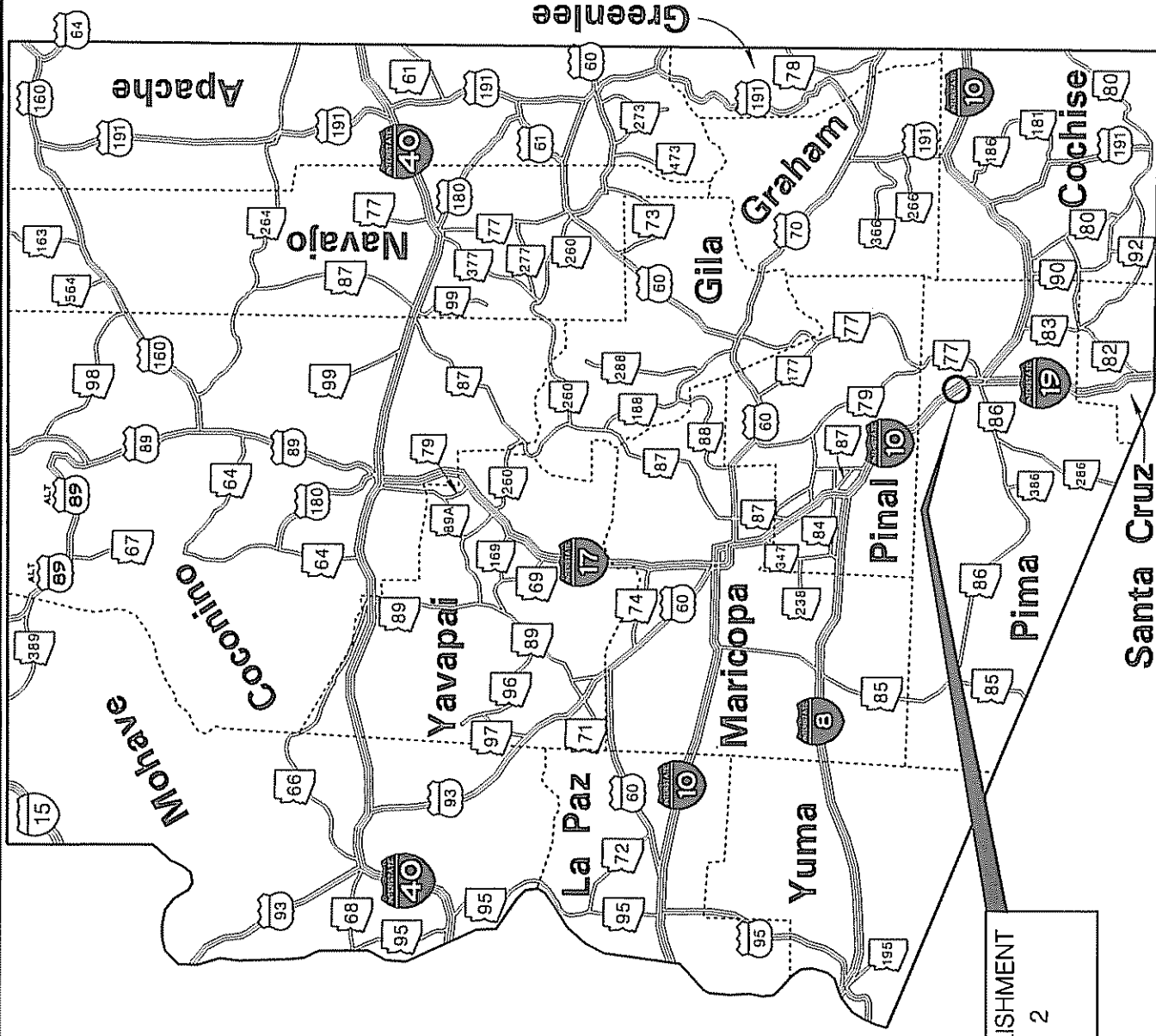
I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Transportation Board made in official session on April 16, 2010.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Transportation Board on April 16, 2010.

JOHN S. HALIKOWSKI, Director  
Arizona Department of Transportation

APR 16 2010  
John S. Halikowski  
Director  
Arizona Department of Transportation



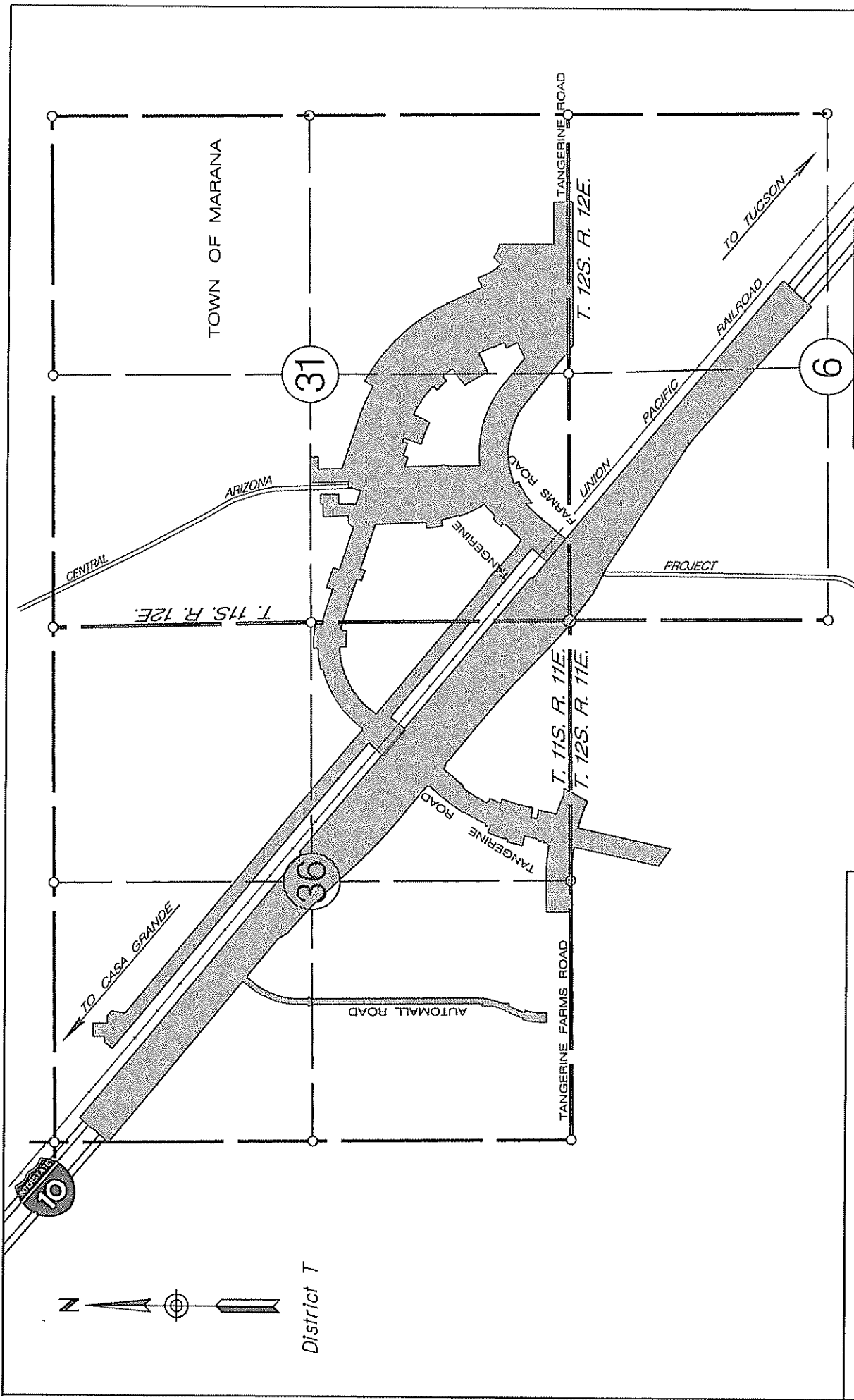


AREA OF ESTABLISHMENT  
SEE SHEET 2 OF 2  
FOR DETAILS

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

010 PM 239 H7467 01R  
TUCSON - BENSON HIGHWAY  
Tangerine Road T.I.  
Pima County  
APRIL 16, 2009 SHEET 1 OF 2



District T

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"

010 PM 239 H7467 01R  
 TUCSON - BENSON HIGHWAY  
 Tangerine Road T.I.  
 Pima County

APRIL 16, 2010 SHEET 2 OF 2

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

**\*ITEM 7a:** Federal Fiscal Year 2010 Transportation Enhancement (TEA) Closeout List

**NOTE: Please see detailed table at the end of PPAC Section (Page 180)**

**\*ITEM 7b:**

COUNTY: Statewide

SCHEDULE: New Project Request

SECTION: Various locations

TYPE OF WORK: Storm repairs

PROGRAM AMOUNT: New Project

PROJECT MANAGER: Bahram Dariush

PROJECT: N/A

REQUESTED ACTION: Establish new storm repair projects for \$15,905,000 in the FY 2010 Highway Construction Program. **See funding sources below.**

FY 2010 ADOT Emergency Relief Fund	\$ 14,244,000
FY 2010 County Emergency Relief Fund	\$ 1,661,000
NEW PROGRAM AMOUNT:	\$ 15,905,000

**NOTE: Please see detailed table at the end of PPAC Section (Page 184)**



**\*ITEM 7e:**

ROUTE NO: SR 85 @ MP 142.6  
 COUNTY: Maricopa  
 DISTRICT: Yuma  
 SCHEDULE: New Project Request  
 SECTION: Komatke Rd to Buckeye Hills Recreation Rd  
 TYPE OF WORK: Pavement preservation  
 PROGRAM AMOUNT: New Project  
 PROJECT MANAGER: Mafiz Mian  
 PROJECT: H793001C  
 REQUESTED ACTION: Establish a new pavement preservation project for \$295,000 in the FY 2010 Highway Construction Program. Project is 1.6 miles in length. **Funds are available from the FY 2010 Pavement Preservation Fund #72510.**

NEW PROGRAM AMOUNT:

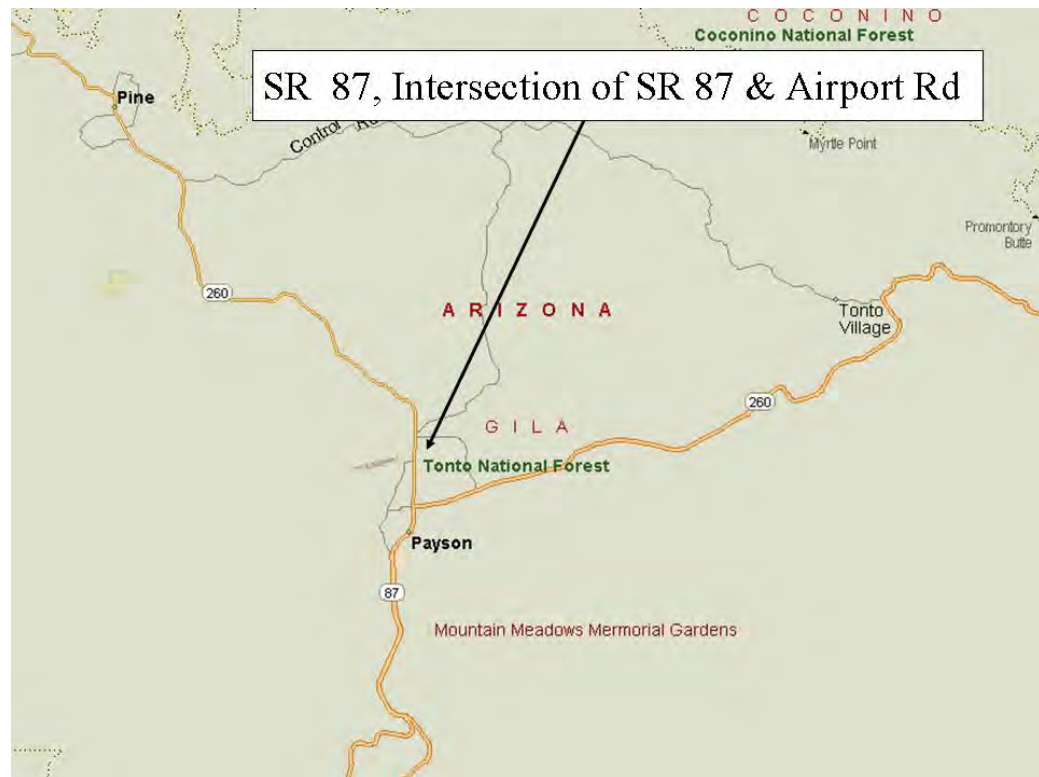
\$ 295,000



**\*ITEM 7f:**

ROUTE NO: SR 87 @ MP 254.0  
 COUNTY: Gila  
 DISTRICT: Prescott  
 SCHEDULE: New Project Request  
 SECTION: Intersection of SR 87 and Airport Rd  
 TYPE OF WORK: Construct a roundabout  
 PROGRAM AMOUNT: New Project  
 PROJECT MANAGER: Mike Andazola  
 PROJECT: H730401C  
 JPA: 09-042 with the Town of Payson  
 REQUESTED ACTION: Establish a new construction project for \$1,600,000 in the FY 2010 Highway Construction Program. This is a procurement project. **Funding sources are listed below.**

JPA 09-042 with the Town of Payson	\$ 390,000
FY 2010 Traffic Engineering (Traffic Signal) Fund #71210	\$ 250,000
FY 2010 District Minor Fund #73310	\$ 960,000
NEW PROGRAM AMOUNT:	\$ 1,600,000



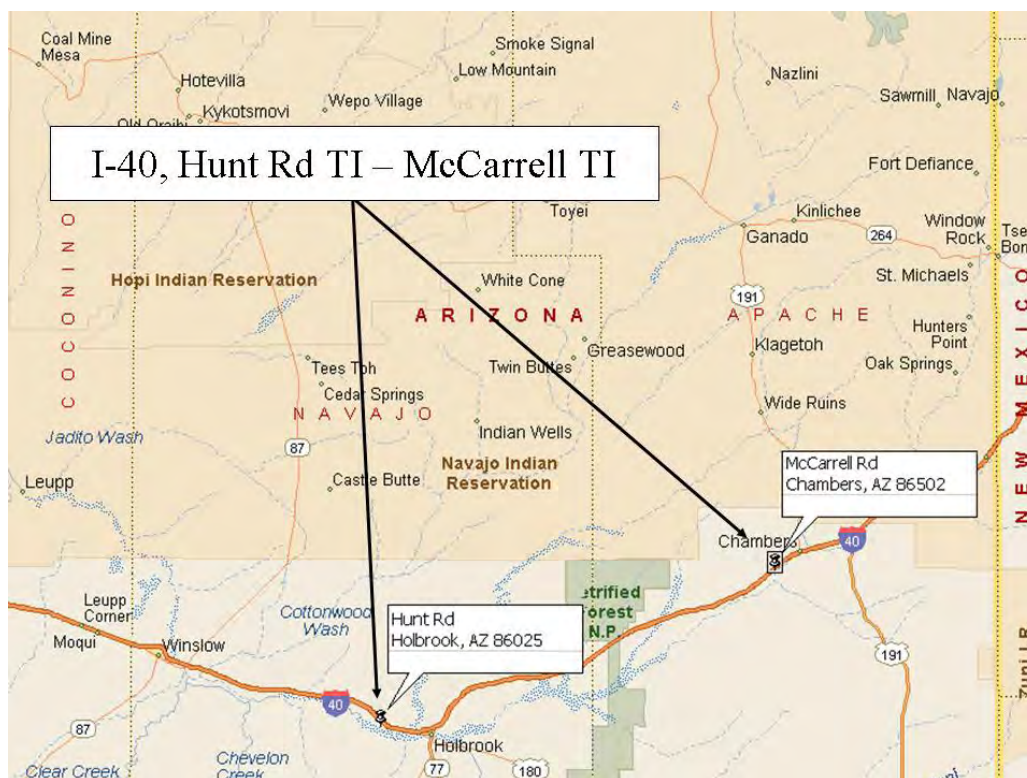


**\*ITEM 7g:**

ROUTE NO: I-40 @ MP 280.0  
 COUNTY: Navajo / Apache  
 DISTRICT: Holbrook  
 SCHEDULE: New Project Request  
 SECTION: Hunt Road TI - McCarrell TI  
 TYPE OF WORK: Bridge deck rehabilitation  
 PROGRAM AMOUNT: New Project  
 PROJECT MANAGER: Mozaffor Hossain  
 PROJECT: H807301C  
 REQUESTED ACTION: Establish a new bridge project for \$500,000 in the FY 2010 Highway Construction Program. **Funds are available from the FY 2010 Bridge Deck Replacement Fund #78910.**

NEW PROGRAM AMOUNT:

\$ 500,000



**\*ITEM 7h:**

ROUTE NO: I-17 @ MP 263.0

COUNTY: Yavapai

DISTRICT: Prescott

SCHEDULE: New Project Request

SECTION: Cordes Junction – Orme TI

TYPE OF WORK: Pavement preservation

PROGRAM AMOUNT: New Project

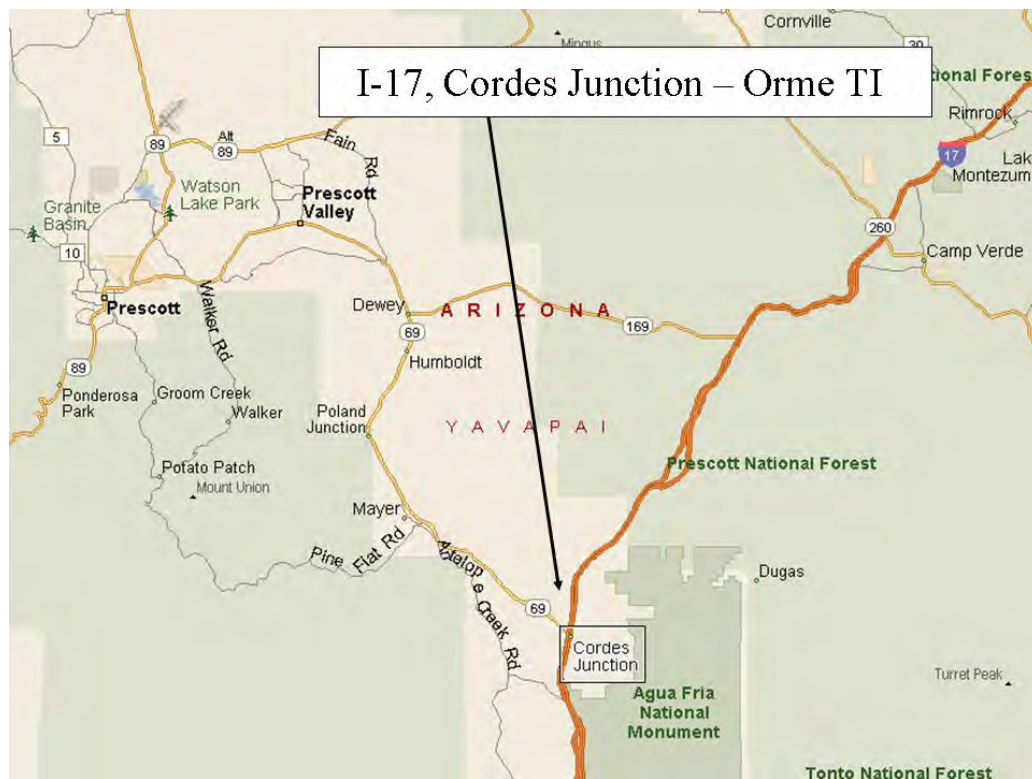
PROJECT MANAGER: Rod Collins

PROJECT: H800501C

REQUESTED ACTION: Establish a new pavement preservation project for \$2,225,000 in the FY 2011 Highway Construction Program. Project is 6.2 miles in length. **Funds are available from the FY 2011 Pavement Preservation Fund #72511.**

NEW PROGRAM AMOUNT:

\$ 2,225,000





**\*ITEM 7i:**

ROUTE NO: SR 77 @ MP 82.0

COUNTY: Pima

DISTRICT: Tucson

SCHEDULE: FY 2010

SECTION: Tangerine Rd - Pinal County Line

TYPE OF WORK: Design roadway widening

PROGRAM AMOUNT: \$ 2,000,000

PROJECT MANAGER: Robin Raine

PROJECT: H669401D, Item# 14110

JPA: 10-008 with the Pima Association of Governments

REQUESTED ACTION: Increase the design project by \$1,500,000 to \$3,500,000 in the FY 2010 Highway Construction Program. **Funds are available from the FY 2010 PAG 2.6% Fund.**

NEW PROGRAM AMOUNT:

\$ 3,500,000

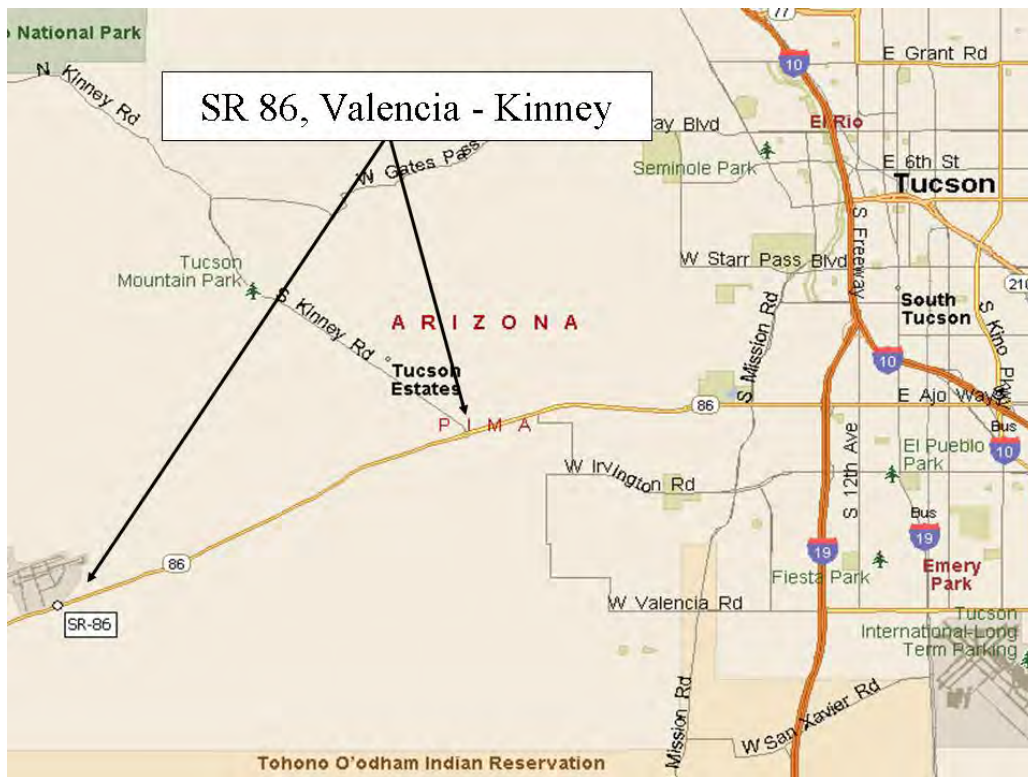


**\*ITEM 7j:**

ROUTE NO: SR 86 MP 160.0  
 COUNTY: Pima  
 DISTRICT: Tucson  
 SCHEDULE: FY 2011  
 SECTION: Valencia Rd – Kinney Road  
 TYPE OF WORK: Construct roadway widening  
 PROGRAM AMOUNT: \$ 23,540,000  
 PROJECT MANAGER: Steve Wilson  
 PROJECT: H680601C, Item #11508  
 REQUESTED ACTION: Decrease the construction project by \$7,982,000 to \$15,558,000. **Transfer funds to the FY 2010 Statewide Contingency Fund #72310. Defer the project from FY 2011 to FY 2013 in the Highway Construction Program.**

NEW PROGRAM AMOUNT:

\$ 15,558,000



**\*ITEM 7k:**

ROUTE NO: I-10 MP 253.0  
 COUNTY: Pima  
 DISTRICT: Tucson  
 SCHEDULE: FY 2010  
 SECTION: Ruthrauff Rd – Prince Rd  
 TYPE OF WORK: Design mainline widening  
 PROGRAM AMOUNT: \$ 2,946,000  
 PROJECT MANAGER: Steve Wilson  
 PROJECT: H624103D, Item #19210  
 REQUESTED ACTION: Increase the design project by \$3,382,000 to \$6,328,000 in the FY 2010 Highway Construction Program. **Funds are available from the FY 2010 Statewide Contingency Fund #72310.**

NEW PROGRAM AMOUNT: \$ 6,328,000

**\*ITEM 7L:**

ROUTE NO: I-10 MP 253.0  
 COUNTY: Pima  
 DISTRICT: Tucson  
 SCHEDULE: FY 2010  
 SECTION: Ruthrauff Rd – Prince Rd  
 TYPE OF WORK: Right of Way  
 PROGRAM AMOUNT: \$ 3,679,000  
 PROJECT MANAGER: Steve Wilson  
 PROJECT: H624102R, Item #19310  
 REQUESTED ACTION: Increase the right of way project by \$3,600,000 to \$7,279,000 in the FY 2010 Highway Construction Program. **Funds are available from the FY 2010 Statewide Contingency Fund #72310.**

NEW PROGRAM AMOUNT: \$ 7,279,000

**\*ITEM 7m:**

ROUTE NO: I-10 MP 253.0

COUNTY: Pima

DISTRICT: Tucson

SCHEDULE: FY 2010

SECTION: Ruthrauff Rd – Prince Rd

TYPE OF WORK: Utility relocation

PROGRAM AMOUNT: \$ 3,000,000

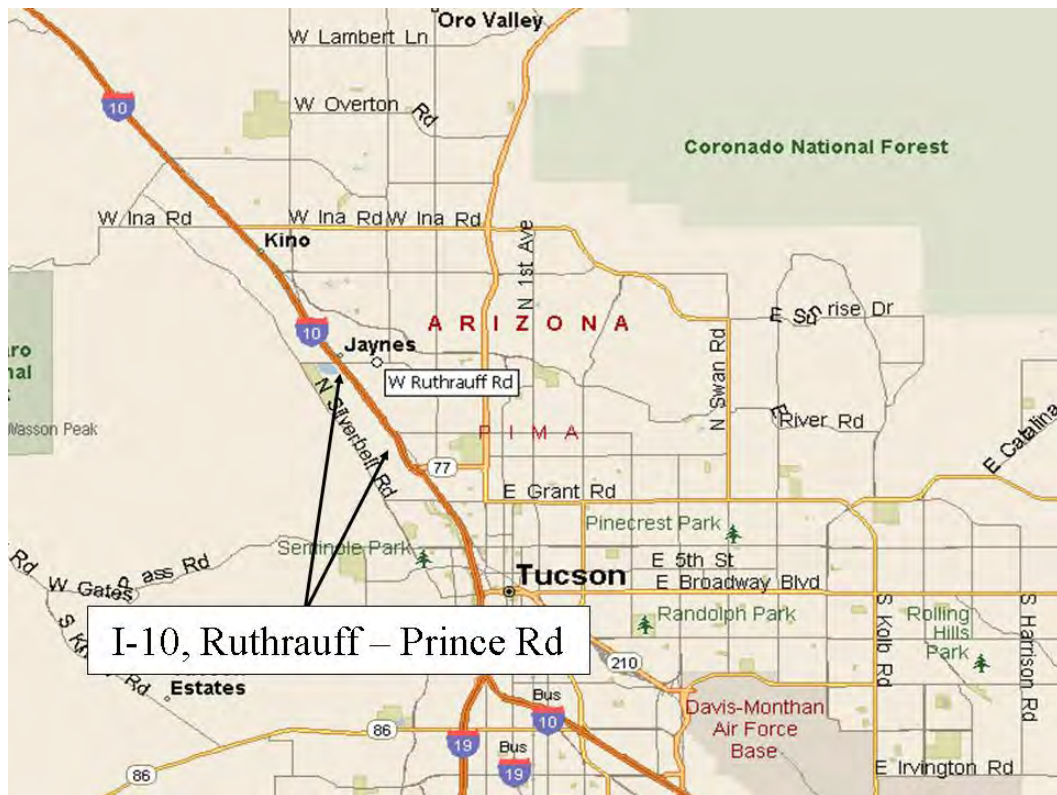
PROJECT MANAGER: Steve Wilson

PROJECT: H624101U, Item #19410

REQUESTED ACTION: Increase the utility project by \$1,000,000 to \$4,000,000 in the FY 2010 Highway Construction Program.  
**Funds are available from the FY 2010 Statewide Contingency Fund #72310.**

NEW PROGRAM AMOUNT:

\$ 4,000,000



FFY10 Transportation Enhancement Close Out Projects  
 Approved by PPAC on March 31, 2010

**STATE STB Awarded TE Projects to Obligate for Construction FFY10\***

Project ID #	RTE	BMP	Project Name	Project Award Total	Federal Share	Additional Funds	Construction or Design	TRACS #	MPO/COG	District
1	US60	107.5	Wickenburg - Vulture Mine Rd to Los Altos Dr MUP 107.5 to 108.9	\$ 907,432	\$ 760,000	\$ -	NA	H7325	MAG	Prescott
2	SR95	109.1	SR 95 Beautification Project, MP109.10 - MP 110.5) - Quartzsite	\$ 444,296	\$ 403,883	\$ -	NA	H7502	WACOG	Yuma
3	SR77	114.0	SR 77 Mammoth: S. Old 77 to W. Copper Street	\$ 556,828	\$ 459,002	\$ -	NA	H7020	PAG	Tucson
4	SR95	182.5	SR95 Mesquite Ave. to South Palo Verde Ave. - Lake Havasu City	\$ 477,132	\$ 426,360	\$ 150,000	C	H7897	WACOG	Kingman
5	US70	378.9	Duncan - Sandra Day O'Connor Walkway along US 70 MP 378.9	\$ 224,482	\$ 205,178	\$ 39,000	C	H7237	SEAGO	Safford
6	SR69	289.0	SR 69 MUP Western Terminus - Phase III - Prescott Valley	\$ 1,017,950	\$ 903,347	\$ 114,000	C	H7476	CYMPO	Prescott
7	US95	12.4	US 95 Somerton West Gateway MP 12.36-MP12.51	\$ 633,633	\$ 540,936	\$ 245,000	C	H7238	YMPO	Yuma
8	SR69	289.0	Glassford Hill Rd. to Starlight Dr. MUP -Phase II - Prescott Valley	\$ 891,978	\$ 756,528	\$ 30,223	C	H7153	CYMPO	Prescott
9	I-17	319.0	Elk Vehicle Collision Reduction - Munds Park	\$ 1,129,800	\$ 800,000	\$ 669,000	C	H7740	NACOG	Flagstaff
10	SR64	235.0	Tusayan - Enhancement Project (Phase 1)	\$ 811,250	\$ 759,162	\$ 45,888	C	H7287	NACOG	Flagstaff
11	SR 89	309.4	SR 89 White Spar Rd. Bikeway & Walkway Phase One	\$ 904,999	\$ 500,888	\$ 500,000	C	H7553	CYMPO	Prescott
12	SR 64	316.0	Tusayan - Enhancement Project Phase 2	\$ 995,808	\$ 923,629	\$ 55,829	C	H7832	NACOG	Flagstaff
<b>TOTAL TE Funds</b>				\$ 7,438,913	\$ 1,848,940					

\* Requires STB action to establish these projects

**Obligate Additional Funds for Design FFY10\*\***

Project ID #	RTE	BMP	Project Name	Project Award Total	Federal Share	Additional Funds	Construction or Design	TRACS #	MPO/COG	District
13	SR80	235.5	Restoration of Fremont St. Between 3rd and 6th - Tombstone	\$ 1,021,703	\$ 963,466	\$ 82,000	D	H7475	SEAGO	Safford
<b>TOTAL TE Funds</b>				\$ 82,000						

\*\* For Information Only

**LOCAL STB Awarded TE Projects to Obligate for Construction FFY10\***

Project ID #	Project Name	Project Award Total	Federal Share	Additional Funds	Construction or Design	TRACS #	MPO/COG	District
14	20th Avenue Multi-Use Path & Street Lighting - Safford	\$ 521,133	\$ 486,712	\$ -	NA	SL612	SEAGO	Safford
15	Continental Elementary Safe Routes - Pima Co.	\$ 974,136	\$ 445,850	\$ -	NA	SL600	PAG	Tucson
16	Regional Bicycle & Pedestrian Safety Education Program	\$ 508,832	\$ 477,000	\$ -	NA	SL689	MAG	Phoenix
17	Pima Region Middle School, Bike & Ped. Ed. Prog. - Pima/Tucson	\$ 531,500	\$ 500,000	\$ -	NA	SL639	PAG	Tucson
18	Pinewood Boulevard Pedestrian Bridge	\$ 281,915	\$ 265,846	\$ -	NA	SL666	NACOG	Flagstaff
19	Finding Our Way Home - S side of Colorado River - 5th Ave to Penitentiary Ave - Yuma	\$ 552,500	\$ 499,790	\$ -	NA	SL668	YMPO	Yuma
20	Coconino County - Pinewood Blvd. Sidewalk	\$ 673,941	\$ 500,000	\$ -	NA	SL631	NACOG	Flagstaff
21	Pima County - Picture Rocks & Desert Winds Safe Routes to School	\$ 795,375	\$ 500,000	\$ -	NA	SL626	PAG	Tucson
22	Pinetop/Lakeside - Woodland Road Sidewalk	\$ 183,342	\$ 164,719	\$ 30,000	D	SL632	NACOG	Globe
23	West Wetland Parkway Beautification - Yuma	\$ 945,008	\$ 500,000	\$ 200,000	C	SL643	YMPO	Yuma
24	Woodlands Village Boulevard Streetscape Improvement Project	\$ 719,340	\$ 500,000	\$ 406,992	C	SL667	FMPO	Flagstaff
25	Flagstaff - Rte. 66 East Flagstaff Urban Tr. Sys. Country Club Dr. to Mall Dr.	\$ 507,866	\$ 466,569	\$ 229,032	C	SL652	FMPO	Flagstaff
26	Quartzsite Quail Trail Beautification	\$ 269,607	\$ 239,151	\$ 10,000	D	SL614	WACOG	Yuma
27	Quartzsite Plymouth Rd: B-10 to Quail Trail	\$ 359,210	\$ 338,735	\$ 10,000	D	SL546	WACOG	Yuma
28	Winslow - W. 3rd. St. (Bus. I-40)/ ADOT Lane to W. Fleming St. PH. III	\$ 1,177,040	\$ 500,000	\$ 173,000	C	SL629	NACOG	Holbrook
		\$ 6,384,372		\$ 1,059,024				
		TOTAL TE Funds						

**LOCAL STB Awarded TE Projects to Obligate Additional Funds for Design FFY10\***

Project ID #	Project Name	Project Award Total	Federal Share	Additional Funds	Construction or Design	TRACS #	MPO/COG	District
29	Historic Rail Depot "Stabilization" - Globe	\$ 158,947	\$ 149,887	\$ 85,000	D	SL596	CAAG	Globe
30	Historic Railroad Depot Rehabilitation - Globe	\$ 160,000	\$ 150,880	\$ 186,000	D	SL596	CAAG	Globe
				\$ 271,000				
		TOTAL TE Funds						

\* For Information Only

**New FFY10 TE Closeout Funded Projects**

Project ID #	RTE	BMP	Project Name	TE Funds	TRACS#	District
31	I-17	214.0	I-17 SR101L to Carefree Highway Landscaping, MP224.36 TO MP214.82	\$ 6,200,000	H7782	Globe
32	I-10	125.0	I-10 Sarival to Dysart Landscaping, MP125 TO MP129	\$ 6,300,000	H7923	Phoenix
33	I-10	125.0	I-10 Sarival to Dysart Rd Landscaping and Landform Graphics of 4 TIs	\$ 300,000	H7823	Phoenix
34	I-17	220.0	Pedestrian/Bicycle Bridge over I-17 at CAP, MP 220.35	\$ 3,035,413	TBD	Phoenix
35	SR 366	127.0	Maintaining Habitat Connectivity for the Federally Listed Endangered Mount Graham Red Squirrel – Squirrel Crossings over Swift Trail	\$ 1,250,000	H8035	Safford
36	SR 366	143.2	Construction of an information kiosk on the Swift Trail Scenic Byway	\$ 650,000	H8041	Safford
37	US 93	144.0	Construction of Desert Tortoise ramps in recently extended drainage structures area	\$ 850,000	TBD	Kingman
38	US 93	2.0	Hoover Dam to MP17 Revegetation within the median and the new construction limits (includes 3 year associated research)	\$ 350,000	TBD	Kingman
39	SR 89	324.0	Chino Valley – Construction of sidewalk and landscaping in the area reconstructed to 4 – L divided highway	\$ 1,519,357	TBD	Prescott
40	SR 89A	349.0	Cottonwood to Clarkdale - Construction of sidewalk and landscaping in the area reconstructed to 4 – L divided highway	\$ 1,415,250	TBD	Prescott
41	Rte 66	Various	National Scenic Byways Installation of 70 Signs	\$ 20,000	TBD	Globe
42	SR 66	Various	Rte 66 National Scenic Byways Installation of 70 Signs	\$ 20,000	TBD	Flagstaff/ Kingman/ Holbrook
43	SW	Various	Repair and Replace Historic Markers Statewide	\$ 500,000	TBD	SW
44	SW	Various	100 New Centennial Historic Markers	\$ 300,000	TBD	SW
45	SW	NA	Arizona Scenic Byways Website Update (AOT)	\$ 25,000	TBD	SW

TOTAL TE Funds \$ 22,735,020

**FFY10 TE Closeout Funds Added to Major Projects**

Project ID #	RTE	BMP	Project Name	TE Funds	TRACS#	District
46	I-10	252.0	Ruthrauff to Prince Rd - Landscaping and Aesthetics	\$ 2,872,185	H6241	Tucson
47	I-10	301.0	I-10/SR90 TI Improvements - Sidewalk and Aesthetics:	\$ 440,572	H6504	Safford
48	I-17	263.0	Cordes Junction TI - Landscape and Aesthetics	\$ 1,925,000	H4269	Prescott
49	SR89A	322.0	SR 89A Viewpoint Drive TI - Sidewalk and Pedestrian Underpass	\$ 1,129,000	H7276	Prescott
50	I-10	186.0	Val Vista to Earley - Landscape and Irrigation and Aesthetics	\$ 3,000,000	H7585	Tucson
51	SR 89/69	312.0	SR89 & 69 TI Aesthetic Enhancement to Graphic Pattern	\$ 30,000	H3957	Prescott
52	I-8	199.0	I-8 to SR 87 MP 199.34 to 209.71 Widening Aesthetic Enhancement	\$ 1,500,000	H7104	Yuma
53	I-10	213.0	Picacho to Picacho Peak Widening Aesthetic Enhancement	\$ 500,000	H7106	Tucson
54	89A	371.0	West Sedona (NB & SB), Addition of ADA Ramps	\$ 300,000	H7560	Flagstaff
55	SR 85	120.0	SR 85 Gila Bend – Sidewalk, pedestrian lighting and amenities, aesthetics	\$ 1,250,000	H6407	Phoenix
				<b>TOTAL TE Funds \$ 12,946,757</b>		

**TOTAL ALL FFY10 TE FUNDS: \$52,766,026**



2010 STORM DAMAGE REPAIR

Agency	Location	Road Classification	Damage Description	Estimated Costs	Tracs #	ER Federal Aid #	Contact Person
ADOT, Flagstaff District	SR 89A, MP 387.9	Rural Minor Arterial	Slope Failure*	\$430,000	H8040-O1C	ER-A89-B(206)A	Steven Monroe; 928/714-2291; smonroe@azdot.gov
ADOT, Flagstaff District	SR 89A, MP 375-390	Rural Minor Arterial	Drainage and Shoulder Cleaning from Mud and Rock Deposits* - <u>Repairs by State Forces</u>	\$64,000	H8056-O1C	ER-A89-B(207)B	Danny Russell; 928/779-7531; drussell@azdot.gov
ADOT, Kingman District	I-40, MP 0-44	Rural Interstate	Extensive Pothole Formations and Repairs** - <u>Repairs by State Forces</u>	\$21,474	H8057-O1C	ER-040-A(211)A	Ransom Spurlock; 928/681-6018; rspurlock@azdot.gov
ADOT, Kingman District	US 93, MP 65-69	Rural Principal Arterial	Extensive Pothole Formations and Repairs** - <u>Repairs by State Forces</u>	\$12,000	H8058-O1C	ER-093-A(201)A	Ransom Spurlock; 928/681-6018; rspurlock@azdot.gov
ADOT, Kingman District	I-40, MP 75, 83.7, 86 and 146.1	Rural Interstate	Repairs of 4 structures*- <u>Repairs by State Forces</u>	\$7,500	H8059-O1C	ER-040-B(206)A	Ransom Spurlock; 928/681-6018; rspurlock@azdot.gov
ADOT, Holbrook District	I-40 EB, MP 345.15, 5.5 miles East of Sanders	Rural Interstate	Rockfall Damage Repairs* - <u>Repairs by Contractor and State Forces</u>	\$30,000	H8091-O1C	ER-040-E(204)A	Randy Routhier; 928/524-5402; rrouthier@azdot.gov
ADOT, Yuma District	I-10, MP 47-48	Rural Interstate	Dike Breaches*	\$115,000	H8082-O1C	ER-010-A(207)A	Paul Patane; 928/317-2115; ppatane@azdot.gov
ADOT, Yuma District	I-8, MP 9.4 (EB), MP 24.1 (WB)	Rural Interstate	Bridge Rail Damage**	\$250,000	H8081-O1C	ER-008-A(211)A	Paul Patane; 928/317-2115; ppatane@azdot.gov
ADOT, Prescott District	US 60, MP 116.95	Rural Principal Arterial	Embankment Erosion, Hassayampa river moved closer to highway*	\$150,000	H8062-O1C	ER-060-B(206)A	Roy Alvis; 928/777-5868; ralvis@azdot.gov

2010 STORM DAMAGE REPAIR

Agency	Location	Road Classification	Damage Description	Estimated Costs	Tracs #	ER Federal Aid #	Contact Person
ADOT, Prescott District	SR 260, MP 235.9-237 (EB)	Rural Principal Arterial	Cut Ditch and Shoulder Damage; Slope scaling*	\$90,000	H8063-O1C	ER-260-A(204)A	Roy Alvis; 928/777-5868; ralvis@azdot.gov
ADOT, Prescott District	SR 260, MP 241.2 EB	Rural Principal Arterial	Water Topped Roadway and Eroded Slope*	\$125,000	H8064-O1C	ER-260-A(203)B	Roy Alvis; 928/777-5868; ralvis@azdot.gov
ADOT, Prescott District	I-17 NB, MP 248.3	Rural Interstate	Rock Slide Clean-up at TI Ramps* - <u>Repairs by State Forces</u>	\$75,000	H8055-O1C	ER-017-A(218)B	Roy Alvis; 928/777-5868; ralvis@azdot.gov
ADOT, Prescott District	SR 89, MP 258-280	Rural Major Collector	Rock Removal* - <u>Repairs by State Forces</u>	\$5,025	H8085-O1C	ER-089-A(204)A	Roy Alvis; 928/777-5868; ralvis@azdot.gov
ADOT, Prescott District	SR 89A, MP 331-349	Rural Major Collector	Rock Removal* - <u>Repairs by State Forces</u>	\$12,643	H8086-O1C	ER-A89-A(204)A	Roy Alvis; 928/777-5868; ralvis@azdot.gov
ADOT, Prescott District	I-17 SB, MP 247.6	Rural Interstate	Possible Removal of Additional Rock to Stabilize Slope**	\$600,000	H6368-O1C	ER-017-B(007)A	Roy Alvis; 928/777-5868; ralvis@azdot.gov
ADOT, Prescott District	I-17 SB, MP 249.7	Rural Interstate	Landslide*	\$655,000	H6368-O1C	ER-017-B(007)A	Roy Alvis; 928/777-5868; ralvis@azdot.gov
ADOT, Prescott District	SR 87, MP 223-227	Rural Principal Arterial	Retaining Wall Damage- Initial Cleanup*	\$50,000	H7700-O1C	ER-087-B(201)A	Roy Alvis; 928/777-5868; ralvis@azdot.gov
ADOT, Prescott District	SR 87, MP 223-227	Rural Principal Arterial	Retaining Wall Damage- Final Repair***	\$5,000,000	H8072-O1C	ER-087-B(207)A	Roy Alvis; 928/777-5868; ralvis@azdot.gov or Tom Goodman; 928/468-5063; tgoodman@
ADOT, Prescott District	I-17, MP 246-247 SB	Rural Interstate	Slopes, Drains and Embankment Erosion*	\$200,000	H6368-O1C	ER-017-B(007)A	Roy Alvis; 928/777-5868; ralvis@azdot.gov

2010 STORM DAMAGE REPAIR

Agency	Location	Road Classification	Damage Description	Estimated Costs	Tracs #	ER Federal Aid #	Contact Person
ADOT, Globe District	US 60, MP 217.5-218.5 (2 Slides on WB and 1 Slide on EB)	Rural Principal Arterial	Rock Slide Removal/Slope Stabilization & Lay Back @ 2:1/Asphalt Repair*	\$1,900,000	H4662-03C	ER-060-D(009)A	Luis Chavez; 928-200-0203 lchavez@azdot.gov
ADOT, Globe District	US 60, MP 290, 296, and 320.5 (Hagen Hill Slide)	Rural Principal Arterial	Rock Slide Removal/Asphalt Repairs/Containment Fence*	\$1,500,000	H8083-O1C	ER-060-E(206)A	Matt Moul; 928-200-0342 mmoul@azdot.gov
ADOT, Globe District	US 60, MP 275-322 Salt River Canyon to Show Low	Rural Principal Arterial	Rockfall Damage* - <u>Repairs by State Forces</u>	\$50,000	H8087-O1C	ER-060-E(205)A	Matt Moul; 928-200-0342 mmoul@azdot.gov
ADOT, Globe District	SR 188, MP 255.1, 267.9 and 269.3	Rural Major Collector	Dike and Drainage Repairs at 3 dikes*	\$1,500,000	H8084-O1C	ER-188-A(202)A	Matt Moul; 928-200-0342 mmoul@azdot.gov
ADOT, Globe District	SR 188, MP 235-273	Rural Major Collector	Drainage Damage* - <u>Repairs by State Forces</u>	\$50,000	H8088-O1C	ER-188-A(200)A	Matt Moul; 928-200-0342 mmoul@azdot.gov
ADOT, Tucson District	SR 83, MP 8.8-8.9	Rural Major Collector	Erosion Damage* - <u>Repairs by State Forces</u>	\$18,310	H8060-O1C	ER-083-A(202)A	Dan Williams; 520/388-4219; dwilliams@azdot.gov
ADOT, Phoenix Maintenance District	I-10, MP 133, On-Ramp, 99th Ave. to I-10 EB	Urban Interstate	Erosion Damage*	\$78,000	H7253-O1C	ER-010-B(207)A	Maysa Hanna; 602/712-7190; mhanna@azdot.gov
ADOT, Phoenix Maintenance District	L101 and 90th St., MP 42	Urban Other Freeway	Channel Erosion*	\$237,000	H7260-O1C	ER-101-B(200)A	Maysa Hanna; 602/712-7190; mhanna@azdot.gov
ADOT, Phoenix Maintenance District	L101, MP 45; Pima Road & McDonald	Urban Principal Arterial	Sink Hole* - <u>Repairs by State Forces</u>	\$18,000	H8061-O1C	ER-101-B(201)A	Maysa Hanna; 602/712-7190; mhanna@azdot.gov
ADOT	Various Locations		Project Development	\$1,000,000			
<b>Subtotal (ADOT):</b>				<b>\$14,243,952</b>			

2010 STORM DAMAGE REPAIR

Agency	Location	Road Classification	Damage Description	Estimated Costs	Tracs #	ER Federal Aid #	Contact Person
La Paz County	Vicksburg Road; MP 1-2	Rural Major Collector	Damage due to Flooding; severe shoulder washout causing vertical drops at the road edges, unsafe conditions; Pit run and hauling of material; Asphalt replacement 30x13x4 – collapsed roadway and re- compaction of base rock*	\$103,481	SE536-O1C	ER-LLA-0(202)B	Tom Simmons; 928/669-2016; tsimmons@co.la- paz.az.us or Rene Hembree; 928/669- 2016; rhembree@co.la- paz.az.us
La Paz County	Salome Road; MP 1-16	Rural Major Collector	Damage due to Flooding; severe shoulder washout causing vertical drops at the road edges, unsafe conditions; Pit run and hauling of material; Asphalt replacement at low water crossings*	\$666,733	SE539-O1C	ER-LLA-0(204)B	Tom Simmons; 928/669-2016; tsimmons@co.la- paz.az.us or Rene Hembree; 928/669- 2016; rhembree@co.la- paz.az.us
La Paz County	Salome Road; Bridge over Centennial Wash; MP 2	Rural Major Collector	Bridge Repairs; blockage of box culverts with large amounts of debris causing severe damage to the bridge deck and the wash banks*	\$607,918	SE537-O1C	ER-LLA-0(203)B	Tom Simmons; 928/669-2016; tsimmons@co.la- paz.az.us or Rene Hembree; 928/669- 2016; rhembree@co.la- paz.az.us
Maricopa County DOT	Gilbert Road Crossing at Salt River	Urban Principal Arterial	Washout of material, damage to safety rail and concrete cut off wall*	\$232,056	SE535-O1C	ER-MMA-0(219)B	Clemenc Ligocki; 602/506-8672; clemiligocki@mail.mari- copa.gov

2010 STORM DAMAGE REPAIR

Agency	Location	Road Classification	Damage Description	Estimated Costs	Tracs #	ER Federal Aid #	Contact Person
Maricopa County DOT	Patton Road at Hassayampa River	Rural Major Collector	Repair and Replace Dips in Roadway*	\$51,252	SE538-O1C	ER-MMA-0(220)B	Clemenc Ligocki; 602/506-8672; clemigocki@mail.maricopa.gov
<b>Subtotal (Counties):</b>				<b>\$1,661,439</b>			
<b>Total (ADOT + Counties):</b>				<b>\$15,905,391</b>			

Notes:

- \* Highly likely to be covered
- \*\* At the discretion of FHWA
- \*\*\* Partially Covered



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

1. PRB MEETING DATE:02/16/2010  
 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:** 02/18/2010      **4. Project Manager / Presenter Information:** Mohammad A Zaid (602) 712-8467  
**5. Form Created By:** Zaid      9250 Valley Project Management      1611 W Jackson St ,

**PROJECT INFORMATION**

**6. Project Location / Name:** SR101L (Agua Fria) to McDowell Road      **7. Type of Work:** Widen Roadway  
**8. CPS Id:** GP1H      **9. District:** Phoenix      **10. Route:** 60      **11. County:** Maricopa      **12. Beg MP:** 149      **13. TRACS #:** H732801C      **14. Len (mi.):** 13      **15. Fed ID #:** 060-B(204)

**PROJECT REQUEST SUMMARY**

**16. Original Program Budget (in \$000):**      **17. Original Program Item # (Current 5 Yr Program):** 40310  
**18. Current Approved Program Budget (in \$000):** 21,300      **18a. (+/-) Program Budget Request (in \$000):** 0      **18b. Total Program Budget After Request (in \$000):** 21,300

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
<b>Amount (in \$000):</b> 21,300	<b>Fund Item #:</b> 40310	<b>Amount (in \$000):</b>	<b>Fund Item #:</b>
<b>Comments:</b> RTP funds	<b>Details:</b> FY:2010-SR 101L (AGUA FRIA) TO MCDOWELL RD-Widen roadway	<b>Comments:</b>	<b>Details:</b>

**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
<b>21. Current Fiscal Year:</b> 2010	<b>21a. Request Fiscal Year to:</b> 2011
<b>22. Current Bid Pkg Ready Date:</b> 04/30/2010	<b>22a. Request Bid Pkg Ready Date to:</b>
<b>23. Current Bid Adv Date:</b> 05/28/2010	<b>23a. Request Bid Adv Date to:</b>

**ADDITIONAL DETAILS**

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

**25. DESCRIPTION OF REQUEST:**

Defer project from FY10 to FY11

**26. JUSTIFICATION:**

Clearance issues.

**27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:**

None

**28. OTHER ALTERNATIVES:**

N/A

<b>REQUESTED ACTIONS:</b> Change in FY. Request to be in PPAC Agenda for 3/4/2010 .	<b>APPROVED/RECOMMENDED ACTIONS:</b> Item(s) Approved. Subject to PPAC Approval.	<b>PRB APPROVED</b> Page 189 of 273
---	---	--



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

1. PRB MEETING DATE:02/16/2010

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:**

03/31/2010

**4. Project Manager / Presenter Information:**

Mohammad A Zaid

(602) 712-8467

**5. Form Created By:**

Zaid

9250 Valley Project Management

1611 W Jackson St, ,

**PROJECT INFORMATION**

**6. Project Location / Name:**

Bethany Home Road - Northern Ave

**7. Type of Work:**

Construct sidewalk

**8. CPS Id:**

GK1H

**9. District:**

Phoenix

**10. Route:**

I17

**11. County:**

Maricopa

**12. Beg MP:**

205

**13. TRACS #:**

H788701C

**14. Len (mi.):**

2

**15. Fed ID #:**

(Tracs# not in Adv)

**PROJECT REQUEST SUMMARY**

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

**17. Original Program Item # (Current 5 Yr Program):** 43010

**18. Current Approved**

**Program Budget (in \$000):**

2,295

**18a. (+/-) Program Budget**

**Request (in \$000):**

-195

**18b. Total Program Budget**

**After Request (in \$000):**

2,100

**19. Currently Approved Budget Funding List:**

**19a. New / Budget Change Request Funding List:**

**Amount (in \$000):** 2,295

**Fund Item #:** 43010

**Comments:**

CMAQ funds

**Details:**

FY:2010-BETHANY HOME RD TO NORTHERN AVE-Right-Of-Way & Construction (pedestrian walkway along the frontage roads)

**Amount (in \$000):** 2,100

**Comments:**

**Fund Item #:** 43010

**Details:**

**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:** 2010

**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?**NO

**24c. Work Type Changed?**No

**24d. What is the current Stage?**Pre Stage II

**Have MATERIALS Memo?**NO

**Have C&S Approval?**NO

**Have CUSTOMIZED Schedule?**NO

**25. DESCRIPTION OF REQUEST:**

Leave \$195K for the Design Phase in FY 10. Defer remaining \$2,100K in the project from FY10 to FY11

**26. JUSTIFICATION:**

Start of design was delayed while project scope was adjusted to match budget.

**27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:**

None

**28. OTHER ALTERNATIVES:**

N/A

**REQUESTED ACTIONS:**  
Change in FY.  
Update/Establish Schedule.  
Request to be in PPAC Agenda for 3/4/2010 .

**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:03/23/2010

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:**

03/23/2010

**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:**

KOMATKE RD TO BUCKEYE HILLS RECREATION RD

**7. Type of Work:**

Pavement Preservation

**8. CPS Id:**

GL1K

**9. District:**

Yuma

**10. Route:**

85

**11. County:**

Maricopa

**12. Beg MP:**

142.6

**13. TRACS #:**

H793001C

**14. Len (mi.):**

1.6

**15. Fed ID #:**

**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):**

295

**18b. Total Program Budget**

**After Request (in \$000):**

295

**19. Currently Approved Budget Funding List:**

**19a. New / Budget Change Request Funding List:**

**Amount (in \$000):**

**Comments:**

**Fund Item #:**

**Details:**

**Amount (in \$000):**

**Comments:**

295

**Fund Item #:**

**Details:**

72510

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:**

04/28/2010

**23a. Request Bid Adv Date to:**

05/01/2010

**ADDITIONAL DETAILS**

**24a. Scope Changed?No**

**24b. Project Name/Location Changed?No**

**Have ENVIRONMENTAL Clearance?YES**

**Have U&RR Clearance?YES**

**Have R/W Clearance?YES**

**Scoping Document Completed?YES**

**24c. Work Type Changed?No**

**24d. What is the current Stage?Stage IV**

**Have MATERIALS Memo?YES**

**Have C&S Approval?YES**

**Have CUSTOMIZED Schedule?NA**

**25. DESCRIPTION OF REQUEST:**

Request to establish new project. This project will be advertised by C & S.

**26. JUSTIFICATION:**

The original underlying pavement distress has reflected through the friction course and potholes have developed at various locations. Mill and replace will improve the pavement 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 3/31/2010 .

**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:03/23/2010

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:**

03/23/2010

**4. Project Manager / Presenter Information:**

Mike Andazola

(602) 712-7629

**5. Form Created By:**

Andazola

9210 Statewide Project Management

205 S 17th Ave, , 614E

**PROJECT INFORMATION**

**6. Project Location / Name:**

INTERSECTION OF SR 87 AND AIRPORT ROAD

**7. Type of Work:**

CONSTRUCT A ROUNDABOUT

**8. CPS Id:**

ZJ1H

**9. District:**

Prescott

**10. Route:**

87

**11. County:**

Gila

**12. Beg MP:**

254.0

**13. TRACS #:**

H730401C

**14. Len (mi.):**

0

**15. Fed ID #:**

087-C(202)A

**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):**

1,600

**18b. Total Program Budget**

**After Request (in \$000):**

1,600

**19. Currently Approved Budget Funding List:**

**19a. New / Budget Change Request Funding List:**

**Amount (in \$000):**

**Comments:**

**Fund Item #:**

**Details:**

**Amount (in \$000):**

**Comments:**

390  
Town of Payson contribution per JPA

**Fund Item #:**

**Details:**

OTHR10  
FY:0--.

**Amount (in \$000):**

**Comments:**

250

**Fund Item #:**

**Details:**

71210  
FY:2010-TRAFFIC ENGINEERING - STATEWIDE-Traffic Signals

**Amount (in \$000):**

**Comments:**

960

**Fund Item #:**

**Details:**

73310  
FY:2010-DISTRICT MINOR PROJECTS-Construct district minor projects

**20. JPA #s:**

09-042

**ALL of the JPA(s) been signed?**

Yes

**ADOT will advertise this project?**

Yes

**CURRENTLY APPROVED SCHEDULE**

**CHANGE REQUEST / NEW PROJECT SCHEDULE**

**21. Current Fiscal Year:**

**22. Current Bid Pkg Ready Date:**

**23. Current Bid Adv Date:**

**21a. Request Fiscal Year to:**

**22a. Request Bid Pkg Ready Date to:**

**23a. Request Bid Adv Date to:**

10

04/01/2010

05/01/2010

**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?NO**

**24c. Work Type Changed?No**

**24d. What is the current Stage?Stage IV**

**Have MATERIALS Memo?NA**

**Have C&S Approval?NO**

**Have CUSTOMIZED Schedule?NO**

**25. DESCRIPTION OF REQUEST:**

Establish a new District Minor Project.

**26. JUSTIFICATION:**

Intersection improvement.

**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 3/31/2010 .

**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:03/16/2010

2. Phone Teleconference?No      At Phone #:  
Video Teleconference?No

**GENERAL INFORMATION**

**3. Form Date:** 03/22/2010      **4. Project Manager / Presenter Information:** Mozaffor Hossain (602) 712-8013  
**5. Form Created By:** Hossain      9720 Bridge Design Section B      205 S 17th Ave, 277, 632E

**PROJECT INFORMATION**

**6. Project Location / Name:** Hunt Rd TI UP - McCarrell TI UP      **7. Type of Work:** Bridge Deck Rehabilitation

**8. CPS Id:**      **9. District:** Holbrook      **10. Route:** I-40      **11. County:** Statewide      **12. Beg MP:** 280.00      **13. TRACS #:** H8073      **14. Len (mi.):** 1.0      **15. Fed ID #:** 040-D(212)B  
(Tracs# not in Adv)

**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):** 500      **18b. Total Program Budget After Request (in \$000):** 500

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
<b>Amount (in \$000):</b>	<b>Fund Item #:</b>	<b>Amount (in \$000):</b> 500	<b>Fund Item #:</b> 78910
<b>Comments:</b>	<b>Details:</b>	<b>Comments:</b>	<b>Details:</b> FY:2010-DECK REPLACEMENT - STATEWIDE-Bridge deck rehabilitation

**20. JPA #s:**

CURRENTLY APPROVED SCHEDULE	CHANGE REQUEST / NEW PROJECT SCHEDULE
<b>21. Current Fiscal Year:</b>	<b>21a. Request Fiscal Year to:</b> 2010
<b>22. Current Bid Pkg Ready Date:</b>	<b>22a. Request Bid Pkg Ready Date to:</b>
<b>23. Current Bid Adv Date:</b>	<b>23a. Request Bid Adv Date to:</b>

**ADDITIONAL DETAILS**

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

**25. DESCRIPTION OF REQUEST:**

Establish a new bridge deck rehabilitation project for four underpass bridge structures on I-40 within Holbrook district. The project includes Hunt Rd TI UP #930, Sun Valley TI UP #931, Petrified Forest UP #589 and McCarrell TI UP #710.

**26. JUSTIFICATION:**

The four structures have deteriorated bridge decks. The decks need to be rehabilitated to preserve their functionality and extend service life.

**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 3/31/2010 .

**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:03/23/2010

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:**

03/23/2010

**4. Project Manager / Presenter Information:**

Rod Collins

(602) 712-7980

**5. Form Created By:**

Collins

9560 Design Prog Mgmt Section

205 S 17th Ave, 113E, 615E

**PROJECT INFORMATION**

**6. Project Location / Name:**

CORDES JUNCTION - ORME TI

**7. Type of Work:**

SYSTEM PRESERVATION -  
RESTORATION/REHAB/RESURFACE

**8. CPS Id:**

KW1K

**9. District:**

Prescott

**10. Route:**

17

**11. County:**

Yavapai

**12. Beg MP:**

263.0

**13. TRACS #:**

H800501C

**14. Len (mi.):**

6.2

**15. Fed ID #:**

IM  
017-B(204)A

**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):**

2,225

**18b. Total Program Budget**

**After Request (in \$000):**

2,225

**19. Currently Approved Budget Funding List:**

**19a. New / Budget Change Request Funding List:**

**Amount (in \$000):**

**Comments:**

**Fund Item #:**

**Details:**

**Amount (in \$000):**

**Comments:**

2,225

**Fund Item #:**

**Details:**

72511

FY:2011-PAVEMENT  
PRESERVATION-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:**

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?YES**

**Have U&RR Clearance?YES**

**Have R/W Clearance?YES**

**Scoping Document Completed?YES**

**24c. Work Type Changed?No**

**24d. What is the current Stage?Post Stage IV**

**Have MATERIALS Memo?YES**

**Have C&S Approval?YES**

**Have CUSTOMIZED Schedule?YES**

**25. DESCRIPTION OF REQUEST:**

Request a new Pavement Perservation project on I-17, from Cordes Junction to Orme T.I. This project includes milling and replacing the 1/2" of AR-ACFC, spot repairs in 3 locations, and pavement markings. This project will be funded from funding item # 72511 at an estimate of \$2,225,000.

**26. JUSTIFICATION:**

Preservation of pavement is needed.

**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 3/31/2010 .

**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:03/09/2010

2. Phone Teleconference?Yes  
Video Teleconference?No

At Phone #: (520) 388-4264

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

**GENERAL INFORMATION**

**3. Form Date:**

03/15/2010

**4. Project Manager / Presenter Information:**

Robin Raine

(520) 388-4264

**5. Form Created By:**

Raine

9210 Statewide Project Management

1221 S 2nd Ave, , T100

**PROJECT INFORMATION**

**6. Project Location / Name:**

TANGERINE ROAD - PINAL COUNTY LINE

**7. Type of Work:**

DESIGN

**8. CPS Id:**

AY1G

**9. District:**

Tucson

**10. Route:**

77

**11. County:**

Pima

**12. Beg MP:**

82.0

**13. TRACS #:**

H669401D

**14. Len (mi.):**

5.8

**15. Fed ID #:**

**PROJECT REQUEST SUMMARY**

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

2,000

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

14110

**18. Current Approved**

**Program Budget (in \$000):**

**18a. (+/-) Program Budget**

**Request (in \$000):**

1,500

**18b. Total Program Budget**

**After Request (in \$000):**

3,500

**19. Currently Approved Budget Funding List:**

**19a. New / Budget Change Request Funding List:**

**Amount (in \$000):** 2,000

**Fund Item #:** 14110.

**Comments:**

**Details:**

FY:0--.

**Amount (in \$000):** 1,500

**Fund Item #:** OTHR10

**Comments:**

**Details:**

PAG 2.6 pct, TIP

FY:0--.

AMENDMENT#5

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

**20. JPA #s:** 2010-008

**ALL of the JPA(s) been signed?** No

**ADOT will advertise this project?** Yes

**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**

<b>24a. Scope Changed?NO</b>	<b>24c. Work Type Changed?NO</b>
<b>24b. Project Name/Location Changed?NO</b>	<b>24d. What is the current Stage?Pre Stage II</b>
<b>Have ENVIRONMENTAL Clearance?NO</b>	<b>Have MATERIALS Memo?NO</b>
<b>Have U&amp;RR Clearance?NO</b>	<b>Have C&amp;S Approval?NO</b>
<b>Have R/W Clearance?NO</b>	<b>Have CUSTOMIZED Schedule?NO</b>
<b>Scoping Document Completed?YES</b>	

**25. DESCRIPTION OF REQUEST:**

This request adds the additional funding which will be required for project design as reflected in the Final PA and the PAG TIP Amendment #5.

**26. JUSTIFICATION:**

Design is needed for this route to widen it to 6 lanes.

**27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:**

**28. OTHER ALTERNATIVES:**

**REQUESTED ACTIONS:**

Request to be in PPAC Agenda for 3/31/2010 .  
Change in Budget.

**APPROVED/RECOMMENDED ACTIONS:**

Item(s) Approved. Subject to PPAC Approval.

**PRB APPROVED**  
Page 200 of 273



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

1. PRB MEETING DATE:03/23/2010

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:**

03/31/2010

**4. Project Manager / Presenter Information:**

Steve Wilson

(520) 388-4263

**5. Form Created By:**

Wilson

9210 Statewide Project Management

1221 S 2nd Ave, 1ST FLR, T100

**PROJECT INFORMATION**

**6. Project Location / Name:**

VALENCIA RD - KINNEY RD

**7. Type of Work:**

CONSTRUCT MAINLINE WIDENING

**8. CPS Id:**

AZ1G

**9. District:**

Tucson

**10. Route:**

86

**11. County:**

Pima

**12. Beg MP:**

160

**13. TRACS #:**

H680601C

**14. Len (mi.):**

7.0

**15. Fed ID #:**

(Tracs# not in Adv)

**PROJECT REQUEST SUMMARY**

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

23,540

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

11508

**18. Current Approved**

**Program Budget (in \$000):**

**18a. (+/-) Program Budget**

**Request (in \$000):**

-7,982

**18b. Total Program Budget**

**After Request (in \$000):**

15,558

**19. Currently Approved Budget Funding List:**

**19a. New / Budget Change Request Funding List:**

**Amount (in \$000):** 23,540

**Fund Item #:** 11508

**Comments:**

**Details:**  
FY:2011-VALENCIA RD -  
KINNEY RD-Construct  
roadway widening to 4 lanes

**Amount (in \$000):** -7,982

**Comments:**

**Fund Item #:** 72310

**Details:**  
FY:2010-CONTINGENCY -  
STATEWIDE-Program Cost  
Adjustments

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

**20. JPA #s:**

**CURRENTLY APPROVED SCHEDULE**

**21. Current Fiscal Year:**

11

**22. Current Bid Pkg Ready Date:**

TBD

**23. Current Bid Adv Date:**

TBD

**CHANGE REQUEST / NEW PROJECT SCHEDULE**

**21a. Request Fiscal Year to:**

13

**22a. Request Bid Pkg Ready Date to:**

**23a. Request Bid Adv Date to:**

**ADDITIONAL DETAILS**

**24a. Scope Changed?Yes**

**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?Stage IV**

**Have MATERIALS Memo?NO**

**Have C&S Approval?NO**

**Have CUSTOMIZED Schedule?NO**

**25. DESCRIPTION OF REQUEST:**

Transfer funds to Contingency for R/W, Cultural Data Recovery, Design and Utility Relocation.

**26. JUSTIFICATION:**

Additional funds are needed for R/W, Cultural Data Recovery, Design and Utility Relocation of Ruthrauff Rd to Prince Rd project.

**27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:**

**28. OTHER ALTERNATIVES:**

**REQUESTED ACTIONS:**  
Change in FY.  
Change in Scope.  
Request to be in PPAC Agenda for 3/31/2010 .  
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:03/23/2010

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:**

03/24/2010

**4. Project Manager / Presenter Information:**

Steve Wilson

(520) 388-4263

**5. Form Created By:**

Wilson

9210 Statewide Project Management

1221 S 2nd Ave, 1ST FLR, T100

**PROJECT INFORMATION**

**6. Project Location / Name:**

RUTHRAUFF RD - PRINCE RD

**7. Type of Work:**

DESIGN MAINLINE WIDENING TO 8 LANES

**8. CPS Id:**

EM1G

**9. District:**

Tucson

**10. Route:**

10

**11. County:**

Pima

**12. Beg MP:**

253.0

**13. TRACS #:**

H624103D

**14. Len (mi.):**

3.0

**15. Fed ID #:**

**PROJECT REQUEST SUMMARY**

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

2,946

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

19210

**18. Current Approved**

**Program Budget (in \$000):**

**18a. (+/-) Program Budget**

**Request (in \$000):**

3,382

**18b. Total Program Budget**

**After Request (in \$000):**

6,328

**19. Currently Approved Budget Funding List:**

**19a. New / Budget Change Request Funding List:**

**Amount (in \$000):** 2,946

**Fund Item #:** 19210

**Comments:**  
URBAN CORRIDOR  
RECONSTRUCTION

**Details:**  
FY:2010-RUTHRAUFF RD -  
PRINCE RD-Design (Mainline  
Widening to 8 Lanes)

**Amount (in \$000):** 3,382

**Comments:**

**Fund Item #:** 72310

**Details:**  
FY:2010-CONTINGENCY -  
STATEWIDE-Program Cost  
Adjustments

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

**20. JPA #s:**

**CURRENTLY APPROVED SCHEDULE**

**21. Current Fiscal Year:** 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?**Yes

**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?**Stage IV

**Have MATERIALS Memo?**NO

**Have C&S Approval?**NO

**Have CUSTOMIZED Schedule?**NO

**25. DESCRIPTION OF REQUEST:**

Design modifications include changing retaining wall type, extensive storm drain modifications, additional bridge structure, redesign of construction sequencing, design changes to accommodate future lanes on I-10, revised structural section recommendations, realignment of local road, changes to business driveways, additional geotech, environmental, utility and right of way efforts.

**26. JUSTIFICATION:**

Additional funding is necessary for design, right of way & utilities.

**27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:**

**28. OTHER ALTERNATIVES:**

**REQUESTED ACTIONS:**  
Change in Scope.  
Request to be in PPAC Agenda for 3/31/2010 .  
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:03/23/2010

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:**

03/24/2010

**4. Project Manager / Presenter Information:**

Steve Wilson

(520) 388-4263

**5. Form Created By:**

Wilson

9210 Statewide Project Management

1221 S 2nd Ave, 1ST FLR, T100

**PROJECT INFORMATION**

**6. Project Location / Name:**

RUTHRAUFF RD - PRINCE RD

**7. Type of Work:**

RIGHT OF WAY

**8. CPS Id:**

EM1G

**9. District:**

Tucson

**10. Route:**

10

**11. County:**

Pima

**12. Beg MP:**

253.0

**13. TRACS #:**

H624102R

**14. Len (mi.):**

3.0

**15. Fed ID #:**

**PROJECT REQUEST SUMMARY**

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

3,679

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

19310

**18. Current Approved**

**Program Budget (in \$000):**

**18a. (+/-) Program Budget**

**Request (in \$000):**

3,600

**18b. Total Program Budget**

**After Request (in \$000):**

7,279

**19. Currently Approved Budget Funding List:**

**19a. New / Budget Change Request Funding List:**

**Amount (in \$000):** 3,679

**Fund Item #:** 19310

**Comments:**  
URBAN CORRIDOR  
RECONSTRUCTION

**Details:**  
FY:2010-RUTHRAUFF RD -  
PRINCE RD-Right-Of-Way

**Amount (in \$000):** 3,600

**Fund Item #:** 72310

**Comments:**

**Details:**  
FY:2010-CONTINGENCY -  
STATEWIDE-Program Cost  
Adjustments

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

**20. JPA #s:**

**CURRENTLY APPROVED SCHEDULE**

**21. Current Fiscal Year:** 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?Yes**

**24b. Project Name/Location Changed?No**

**Have ENVIRONMENTAL Clearance?NO**

**Have U&RR Clearance?NO**

**Have R/W Clearance?NO**

**Scoping Document Completed?NO**

**24c. Work Type Changed?No**

**24d. What is the current Stage?N/A**

**Have MATERIALS Memo?NO**

**Have C&S Approval?NO**

**Have CUSTOMIZED Schedule?NO**

**25. DESCRIPTION OF REQUEST:**

Additional funding for right of way is needed.

**26. JUSTIFICATION:**

More right of way was identified.

**27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:**

**28. OTHER ALTERNATIVES:**

**REQUESTED ACTIONS:**

Change in Scope.  
Request to be in PPAC Agenda for 3/31/2010 .  
Change in Budget.

**APPROVED/RECOMMENDED ACTIONS:**

Item(s) Approved. Subject to PPAC Approval.

**PRB APPROVED**  
Page 205 of 273



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

1. PRB MEETING DATE:03/23/2010

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:**

03/24/2010

**4. Project Manager / Presenter Information:**

Steve Wilson

(520) 388-4263

**5. Form Created By:**

Wilson

9210 Statewide Project Management

1221 S 2nd Ave, 1ST FLR, T100

**PROJECT INFORMATION**

**6. Project Location / Name:**

RUTHRAUFF RD - PRINCE RD

**7. Type of Work:**

UTILITY RELOCATION

**8. CPS Id:**

EM1G

**9. District:**

Tucson

**10. Route:**

10

**11. County:**

Pima

**12. Beg MP:**

253.0

**13. TRACS #:**

H624101U

**14. Len (mi.):**

3.0

**15. Fed ID #:**

**PROJECT REQUEST SUMMARY**

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

3,000

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

19410

**18. Current Approved**

**Program Budget (in \$000):**

**18a. (+/-) Program Budget**

**Request (in \$000):**

1,000

**18b. Total Program Budget**

**After Request (in \$000):**

4,000

**19. Currently Approved Budget Funding List:**

**19a. New / Budget Change Request Funding List:**

**Amount (in \$000):** 3,000

**Fund Item #:** 19410

**Comments:**  
URBAN CORRIDOR  
RECONSTRUCTION

**Details:**  
FY:2010-RUTHRAUFF RD -  
PRINCE RD-Utility Relocation

**Amount (in \$000):** 1,000

**Fund Item #:** 72310

**Comments:**

**Details:**  
FY:2010-CONTINGENCY -  
STATEWIDE-Program Cost  
Adjustments

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

**20. JPA #s:**

**CURRENTLY APPROVED SCHEDULE**

**21. Current Fiscal Year:** 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?Yes**

**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?Stage IV**

**Have MATERIALS Memo?NO**

**Have C&S Approval?NO**

**Have CUSTOMIZED Schedule?NO**

**25. DESCRIPTION OF REQUEST:**

Additional funds for utility relocations are needed.

**26. JUSTIFICATION:**

**27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:**

**28. OTHER ALTERNATIVES:**

**REQUESTED ACTIONS:**

Change in Scope.  
Request to be in PPAC Agenda for 3/31/2010 .  
Change in Budget.

**APPROVED/RECOMMENDED ACTIONS:**

Item(s) Approved. Subject to PPAC Approval.

**PRB APPROVED**

## STATE ENGINEER'S REPORT March 2010

The Status of Projects Under Construction report for March 2010 shows 103 projects under construction valued at \$1,230,743,026.68. The transportation board awarded 14 projects during March valued at approximately \$20.6 million.

During March the Department finalized 19 projects valued at \$66,656,325.87. 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 92 projects. The total cost of these 92 projects has exceeded the contractors bid amount by 7.4%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to 3.9%.



**MONTHLY CONSTRUCTION REPORT****Mar-10**

<b>PROJECTS UNDER CONSTRUCTION</b>	<b>103</b>
<b>MONETARY VALUE OF CONTRACTS</b>	<b>\$1,230,743,026.68</b>
<b>PAYMENTS MADE TO DATE</b>	<b>\$915,293,987.55</b>
<b>INTERSTATE</b>	<b>30</b>
<b>PRIMARY</b>	<b>51</b>
<b>LOCAL GOVERNMENT</b>	<b>10</b>
<b>NON-FEDERAL AID</b>	<b>12</b>
<b>OTHER</b>	<b>0</b>
<b>CONTRACTS EXECUTED IN MARCH 2010</b>	<b>23</b>
<b>MONETARY AMOUNT OF CONTRACTS EXECUTED</b>	<b>\$32,649,932.89</b>

**FIELD REPORTS SECTION****EXT. 7301**

**Arizona Department of Transportation  
Field Reports Section  
Completed Contracts Fiscal Year 2010  
March, 2010**

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
STP*038-1(032)A H407501C	RESORT ROAD - DEYOURE WASH Globe District Working Days: 564 = 440 + 10 + 104 + 4 + 6 Days Used: 564	30,130,514.00	AMES CONSTRUCTION, INC.	Low Bid = \$25,643,042.70 (\$4,487,471.30) or 14.89% under State Estimate	\$28,657,771.03	\$2,994,728.33	11.7 %
STP 900-A(057) H577407C	40TH ST I-R Yuma District Working Days: 210 = 180 + 30 Days Used: 210	6,443,151.00	DRB MINING, INC.	Low Bid = \$6,228,792.00 (\$214,359.00) or 3.33% under State Estimate	\$6,543,027.78	\$314,235.78	5.0 %
89A-A-NFA H597501C	SR 89A/SR 89TI Prescott District Working Days: 467 = 290 + 28 + 18 + 131 Days Used: 467	6,980,500.00	VASTCO, INC.	Low Bid = \$5,647,747.00 (\$1,332,753.00) or 19.09% under State Estimate	\$6,388,747.19	\$741,000.19	13.1 %
CM-GLN-0(035)A SS60101C	VARIOUS LOCATION Phoenix District Working Days: 140 = 125 + 15 Days Used: 139	1,738,200.00	HAN MAR ENERGY, INC.	Low Bid = \$936,669.00 (\$801,531.00) or 46.11% under State Estimate	\$906,328.08	(\$30,340.92)	-3.2 %

**Arizona Department of Transportation  
Field Reports Section  
Completed Contracts Fiscal Year 2010  
March, 2010**

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
015-A-2009A H693801C	VERGIN RIVER BRIDGES #2 TO #7 Flagstaff District Working Days: 165 = 160 + 5 Days Used: 150	4,459,649.00	AUSTIN BRIDGE & ROAD, LP	Low Bid = \$1,869,036.40	Low Bid = (\$590,612.60) or 13.24% under State Estimate \$4,294,476.53	\$425,440.13	11.0 %
260-C-NFA H619901C	CRESCENT LAKE HWY Globe District Working Days: 100 Days Used: 98	486,977.00	HAUCH CONSTRUCTION & PAVING, INC.	Low Bid = \$464,773.40	Low Bid = (\$22,203.60) or 4.56% under State Estimate \$470,568.71	\$5,795.31	1.2 %
095-B-NFA H652001C	US 95 @ MP 79 Yuma District Working Days: 125 = 100 + 25 Days Used: 125	420,219.00	EME WEST CONSTRUCTION, INC.	Low Bid = \$530,647.00	Low Bid = \$110,428.00 or 26.28% over State Estimate \$541,970.12	\$11,373.12	2.1 %
010-F-2009A H6556601C	LUZENA - BOWIE (WB) Safford District Working Days: 145 = 130 + 15 Days Used: 139	3,259,728.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	Low Bid = \$2,845,763.30	Low Bid = (\$413,964.70) or 12.70% under State Estimate \$3,679,560.58	\$833,797.28	29.3 %

**Arizona Department of Transportation  
Field Reports Section  
Completed Contracts Fiscal Year 2010  
March, 2010**

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
101-A-NFA H694001C	THUNDERBIRD ROAD TI Phoenix District Working Days: 187 = 120 + 40 + 27 Days Used: 184	2,376,641.00	NESEBITT CONTRACTING CO, INC.	Low Bid = \$2,398,548.22	Low Bid = \$21,907.22 or 0.92% over State Estimate \$2,731,872.59	\$333,324.37	13.9 %
2E2-A-NFA H729401C	WASHINGTON ST. AND MILL AVE. Phoenix District Working Days: 23 = 0 + 23 Days Used: 205	4,799,248.55	FME CONSTRUCTION, INC.	Low Bid = \$5,152,810.20	Low Bid = \$353,561.65 or 7.37% over State Estimate \$4,994,194.64	(\$158,615.56)	-3.1 %
040-B-NFA H706501C	CRAZY CREEK BRIDGE EB STR# 674 Halbrook District Working Days: 102 = 75 + 27 Days Used: 94	537,139.00	SHOW LOW CONSTRUCTION, INC.	Low Bid = \$425,772.00	Low Bid = (\$111,367.00) or 20.73% under State Estimate \$475,223.74	\$49,451.74	11.6 %
077-B-NFA H742401C	MP 387.5 - HOPE BLVD Holbrook District Working Days: 75 Days Used: 69	501,067.00	COMBS CONSTRUCTION COMPANY, INC.	Low Bid = \$497,368.70	Low Bid = (\$3,698.30) or 0.74% under State Estimate \$509,119.60	\$11,750.90	2.4 %

**Arizona Department of Transportation  
Field Reports Section  
Completed Contracts Fiscal Year 2010  
March, 2010**

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
089-B-2010A H747101C Working Days: 30 Days Used: 21	SR 89A - CHINO VALLEY Prescott District	945,767.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	Low Bid = \$968,793.50	Low Bid = \$21,026.50 or 2.43% over State Estimate \$1,224,965.79	\$256,172.29	26.4 %
095-D-NFA HX20101C Working Days: 60 Days Used: 59	SR 95 AT COLLEGE WAY Kingman District	99,662.00	C S CONSTRUCTION, INC.	Low Bid = \$86,932.00	Low Bid = (\$12,730.00) or 12.77% under State Estimate \$80,511.40	(\$6,420.60)	-7.4 %
095-D-NFA H742801C Working Days: 25 Days Used: 22	SR 68 & HANCOCK ROAD INTERSECT Kingman District	351,965.00	MCCORMICK CONSTRUCTION CO.	Low Bid = \$374,904.50	Low Bid = \$22,939.50 or 6.52% over State Estimate \$358,821.90	(\$16,082.60)	-4.3 %
AVN-6-2009A SS64501C Working Days: 199 = 90 + 18 + 33 + 58 Days Used: 199	MCDOWELL RD. AQUA FRIA RIVER J Phoenix District	473,354.00	SOUTHWEST CONCRETE PAVING CO.	Low Bid = \$373,660.90	Low Bid = (\$99,693.70) or 21.06% under State Estimate \$619,541.34	\$245,881.04	65.8 %

**Arizona Department of Transportation  
Field Reports Section  
Completed Contracts Fiscal Year 2010  
March, 2010**

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
087-B-0202A H744001C Working Days: 45 Days Used: 44	GILBERT RD TO SHEA BOULEVARD Phoenix District	1,310,825.60	SUNLAND, INC. ASPHALT & SEAL COATING	Low Bid = \$1,046,360.00	(\$264,465.60) or 20.18% under State Estimate \$1,018,177.37	(\$28,182.63)	-2.7 %
ARRA-0601E(202)A H657401C Working Days: 75 Days Used: 66	US-60;TIMBER MOUNTAIN (MP 27R) Globe District	3,069,162.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	Low Bid = \$2,782,179.00	(\$286,983.00) or 9.35% under State Estimate \$2,771,237.66	(\$4,941.34)	-0.2 %
ARRA-0400C(205)A H784501C Working Days: 30 Days Used: 13	I-40, MP 156 TO 191- MICRO SEA Flagstaff District	396,895.00	SOUTHWEST SLURRY SEAL, INC.	Low Bid = \$479,104.50	\$82,609.50 or 20.83% over State Estimate \$404,209.81	(\$74,894.69)	-15.6 %

**Completed Contracts (Fiscal Year 2010)**

**March, 2010**

	<u>No. of Contracts</u>	<u>State Estimate</u>	<u>Bid Amount</u>	<u>Final Cost</u>
<b>Totals</b>	19	\$68,780,264.15	\$60,752,903.72	\$66,656,325.87
<b># of Projects: 19</b>		<u>Monetary</u>		<u>Monetary</u>
		(\$8,027,360.43)		\$3,903,422.15

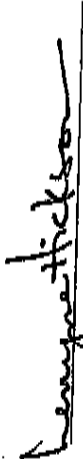
Accumulation to Date (Fiscal Year 2010 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
85	\$531,418,603.38	\$535,160,885.80	\$574,517,474.79	\$39,356,578.99	7.4%

Prepared By:

Yvonne Navarro  
Field Reports Unit, X6849

Checked By:

  
Leanne Hickson, Manager  
Field Reports Unit, X7301



**FINAL COST VS BID ADJUSTED  
FISCAL YEAR 2010**

MONTH	CUMULATIVE FINAL COST	LESS ADJUSTMENTS FOR			ADD'L WORK		CUMULATIVE ADJ	CUMULATIVE BID AMOUNT	ADJUSTED FINAL COST	ADJ CUM
		REVISIONS/ OMISSIONS #4 & #5	INCENTIVE/ BONUS #7	PD OTHERS #8	#3					
Jul-09	\$ 8,965,368	\$ 313,499	\$ 54,424	\$ 33,561	\$ 401,484	\$ 7,938,752	\$ 8,563,884	7.9%		
Aug-09	\$ 229,209,887	\$ 2,713,292	\$ 243,674	\$ 109,061	\$ 3,467,511	\$ 225,104,433	\$ 225,742,376	0.3%		
Sep-09	\$ 264,629,870	\$ 1,157,825	\$ 272,511	\$ 13,567	\$ 4,911,414	\$ 255,448,794	\$ 259,718,456	1.7%		
Oct-09	\$ 313,081,089	\$ 826,300	\$ 599,259	\$ 9,325	\$ 6,346,298	\$ 299,426,548	\$ 306,734,791	2.4%		
Nov-09	\$ 367,248,867	\$ 1,708,012	\$ (38,129)	\$ 6,350	\$ 8,022,531	\$ 349,742,713	\$ 359,226,336	2.7%		
Dec-09	\$ 378,049,106	\$ 253,576	\$ 6,613	\$ 28,654	\$ 8,311,374	\$ 360,368,741	\$ 369,737,732	2.6%		
Jan-10	\$ 507,259,207	\$ 2,485,728	\$ 4,911,801	\$ 357,336	\$ 16,066,239	\$ 477,394,094	\$ 491,192,968	2.9%		
Feb-10	\$ 513,824,640	\$ 83,892	\$ -	\$ 10,343	\$ 16,160,474	\$ 480,124,643	\$ 497,664,166	3.7%		
Mar-10	\$ 574,517,475	\$ 2,357,504	\$ 181,371	\$ 1,486	\$ 18,700,835	\$ 535,160,896	\$ 555,816,640	3.9%		
Apr-10					\$ 18,700,835		\$ (18,700,835)			
May-10					\$ 18,700,835		\$ (18,700,835)			
Jun-10					\$ 18,700,835		\$ (18,700,835)			
		\$ 11,899,628	\$ 6,231,524	\$ 569,683	\$ 18,700,835					
G:\F_reports\Board Report FY10										
e-mail to Hari Khanna/Stanley Soesilo										

**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	\$ 6,600,000	\$ 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 Chinle	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				Statewide	Chip Seal/Slurry Seal	Pavement Preservation	No	\$ 4,500,000	\$ 104,541,000
13	16				Statewide	Culvert Lining	Highway Safety Enhancement/Culvert Lining	No	\$ 3,600,000	\$ 108,141,000
14	17				Statewide	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 - Dennehotso	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	\$ 5,000,000	\$ 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 - Vann'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	87.9	94.7	GH	Dial Wash - Ten Ranch (Seg II)	Constr Parallell 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	\$ 196,132,000
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	19B			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	\$ 55,000,000	\$ 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	Wide 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-programmed	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	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	160	465.1	465.4	AP	Teec 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	Peeples Valley Yard - Wilhoit	Pavement Preservation	No	\$ 4,800,000	\$ 445,408,000
62	63	40	9.8	9.8	MO	Lake Havasu TIUP # 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-grammed	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	Coconino Forest Boundary to Buffalo Range EB & WB	Pavement Preservation	No	\$ 12,000,000	\$ 507,104,000	
75	77	78	154.65	165.5	GE	Jct 191 to Forest Service Boundary	Chip Seal and Guardrail Extension	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	
									<b>TOTAL</b>	<b>\$ 514,004,000</b>	

## Potential Projects for Jobs Bill

RTE	BMP	CO	Project Name and Location	Type of Work:	Program FY	Program Amount	Add'l Funds	Total Cost
<b>Greater Arizona</b>								
8	158.5	PN	MP 158.5 - Bianco Wash	Pavement Preservation	2010	13,000	0	13,000
40	8.0	MO	Jct SR 95 to Walnut Creek (EB)	Pavement Preservation	2010	18,500	0	18,500
40	73.3	MO	Peacock Wash - Silver Springs (EB)	Pavement Preservation	2010	3,690	0	3,690
40	190.9	CN	Riordan RR OP - Country Club TI	Pavement Preservation	2010	3,750	0	3,750
77	374.4	NA	MP 374.38 - MP 383.5	Culvert Extensions	2010	2,500	0	2,500
87	267.0	GI	Pine - Rim	Pavement Preservation	2010	3,750	1,850	5,600
89	495.0	CN	The Gap - Cedar Ridge T. Post	Pavement Preservation	2010	10,500	0	10,500
191	374.0	AP	Jct I-40 - MP 385	Pavement Preservation	2010	6,600	0	6,600
77	364.0	NA	MP 364 - 372	Construct Passing Lane	2013	7,744	0	7,744
8	0.0	YU	State Line - Fortuna	Pavement Preservation		0	16,500	16,500
10	63.0	LA	Bouse Wash Rd - Gas Line Rd	Pavement Preservation		0	8,900	8,900
10	357.0	CH	East Bowie - San Simon	Pavement Preservation		0	18,000	18,000
17	262.0	YV	Cordes - Orm TI	Pavement Preservation		0	2,000	2,000
17	311.6	YV	Yavapai Co. Line - Munds Park SB	Pavement Preservation		0	5,900	5,900
17	322.7	CN	Munds Park TI	New TI		0	15,500	15,500
40	0.0	MO	CA Border - MP 2	Pavement Preservation		0	4,600	4,600
40	123.0	YV	Seligman - Pineveta (EB)	Pavement Preservation		0	6,100	6,100
40	217.9	CN	Coconino NF Boundary - Buffalo Range (EB & WB)	Pavement Preservation		0	2,166	2,166
40	224.0	CN	Babbits Tank Bridge EB & Canyon Diablo	Bridge Replacement and Scour Retrofit		0	2,100	2,100
77	87.8	PN	Pima/Pinal County Line - Oracle	Pavement Preservation		0	5,600	5,600
87	218.0	MA	MP 218 - MP 224.9, Phase III	Embankment Repairs		0	5,100	5,100
160	452.0	AP	Red Mesa - Teec Nos Pos	Pavement Preservation		0	8,200	8,200
177	163.7	PN	MP 163.7 - 164.2	Curve Realignment		0	5,200	5,200
191	344.6	AP	Witch Wells - Sanders	Pavement Preservation		0	7,800	7,800
999		SW	Various Routes	Chip Seal Slurry Seal		0	19,020	19,020
<b>MAG</b>								
101L		MA	Tatum to I-10	Construct HOV Lanes		0	135,000	135,000
202L		MA	Construct HOV Lanes	Construct HOV Lanes	2010	142,000		142,000

## Potential Projects for Federal FY 2010 Close Out

RTE	BMP	CO	Project Name and Location	Type of Work:	Program FY	Program Amount	Add'l Funds	Total Cost
10	173.1	PN	Gila River Bridges EB/WB (#1085 / 1086)	Bridge Deck Repair	2010	1,500	0	1,500
10	301.1	CH	SR 90 TI	Reconstruct SR 90 TI and add Passing Lane	2010	48,000	0	48,000
40	9.8	MO	Lake Havasu TI UP #1586	Bridge Deck Rehabilitation	2010	570	0	542
40	11.0	MO	Chemehuevi & Boulder Wash Bridges STRs # 376, 1587, 1588, & 1589	Scour Retrofit	2010	800	0	800
70	271.3	GH	San Carlos River Br #2910	Bridge Replacement	2010	10,000	0	10,000
78	169.0	GE	Jakes Corner	Realign Highway to Soften Sharp Curve, Includes one Culvert	2010	515	0	515
89	123.0	YV	Martinez River Bridge, STR #1320	Scour Retrofit	2010	220	0	220
95	156.6	LA	Holiday Harbour	Widening and Drainage Improvements	2010	4,221	0	4,221
160	321.7	CN	SR 264 / Tuba City	Roadway Lighting	2010	1,874	0	1,874
160		CN	Jct Navajo Route 16	Construct Turn Lanes	2010	700	0	700
260	269.0	GI	Doubtful Canyon Section	Reconstruct Roadway, Construction Water	2010	41,625	1,000	42,625
264	474.0	AP	Black Creek Bridge, STR #624	Scour Retrofit	2010	550	0	550
89A	334.0	YV	Mingus West Curve (Between Prescott & Jerome)	Curve Realignment	2010	606	234	840
8B	6.0	YU	Business 8 and Ave 2 1/2 E	Drainage Improvements	2010	400	0	400
260	317.2	NA	Heber - Showlow	Passing Lanes	2011	3,000	7,000	10,000
89A	323.2	YV	Viewpoint TI	Construct Overpass Structures	2011	7,000	0	7,000
10		PN	SR 87 to Picacho Peak	R/W for Roadway widening		0	15,000	15,000
17		MA	Little Squaw Creek Bridge SB	Bridge Replacement		0	4,634	4,634
17		CN	Rocky Park to McConnell	Sign Rehabilitation		0	1,000	1,000
69	290.0	YV	Sundog Ranch Rd - Sunrise Blvd	Median Barrier		0	3,425	3,425
80		CH	Tombstone - SR 90	Culvert Extensions		0	3,222	3,222
85		MA	SR 85 @ Gila Bend	Reconstruction		0	28,000	28,000
93		MO	Wagon Bow Ranch	Construct Parallel Roadway		0	22,274	22,274
191	100.7	GH	MP 100.7 - SR 266 Segment V	Construct 4-Lane divided Highway		0	12,000	12,000



## Potential Projects for Federal FY 2010 Close Out

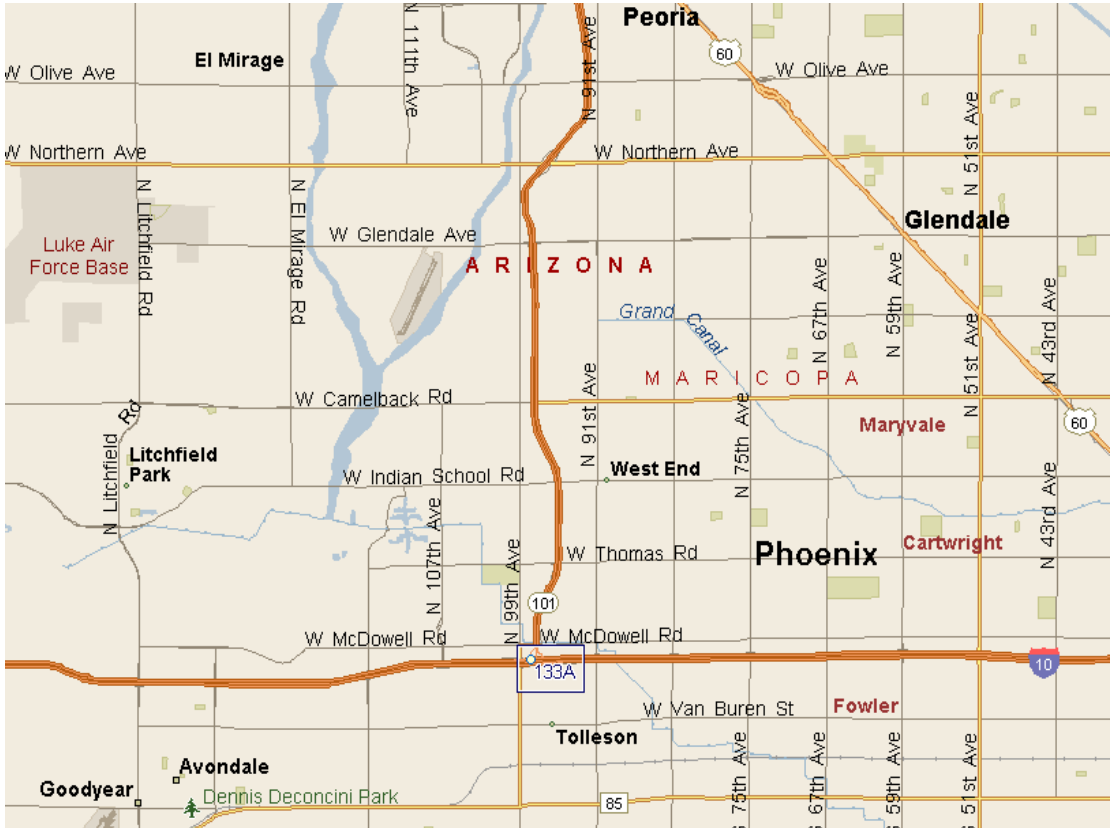
RTE	BMP	CO	Project Name and Location	Type of Work:	Program FY	Program Amount	Add'l Funds	Total Cost
999		SW	Statewide Steel Bridge Repair	Bridge Repair		0	1,100	1,100
999		MA	Various Routes in Maricopa County	Breakaway Cable Terminal (BCT) Replacement		0	2,000	2,000

### PAG

10	252.8	PM	Ruthrauff Rd - Prince Rd	Construct Mainline Widening to 8 Lanes	2010 2011 2014	32,375	71,421	115,000
10		PM	Ruthrauff Rd - Prince Rd	Design & Env.	2010	2,946		2,946
10		PM	Ruthrauff Rd - Prince Rd	R/W	2010	3,679		3,500
10		PM	Ruthrauff Rd - Prince Rd	URR	2010	3,000		3,000
86		PM	San Pedro Road Segment	Widen Roadway to 40'	2010	15,100	0	15,100

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 11a:** BIDS OPENED: March 5  
HIGHWAY: CITY OF GLENDALE  
SECTION: Loop 101 at 63<sup>rd</sup> Avenue  
COUNTY: Maricopa  
ROUTE NO.: SR 101L  
PROJECT: ARRA-CM-GLN-0(033)A 0000 MA GLN SS59101C  
FUNDING: 95% Federal 5% City of Glendale  
LOW BIDDER: C S Construction, Inc.  
AMOUNT: \$ 2,520,000.00  
STATE AMOUNT: \$ 3,090,200.55  
\$ UNDER \$ 570,200.55  
% UNDER: 18.5%  
NO. BIDDERS: 6  
RECOMMENDATION: AWARD



**\*ITEM 11b:** BIDS OPENED: March 26  
HIGHWAY: SALT RIVER PIMA- MARICOPA INDIAN COMMUNITY  
SECTION: Various Locations  
COUNTY: Maricopa  
ROUTE NO.: N/A  
PROJECT: ARRA-SRI-0(200)A 0000 MA SRI SS82101C  
FUNDING: 100% Federal  
LOW BIDDER: Cactus Transport, Inc.  
AMOUNT: \$ 552,669.22  
STATE AMOUNT: \$ 472,862.00  
\$ OVER: \$ 79,807.22  
% OVER: 16.9%  
NO. BIDDERS: 2  
RECOMMENDATION: AWARD



**\*ITEM 11c:** BIDS OPENED: March 26  
HIGHWAY: PRESCOTT-FLAGSTAFF HIGHWAY (SR 89A)  
SECTION: Mingus West Curve  
COUNTY: Yavapai  
ROUTE NO.: SR 89A  
PROJECT: HES-A89-A(200)A 089A YV 334 H571801C  
FUNDING: 94% Federal 6% State  
LOW BIDDER: Tonto Supply, Inc.  
AMOUNT: \$ 492,852.29  
STATE AMOUNT: \$ 587,896.00  
\$ UNDER: \$ 95,043.71  
% UNDER: 16.2%  
NO. BIDDERS: 7  
RECOMMENDATION: AWARD



ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**  
 100 Working Days

The proposed Widen Roadway project is located in Cochise County within the City of Sierra Vista on Charleston Road, beginning west of Colombo Avenue and extending to east of Fighting Colt Drive for an approximate distance of 1.38 miles. The proposed work consists of reconstructing and widening Charleston Road. The work includes roadway excavation; grading; furnishing and placing aggregate base, asphaltic concrete pavement and asphalt rubber friction course; replacing pipes; constructing new 3 barrel precast RCB Culvert; pavement marking; curb and gutter; signing; signals; and other related work.

Bid Opening Date : 03/26/2010, Prequalification Required, Engineer Specialist : Rice Donna

Project No.	Highway Termini	Location	Item
00000 CH SVS SS74501C ARRA-SVS0(204)A	CITY OF SIERRA VISTA	CHARLESTON RD Safford District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$2,131,439.74	K E & G CONSTRUCTION, INC.	1601 PASEO SAN LUIS SIERRA VISTA, AZ 85635
2	\$2,412,800.58	BORDERLAND CONSTRUCTION CO., INC.	400 EAST 38TH STREET TUCSON, AZ 85713
3	\$2,416,700.98	MARKHAM CONTRACTING CO., INC.	22820 NORTH 19TH AVENUE PHOENIX, AZ 85027
	\$2,505,890.00	DEPARTMENT	
4	\$2,540,555.55	BISON CONTRACTING CO., INC.	2449 EAST CHAMBERS ST. PHOENIX, AZ 85040
5	\$2,569,492.15	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318
6	\$2,591,285.81	PIERSON CONSTRUCTION CORPORATION	222 S 52ND STREET TEMPE, AZ 85281

Rank	Bid Amount	Contractor Name	Address of Contractor
7	\$2,695,076.04	THE ASHTON COMPANY, INC. CONTRACTORS & ENGINEERS	2727 S. COUNTRY CLUB ROAD TUCSON, AZ 85713
8	\$2,992,568.75	MERIDIAN ENGINEERING COMPANY	3855 NORTH BUSINESS CENTER DRIVE TUCSON, AZ 85705
9	\$3,109,367.05	RUMMEL CONSTRUCTION, INC	7520 E. ADOBE DRIVE SCOTTSDALE, AZ 85255

**Apparent Low Bidder is 14.9% Under Department Estimate (Difference = (\$374,450.26))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: FRIDAY, MARCH 26, 2010, AT 11:00 A.M. (M.S.T.)

TRACS NO            0000 CH SVS SS74501C  
PROJ NO            ARRA-SVS-0(204)A  
TERMINI            CITY OF SIERRA VISTA  
LOCATION            CHARLESTON ROAD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
Charleston Road	N/A	SAFFORD	LOCAL

The amount programmed for this contract is \$3,300,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed Widen Roadway project is located in Cochise County within the City of Sierra Vista on Charleston Road, beginning west of Colombo Avenue and extending to east of Fighting Colt Drive for an approximate distance of 1.38 miles. The proposed work consists of reconstructing and widening Charleston Road. The work includes roadway excavation; grading; furnishing and placing aggregate base, asphaltic concrete pavement and asphalt rubber friction course; replacing pipes; constructing new 3 barrel precast RCB Culvert; pavement marking; curb and gutter; signing; signals; and other related work.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
REMOVE AC PAVEMENT	SQ.YD.	32,507
ROADWAY EXCAVATION	CU.YD.	9,953
AGGREGATE BASE, CLASS 2	CU.YD.	11,814
ASPHALTIC CONCRETE (3/4" MIX)	TON	7,320
AR- ACFC	TON	1,368
PIPE, (VARIOUS SIZES)	L.FT.	414
RESET FRAME AND COVER FOR MANHOLE	EACH	16
POLE (VARIOUS TYPES)	EACH	9
CONDUCTORS (TRAFFIC SIGNALS)	L.SUM	1
VIDEO DETECTION (3 & 4-CAMERA)	L.SUM	1
SEEDING	ACRE	7
CONCRETE CURB AND CURB & GUTTER	L.FT.	10,943
SIDEWALK	SQ. FT.	16,046
CONTRACTOR QUALITY CONTROL	L.SUM	1
CONSTRUCTION SURVEY & LAYOUT	L.SUM	1
PRECAST BOX CULVERT (3 X 8' X 3')	L.FT.	468

The time allowed for the completion of the work included in this project will be **100** 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 \$35.00, 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.

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.

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:	Donna Rice	(602) 712-8618
Construction Supervisor:	Jackie Watkins	(520) 586-2949

BARRY CROCKETT,  
Engineer-Manager  
Contracts & Specifications Section

0000 CH SVS SS74501C  
ARRA-SVS-0(204)A  
February 22, 2010



ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

# BID RESULTS

**Completion Date:**  
 70 Working Days

The proposed work is located in Coconino County on Route 66 between Flagstaff Ranch Road and Woody Mountain Road. The work includes milling three inches of existing asphaltic concrete pavement full width and replacing with three inches of cold in-place recycled asphaltic concrete, 2 ½ inches of asphaltic concrete pavement and ½" asphaltic concrete friction course, guardrail replacement, striping and traffic control.

Bid Opening Date : 03/26/2010, Prequalification Required, Engineer Specialist : Pierson Donald

Project No.	Highway Termini	Location	Item
00000 CN CCM SS76701C ARRA-CCN0(205)A	COCONINO COUNTY	W. ROUTE 66 (RANCH RD. TO WOOD Flagstaff District	

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$691,865.30	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318
2	\$698,702.74	INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC.	P.O. BOX 2790 PAYSON, AZ 85547
3	\$717,879.00	C AND E PAVING & GRADING L.L.C.	P.O. BOX 551 FLAGSTAFF, AZ 86002
	\$726,618.00	DEPARTMENT	
4	\$797,326.00	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302
5	\$825,848.40	D & O CONTRACTORS, INC.	7591 N. 74TH AVENUE GLENDALE, AZ 85303

**Apparent Low Bidder is 4.8% Under Department Estimate (Difference = (\$34,752.70))**



**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: FRIDAY, MARCH 26, 2010, AT 11:00 A.M. (M.S.T.)

TRACS NO            0000 CN CCN SS76701C  
PROJ NO            ARRA-CCN-0(205)A  
TERMINI            COCONINO COUNTY  
LOCATION            ROUTE 66, FLAGSTAFF RANCH RD-WOODY MOUNTAIN RD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
66	191.84 to 193.15to	FLAGSTAFF	LOCAL

The amount programmed for this contract is \$1,219,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Coconino County on Route 66 between Flagstaff Ranch Road and Woody Mountain Road. The work includes milling three inches of existing asphaltic concrete pavement full width and replacing with three inches of cold in-place recycled asphaltic concrete, 2 ½ inches of asphaltic concrete pavement and ½” asphaltic concrete friction course, guardrail replacement, striping and traffic control.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Shoulder Build-up (Milled AC)	L.Ft.	13,862
Asphaltic Concrete Friction Course	Ton	790
Cold Recycling (Bituminous Surface)	Sq.Yd.	28,686
Asphaltic Concrete (Misc. Structural)(Special Mix)	Ton	3,939
Permanent Pavement Marking (Painted)	L.Ft.	38,010
Guard Rail, W-Beam, Single Face	L.Ft.	250
Contractor Quality Control	L.Sum	1
Construction Surveying and Layout	L.Sum	1

The time allowed for the completion of the work included in this project will be **70** 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 \$11, 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:	Don Pierson	928-778-4679
Construction Supervisor:	Steve Monroe	928-714-2291

BARRY CROCKETT,  
Engineer-Manager  
Contracts & Specifications Section

0000 CN CCN SS76701C  
ARRA-CCN-0(205)A  
February 19, 2010  
DCP:dcp:u:\word\projects\ss76701c\s767adv.com

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**  
 60 Working Days

The proposed work is located in La Paz County on Salome Road between mile post 2.0 and milepost 5.4. The work includes placing a 2"-AC overlay on approximately 52,000 square yards of existing pavement, milling pavement transitions and driveways, striping, and other related work.

Bid Opening Date : 03/26/2010, Prequalification Required, Engineer Specialist : Sarker Sajedur Rahman

Project No.	Highway Termini	Location	Item
0000 LA LLA SS76001C ARRA-LLA0(201)A	LA PAZ COUNTY	SALOME ROAD, MP 2.0 - MP 5.4 Prescott District	N/A

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$485,209.00	DEPARTMENT	
1	\$504,167.33	CACTUS TRANSPORT, INC.	8211 WEST SHERMAN STREET TOLLESON, AZ 85353
2	\$504,529.56	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318
3	\$527,664.08	INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC.	P.O. BOX 2790 PAYSON, AZ 85547
4	\$531,518.50	SOUTHERN ARIZONA PAVING & CONSTRUCTION CO.	4102 E ILLINOIS ST. TUCSON, AZ 85714
5	\$555,704.62	A & S PAVING, INC.	4755 S. 12TH AVE TUCSON, AZ 85714

Rank	Bid Amount	Contractor Name	Address of Contractor
6	\$567,883.38	ASPHALT PAVING & SUPPLY, INC.	2425 NORTH GLASSFORD HILL RD PRESCOTT VALLEY, AZ 86314

**Apparent Low Bidder is 3.9% Over Department Estimate (Difference = \$18,958.33)**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: FRIDAY, MARCH 26, 2010, AT 11:00 A.M. (M.S.T.)

TRACS NO            0000 LA LLA SS76001C  
PROJ NO            ARRA-LLA-0(201)A  
TERMINI            LA PAZ COUNTY  
LOCATION            SALOME ROAD, MP 2.0 – MP 5.4

ROUTE NO.            MILEPOST            DISTRICT            ITEM NO.  
N/A                    2.0 – 5.4            PRESCOTT            N/A

The amount programmed for this contract is \$712,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in La Paz County on Salome Road between mile post 2.0 and milepost 5.4. The work includes placing a 2"-AC overlay on approximately 52,000 square yards of existing pavement, milling pavement transitions and driveways, striping, and other related work.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Remove ( 2" Tapered Milling)	Sq. Yd.	230
Fog Coat	Ton	21
Blotter Material	Ton	60
Asphaltic Concrete (Miscellaneous Structural)	Ton	5,800
Temporary Painted Marking (Stripe)	L.Ft.	69,000
Barricade (Type II, Vert. Panel, Tubular Marker)	Each-Day	12,858
Truck Mounted Attenuator	Each-Day	7
Pilot Vehicle with Driver	Hour	120
Flagging Services (Civilian)	Hour	280
Flagging Services (Local Reinforcement Officer)	Hour	120
Pavement Marking (Sprayed Thermoplastic) (0.06")	L.Ft.	69,000
Seeding (Class II)	Acre	4
Erosion Control (Wattles) (9")	L.Ft.	365
Construction Surveying and Layout	L.Sum	1

The time allowed for the completion of the work included in this project will be 60 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 \$15, 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:	Sarker Rahman	(602) 712-8262
Construction Engineer:	Andrew Roth	(928) 759-2426 Ext.3624

BARRY CROCKETT,  
Engineer-Manager  
Contracts & Specifications Section

0000 LA LLA SS76001C  
ARRA-LLA-0(201)A  
02/25/2010



ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

# BID RESULTS

**Completion Date:**  
 35 Working Days

The proposed pavement preservation project is located in Maricopa County the City of Goodyear on Yuma Road from Goodyear Boulevard to Litchfield Road. The work consists of cold-in-place recycle, asphalt concrete overlay, milling and replacement, pavement marking, frame and cover adjustment, and other miscellaneous work.

Bid Opening Date : 03/26/2010, Prequalification Required, Engineer Specialist : Zarghami Ata

Project No.	Highway Termini	Location	Item
00000 MA GDY SS75301C ARRA-GDY0(202)A	CITY OF GOODYEAR	YUMA RD., GOODYEAR BLVD-LITCHF Phoenix District	Local

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$514,917.50	NESBITT CONTRACTING CO., INC.	100 SOUTH PRICE ROAD TEMPE, AZ 85281-3118
2	\$535,035.00	SUNLAND, INC. ASPHALT & SEAL COATING DEPARTMENT	3002 S. PRIEST DRIVE TEMPE, AZ 85282-3400
3	\$580,503.54	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318
4	\$583,911.78	CACTUS TRANSPORT, INC.	8211 WEST SHERMAN STREET TOLLESON, AZ 85353
5	\$591,160.36	INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC.	P.O. BOX 2790 PAYSON, AZ 85547

**Apparent Low Bidder is 5.9% Under Department Estimate (Difference = (\$32,087.50))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: FRIDAY, MARCH 26, 2010, AT 11:00 A.M. (M.S.T.)

TRACS NO            0000 MA GDY SS75301C  
PROJ NO            ARRA-GDY-0(202)A  
TERMINI            CITY OF GOODYEAR  
LOCATION            Yuma Rd., Goodyear Blvd. to Litchfield Rd.

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	Phoenix	Local

The amount programmed for this contract is \$700,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed pavement preservation project is located in Maricopa County the City of Goodyear on Yuma Road from Goodyear Boulevard to Litchfield Road. The work consists of cold-in-place recycle, asphalt concrete overlay, milling and replacement, pavement marking, frame and cover adjustment, and other miscellaneous work.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Remove Bituminous Pavement (Milling)	Sq. Yd.	8,100
Asphaltic Concrete (MAG ½", High Traffic)	Ton	4,250
Cold Recycle (Bituminous Surface)	Sq. Yd.	26,900
Reset Frame and Cover	Each	20
Pavement Marking (Sprayed Thermoplastic)	L. Ft.	30,700
Pavement Marking (Painted)	L. Ft.	29,700
Raised Pavement Markers	Each	830
Construction Surveying and Layout	L. Sum	1

The time allowed for the completion of the work included in this project will be 35 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 \$10.00, 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.

C&S Technical Leader:	Ata Zarghami	(602) 712-6761
Construction Engineer:	Julie E. Kliever	(602) 712-8965

BARRY CROCKETT,  
Engineer-Manager  
Contracts & Specifications Section

AZ:SS753 Advertise for Bid  
2/22/10

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**  
 45 Working Days

The proposed project is located in Maricopa County, within the City of Peoria. The specific roadway segments are: Beardsley Road between 83rd Avenue and 99th Avenue, approximately 2.0 miles; 91st Avenue between Union Hills Drive and Beardsley Road, approximately 1.0 mile; 83rd Avenue between Union Hills Drive and Village Parkway, approximately 0.5 mile; Lake Pleasant Road between Beardsley Road and Rose Garden Lane, approximately 0.5 mile; and 83rd Avenue between Lone Cactus Drive and Deer Valley Road, approximately 0.25 mile. The work includes milling and replacing asphalt rubber asphaltic concrete (AR-AC), AR-AC overlay, microsurfacing, furnishing and placing pavement markings and other related work.

Bid Opening Date : 03/12/2010, Prequalification Required, Engineer Specialist : Shah Rimpal

Project No.	Highway Termini	Location	Item
0000 MA PEO SS75401C ARRA-PE00(205)A	CITY OF PEORIA	VARIOUS LOCATIONS Phoenix District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$1,522,205.00	DEPARTMENT	
1	\$1,527,515.90	CONSTRUCTION 70, INC.	P.O. BOX 62345 PHOENIX, AZ 85082
2	\$1,559,595.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W DRIVERS WAY TEMPE, AZ 85284
3	\$1,571,316.30	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318
4	\$1,600,962.22	J. BANICKI CONSTRUCTION, INC.	6423 S. ASH AVENUE TEMPE, AZ 85283
5	\$1,651,470.50	KNOCHEL BROTHERS, INC.	1441 E. ALAMEDA PHOENIX, AZ 85024

Rank	Bid Amount	Contractor Name	Address of Contractor
6	\$1,666,000.00	M.R. TANNER DEVELOPMENT & CONST, INC. DBA M.R. TANNER CONSTR	1327 W. SAN PEDRO STREET GILBERT, AZ 85233
7	\$1,690,365.75	MEADOW VALLEY CONTRACTORS, INC.	4602 E. THOMAS RD. PHOENIX, AZ 85018
8	\$1,856,719.73	NESBITT CONTRACTING CO., INC.	100 SOUTH PRICE ROAD TEMPE, AZ 85281-3118

**Apparent Low Bidder is 0.3% Over Department Estimate (Difference = \$5,310.90)**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: FRIDAY, MARCH 12, 2010, AT 11:00 A.M. (M.S.T.)

TRACS NO            0000 MA PEO SS75401C  
PROJ NO            ARRA-PEO-0(205)A  
TERMINI            CITY OF PEORIA  
LOCATION            VARIOUS LOCATIONS

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	PHOENIX	LOCAL

The amount programmed for this contract is \$2,100,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in Maricopa County, within the City of Peoria. The specific roadway segments are: Beardsley Road between 83<sup>rd</sup> Avenue and 99<sup>th</sup> Avenue, approximately 2.0 miles; 91<sup>st</sup> Avenue between Union Hills Drive and Beardsley Road, approximately 1.0 mile; 83<sup>rd</sup> Avenue between Union Hills Drive and Village Parkway, approximately 0.5 mile; Lake Pleasant Road between Beardsley Road and Rose Garden Lane, approximately 0.5 mile; and 83<sup>rd</sup> Avenue between Lone Cactus Drive and Deer Valley Road, approximately 0.25 mile. The work includes milling and replacing asphalt rubber asphaltic concrete (AR-AC), AR-AC overlay, microsurfacing, furnishing and placing pavement markings and other related work.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Removal of Asphaltic Concrete Pavement (Variable Depth Mill)	S.Y	36,840
Remove Bituminous Pavement (Milling) (2")	S.Y	36,710
Emulsified Asphalt (Microsurfacing)	TON	21
Aggregate (Type II) (Microsurfacing)	TON	233
Asphalt Rubber Asphaltic Concrete ( Gap Graded)	TON	15,505
Reset Frame and Cover for Manhole (PE-271)	EACH	97
Pavement Marking (Thermoplastic)	L.FT.	46,187
Pavement Marker (Raised) (Various)	EACH	3,679
Electrical Conduit (Various Sizes )	EACH	327
Pull Box (Various Types)	L.FT.	1,457
Video Detection System (Various camera)	L.SUM	1
Reset Frame and Cover for Valve Box (PE-270)	EACH	95
Construction Surveying and Layout	L.SUM	1

The time allowed for the completion of the work included in this project will be **45** 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 \$5.00 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:	Rimpal Shah	(602) 712-8377
Construction Supervisor:	Madhu Reddy	(602) 712-8965

BARRY CROCKETT,  
Engineer-Manager  
Contracts & Specifications Section

0000 MA PEO SS75401C  
ARRA-PEO-0(205)A  
February 10, 2010

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

# BID RESULTS

**Completion Date:**  
 75 Working Days

The proposed work is located Navajo County on Bourdon Ranch Road, between High Plains Road and Cosner Drive. The work includes placing a 2-inch thick asphalt pavement over approximately 50,000 square yards of existing pavement with milling at the pavement connections, and interim striping.

Bid Opening Date : 03/05/2010, Prequalification Required, Engineer Specialist : Allocco Dave

Project No.	Highway Termini	Location	Item
0000 NA NNA SS76301C ARRA-NNA0(200)A	NAVAJO COUNTY	BOURDON RANCH ROAD Globe District	Local

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$417,979.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714
2	\$425,830.60	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10785 GLENDALE, AZ 85318
3	\$441,634.98	INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC.	P.O. BOX 2720 PAYSON, AZ 85547
	\$448,717.00	DEPARTMENT	
4	\$461,864.55	SURFACE CONTRACTING, INC.	P.O. BOX 3708 GLENDALE, AZ 85311
5	\$467,681.10	HATCH CONSTRUCTION & PAVING, INC.	P.O. BOX 127 TAYLOR, AZ 85939
6	\$486,388.35	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302



Rank	Bid Amount	Contractor Name	Address of Contractor
7	\$507,701.85	GRADY'S QUALITY EXCAVATING, INC.	14785 E. WHITE DRIVE DEWEY, AZ 86327
8	\$524,555.47	A & S PAVING, INC.	4755 S. 12TH AVE TUCSON, AZ 85714
9	\$576,816.12	D & O CONTRACTORS, INC.	7591 N. 74TH AVENUE GLENDALE, AZ 85303
10	\$620,014.75	MEADOW VALLEY CONTRACTORS, INC.	4602 E. THOMAS RD. PHOENIX, AZ 85018

**Apparent Low Bidder is 6.9% Under Department Estimate (Difference = (\$30,738.00))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: FRIDAY, MARCH 5, 2010, AT 11:00 A.M. (M.S.T.)

TRACS                    0000 NA NNA SS76301C  
PROJ NO                ARRA-NNA-0(200)A  
TERMINI                NAVAJO COUNTY  
LOCATION                BOURDON RANCH ROAD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A to N/A	GLOBE	LOCAL

The amount programmed for this contract is \$ 603,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located Navajo County on Bourdon Ranch Road, between High Plains Road and Cosner Drive. The work includes placing a 2-inch thick asphalt pavement over approximately 50,000 square yards of existing pavement with milling at the pavement connections, and interim striping.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
REMOVE PAVING (TAPERED MILL)	SQ. YD.	1,120
ASPHALTIC CONCRETE(MISC STRUCTURAL)	TON	5,462
TEMP PAINTED MARKING STRIPE	L. FT.	19,550
SEEDING	ACRE	4
CONSTRUCTION SURVEYING AND LAYOUT	L. SUM	1

The time allowed for the completion of the work included in this project will be **75** 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 **\$11.00**, 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:	David Allocco	(602) 712-6872
Construction Supervisor:	Elaine Leavens	(928) 532-2345

BARRY CROCKETT,  
Engineer-Manager  
Contracts & Specifications Section

TRACS NO: 0000 NA NNA SS76301C  
PROJECT NO: ARRA-NNA-0(200)A  
February 3, 2010

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**  
 50 Working Days

The proposed pavement preservation project is located in Pima County within the Pascua Yaqui Nation boundaries on Route 4 (Calle Torim) and Route 101 (Camino De Oeste). The work consists of scrub sealing, placing asphaltic rubber asphaltic concrete (AR-AC), chip sealing, pavement marking, and performing other related work.

Bid Opening Date : 03/05/2010, Prequalification Required, Engineer Specialist : Vergith Charles

Project No.	Highway Termini	Location	Item
0000 PM PAS SS74101C ARRA-PAS0(201)A	URBANIZED AREA-PASCUA YAQUI NATION	RTE 4 (CALLE TORIM) AND RTE 10 Tucson District	Local

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$285,571.35	DEPARTMENT	
1	\$295,769.82	A & S PAVING, INC.	4755 S. 12TH AVE TUCSON, AZ 85714
2	\$314,511.51	CACTUS TRANSPORT, INC.	8211 WEST SHERMAN STREET TOLLESON, AZ 85353
3	\$341,306.99	SOUTHERN ARIZONA PAVING & CONSTRUCTION, CO.	4102 E ILLINOIS ST TUCSON, AZ 85714
4	\$350,519.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714
5	\$465,790.66	D & O CONTRACTORS, INC.	7591 N. 74TH AVENUE GLENDALE, AZ 85303

**Apparent Low Bidder is 3.6% Over Department Estimate (Difference = \$10,198.47)**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MARCH 5, 2010 AT 11:00 A.M. (M.S.T.)

TRACS NO            0000 PM PAS SS74101C  
PROJ NO            ARRA-PAS-0(201)A  
TERMINI            URBANIZED AREA-PASCUA YAQUI NATION  
LOCATION            RT. 4 (CALLE TORIM) & RT 101 (CAMINO DE OESTE)

<u>ROUTE NO.</u>	<u>MILEPOST</u>	<u>DISTRICT</u>	<u>ITEM NO.</u>
CALLE TORIM	N/A	TUCSON	LOCAL
CAMINO DE OESTE	N/A	TUCSON	LOCAL

The amount programmed for this contract is \$400,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed pavement preservation project is located in Pima County within the Pascua Yaqui Nation boundaries on Route 4 (Calle Torim) and Route 101 (Camino De Oeste). The work consists of scrub sealing, placing asphaltic rubber asphaltic concrete (AR-AC), chip sealing, pavement marking, and performing other related work.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Removal of Asphaltic Concrete Pavement	SY	968
Bituminous Material	TON	49
Cover Material (Special) ( For Scrub Seal)	CY	133
Cover Material	CY	141
Asphaltic Concrete (Asphalt-Rubber)	TON	1,482
Reset Frame & Cover for Manhole	EA	12
Pavement Marking (Thermoplastic)	LF	31,658
Reset Frame & Cover for Valve Box	EA	30
Construction Survey & Layout	LS	1

The project is located within the boundaries of the Pascua Yaqui Indian Reservation which may subject the contractor to the laws and regulations of the Tribal Employment Rights Office. Contractors shall make themselves aware of any labor requirements, taxes, fees, licenses, permits, or conditions that may be imposed by the Tribal Employment Rights Office on work performed in the area.

The time allowed for the completion of the work included in this project will be **50** 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 \$10.00, 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:	Chuck Vergith	(602) 712-6835
Construction Supervisor:	Sidar Chalabe	(520) 838-2980

BARRY CROCKETT,  
Engineer-Manager  
Contracts & Specifications Section

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**  
 60 Working Days

The proposed work is located in Pima County within the Town of Sahuarita on Rancho Sahuarita Boulevard, Duval Mine Road, La Cañada Drive, Duval Road and various other locations. The work consists of pavement preservation treatments, pavement marking, replacing miscellaneous traffic signal components, sign panel replacements and performing other related work.

Bid Opening Date : 03/26/2010, Prequalification Required, Engineer Specialist : Mowery-Racz Thomas

Project No.	Highway Termini	Location	Item
0000 PM SAH SS74401C ARRA-SAH0(201)A	TOWN OF SAHUARITA	VARIOUS LOCATIONS Tucson District	Local

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$1,239,755.10	SOUTHERN ARIZONA PAVING & CONSTRUCTION, CO.	4102 E ILLINOIS ST. TUCSON, AZ 85714
2	\$1,252,619.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714
3	\$1,268,583.36	THE ASHTON COMPANY, INC. CONTRACTORS & ENGINEERS	2727 S. COUNTRY CLUB ROAD TUCSON, AZ 85713
4	\$1,349,110.00	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318
	\$1,393,252.00	DEPARTMENT	

**Apparent Low Bidder is 11.0% Under Department Estimate (Difference = (\$153,496.90))**

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: Friday, March 26, 2010, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 PM SAH SS744 01 C
PROJ NO ARRA-SAH-0(201)A
TERMINI Town of Sahuarita
LOCATION Various

ROUTE NO. MILEPOST DISTRICT ITEM NO.
N/A N/A Tucson Local

The amount programmed for this contract is \$ 2,000,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Pima County within the Town of Sahuarita on Rancho Sahuarita Boulevard, Duval Mine Road, La Cañada Drive, Duval Road and various other locations. The work consists of pavement preservation treatments, pavement marking, replacing miscellaneous traffic signal components, sign panel replacements and performing other related work.

Table with 3 columns: REPRESENTATIVE ITEMS, UNIT, QUANTITY. Includes items like REMOVE BITUMINOUS PAVEMENT (MILLING), ASPHALTIC CONCRETE, etc.

The time allowed for the completion of the work included in this project will be 60 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 \$25, 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:	Tom Mowery-Racz	(602) 712-6741
Construction Supervisor:	Sardar Chalabe	(520) 838-2985

BARRY CROCKETT,  
Engineer-Manager  
Contracts & Specifications Section

TRACS NO: 0000 PM SAH SS744 01 C  
PROJECT NO: ARRA-SAH-0(201)A  
February 19, 2010  
BC:tm-r

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

# BID RESULTS

**Completion Date:**  
 60 Working Days

The proposed scour retrofit project is located on SR 89 in Yavapai County, north of the city of Congress at Milepost 269. The work consists of constructing concrete floors underneath the existing bridge (structure # 1320) over Martinez Creek. The work also includes structural excavation, placement of shotcrete and other related work.

Bid Opening Date : 03/26/2010, Prequalification Required, Engineer Specialist : Ghorbani Mahmood

Project No.	Highway Termini	Location	Item
089 YV 269 H749601C 089-A-(202)A	WICKENBURG-PRESCOTT HIGHWAY SR 89	MARTINEZ BRIDGE Prescott District	71509

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$112,275.50	VASTCO, INC.	425 INDUSTRIAL DRIVE CHINO VALLEY, AZ 86323
2	\$115,459.54	BISON CONTRACTING CO., INC.	2449 EAST CHAMBERS ST. PHOENIX, AZ 85040
	\$125,992.00	DEPARTMENT	
3	\$128,000.00	SOUTHWEST CONCRETE PAVING CO.	2222 W. PINNACLE PEAK RD SUITE 140 PHOENIX, AZ 85027
4	\$148,925.00	TONTO SUPPLY, INC.	P.O. BOX 1776 COLORADO CITY, AZ 86021
5	\$151,365.50	ASPHALT PAVING & SUPPLY, INC.	2425 NORTH GLASSFORD HILL RD PRESCOTT VALLEY, AZ 86314
6	\$170,004.00	J. BANICKI CONSTRUCTION, INC.	6423 S. ASH AVENUE TEMPE, AZ 85283
7	\$177,120.00	ROYDEN CONSTRUCTION CO.	3423 S. 51ST AVENUE PHOENIX, AZ 85043

Rank	Bid Amount	Contractor Name	Address of Contractor
8	\$203,751.00	TECHNOLOGY CONSTRUCTION, INC.	115 E. GOODWIN STREET SUITE H PRESCOTT, AZ 86302
<b>NON RESPONSIVE</b>			

4114 EAST WASHINGTON STREET PHOENIX, AZ 85034

Bid of \$132,619.00 was read and declared non-responsive due to submission of unsigned Surety Bid Bond

**Apparent Low Bidder is 10.9% Under Department Estimate (Difference = (\$13,716.50))**

# ARIZONA DEPARTMENT OF TRANSPORTATION

## ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MARCH 26, 2010, AT 11:00 A.M. (M.S.T.)

TRACS NO            089 YV 269 H749601C  
PROJ NO            STP 089-A(202)A  
TERMINI            WICKENBURG-PRESCOTT HIGHWAY SR89  
LOCATION            MARTINEZ CREEK BRIDGE (STR# 1320)

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 89	269 TO 270	PRESCOTT	71509

The amount programmed for this contract is \$200,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed scour retrofit project is located on SR 89 in Yavapai County, north of the city of Congress at Milepost 269. The work consists of constructing concrete floors underneath the existing bridge (structure # 1320) over Martinez Creek. The work also includes structural excavation, placement of shotcrete and other related work.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Structural Excavation	CU.YD.	330
Structural Concrete (Class S)(f'c=3000)	CU.YD.	235
Reinforcing Steel	LB.	20,000
Dowels	EACH	48
Dowels (Rock)	EACH	150
Seeding (Class II)	ACRE	1
Shotcrete (6")	SQ.YD	81
Construction Surveying & Layout	L.SUM	1

The time allowed for the completion of the work included in this project will be **60** 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 \$8.00, 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 proposal will be accepted from any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 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:	Mahmood B. Ghorbani	(602) 712-6093
Construction Supervisor:	Andrew Roth	(928)759-2426 Ex. 3624

BARRY CROCKETT,  
Engineer-Manager  
Contracts & Specifications Section

089 YV 269 H749601C  
STP-089-A(202)A  
02/22/2010



ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**  
 270 Calendar Days

The proposed multi-use pathway and bridge project is located in Maricopa County in Arizona. The pathway will link 63rd Avenue sidewalk and bike lanes south of the Loop 101 freeway to those on the north side of the freeway. The pathway proceeds underneath the one-way eastbound frontage road via new grade separation structures and over the Loop 101 freeway via a new cable stay bridge. The pathway then crosses the westbound frontage road at a new at-grade crossing which will require modification to the sound walls and signals. Ancillary improvements include drainage of the underpass area toward existing underground freeway drains, retaining walls, concrete bench seating lining the path, low water use landscaping, CCTV surveillance cameras, lighting, fencing, and other related work. The path, bridges, walls, benches, lighting, and fencing will be colored and textured to reflect an overall artistic theme.

Bid Opening Date : 03/05/2010, Prequalification Required, Engineer Specialist : Rice Donna

Project No.	Highway Termini	Location	Item
0000 MA GLN SS59101C ARRA-GLN0(033)A	CITY OF GLENDALE	63RD AVE MULTI USE OVERPASS Phoenix District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$2,520,000.00	C S CONSTRUCTION, INC.	22023 N. 20TH AVENUE PHOENIX, AZ 85027
2	\$2,599,132.30	HAYDON BUILDING CORP	4640 E. COTTON GIN LOOP PHOENIX, AZ 85040
3	\$2,620,711.75	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281
4	\$2,784,498.50	MEADOW VALLEY CONTRACTORS, INC.	4602 E. THOMAS RD. PHOENIX, AZ 85018
	\$3,090,200.55	DEPARTMENT	
5	\$3,133,498.40	PULICE CONSTRUCTION, INC.	2033 W. MOUNTAIN VIEW RD. PHOENIX, AZ 85021

Rank	Bid Amount	Contractor Name	Address of Contractor
6	\$3,162,264.19	AUSTIN BRIDGE & ROAD, LP	2538 E UNIVERSITY DRIVE SUITE 200 PHOENIX, AZ 85034

**Apparent Low Bidder is 18.5% Under Department Estimate (Difference = (\$570,200.55))**



# ARIZONA DEPARTMENT OF TRANSPORTATION

## ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 12, 2010 AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 MA GLN SS591 01C  
PROJ NO ARRA-CM-GLN-0(033)A  
TERMINI CITY OF GLENDALE  
LOCATION LOOP 101 at 63<sup>RD</sup> AVENUE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 101L	18.5 to 18.9	PHOENIX	LOCAL

The amount programmed for this contract is \$4,440,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed multi-use pathway and bridge project is located in Maricopa County in Arizona. The pathway will link 63<sup>rd</sup> Avenue sidewalk and bike lanes south of the Loop 101 freeway to those on the north side of the freeway. The pathway proceeds underneath the one-way eastbound frontage road via new grade separation structures and over the Loop 101 freeway via a new cable stay bridge. The pathway then crosses the westbound frontage road at a new at-grade crossing which will require modification to the sound walls and signals. Ancillary improvements include drainage of the underpass area toward existing underground freeway drains, retaining walls, concrete bench seating lining the path, low water use landscaping, CCTV surveillance cameras, lighting, fencing, and other related work. The path, bridges, walls, benches, lighting, and fencing will be colored and textured to reflect an overall artistic theme.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
EXCAVATION	CU.YD.	4,768
AGGREGATE BASE, CLASS 2	CU.YD.	84
AC (MISC STRUCTURAL)	TON	1,436
CONCRETE CATCH BASINS	EACH	9
SIGN SHEETING	SQ. FT.	405
POLES (VARIOUS TYPES)	EACH	34
ELECTRICAL CONDUIT	L.FT.	3,330
LUMINAIRES	EACH	58
CCTV FIELD EQUIPMENT	EACH	2
GRANITE MULCH & DECOMPOSED GRANITE	SQ. YD.	6,460
TREES, SHRUBS AND CACTUS	EACH	642
MEDIAN CABLE BARRIER	L.FT.	1,208
CONCRETE SIDEWALK	SQ. FT.	13,478
RETAINING WALL	SQ. FT.	4,064
CONTRACTOR QUALITY CONTROL	L.SUM	1
CONSTRUCTION SURVEY AND LAYOUT	L.SUM	1
STRUCTURAL EXCAVATION	CU.YD.	205
STRUCTURE BACKFILL	CU.YD.	55
STRUCTURAL CONCRETE	CU.YD.	283
STRUCTURAL STEEL	LB.	139,600
REINFORCING STEEL	LB.	39,034
PRECAST, P/S MEMBER (24" DEEP BOX BEAM)	L.FT.	315
BRIDGE CABLE ASSEMBLIES	L.FT.	1,645
DRILLED SHAFT FOUNDATION	L.FT.	300
PROVIDE ON-THE-JOB TRAINING	HOUR	500

The time allowed for the completion of the work included in the Construction Phase of the contract will be 270 calendar days.

The time allowed for the completion of the work included in the Landscape Establishment Phase of the contract will be 365 calendar days.

The Arizona Department of Transportation 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 \$83.00, 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.

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.

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:	Donna Rice	(602) 712-8618
Construction Supervisor:	Aziz Haddad	(602) 810-8680

BARRY CROCKETT,  
Engineer-Manager  
Contracts & Specifications Section

0000 MA GLN SS591 01C  
ARRA-CM-GLN-0(033)A  
January 5, 2010

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INTERMODAL TRANSPORTATION DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

# BID RESULTS

**Completion Date:**  
 30 Working Days

The proposed pavement preservation work is located in Maricopa County on various collectors in the Salt River Pima-Maricopa Indian Community (SRP-MIC). The work consists of overlaying with Asphalt Rubber Chip Seal, milling of asphaltic concrete pavement, overlaying with Asphaltic Concrete-Asphaltic Rubber, resetting frames and covers for manholes and valve boxes, applying pavement marking and performing other related work.

Bid Opening Date : 03/26/2010, Prequalification Required, Engineer Specialist : Zarghami Ata

Project No.	Highway Termini	Location	Item
00000 MA SRI SS82101C ARRA-SRI0(200)A	SALT RIVER PIMA - MARICOPA INDIAN COMMUNITY	VARIOUS LOCATIONS Phoenix District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$472,862.00	DEPARTMENT	
1	\$552,669.22	CACTUS TRANSPORT, INC.	8211 WEST SHERMAN STREET TOLLESON, AZ 85353
2	\$651,240.80	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318

**Apparent Low Bidder is 16.9% Over Department Estimate (Difference = \$79,807.22)**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: FRIDAY, MARCH 26, 2010, AT 11:00 A.M. (M.S.T.)

TRACS NO            0000 MA SRI SS82101C  
PROJ NO            ARRA-SRI-0(200)A  
TERMINI            SALT RIVER PIMA-MARICOPA INDIAN COMMUNITY  
LOCATION            Various Locations

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	Phoenix	Local

The amount programmed for this contract is \$565,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed pavement preservation work is located in Maricopa County on various collectors in the Salt River Pima-Maricopa Indian Community (SRP-MIC). The work consists of overlaying with Asphalt Rubber Chip Seal, milling of asphaltic concrete pavement, overlaying with Asphaltic Concrete-Asphaltic Rubber, resetting frames and covers for manholes and valve boxes, applying pavement marking and performing other related work.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Remove (Tapered Edge Milling)	Sq. Yd.	3,200
Cover Material (Rubberized Chip Seal)	Cu. Yd.	1,700
Asphaltic Concrete (Asphalt-Rubber)	Ton	630
Asphalt Rubber Material	Ton	350
Reset Frame and Cover	Each	40
Pavement Marking (Sprayed Thermoplastic)	L. Ft.	125,000
Pavement Marking (Painted)	L. Ft.	129,000
Raised Pavement Markers	Each	1,700
Construction Surveying and Layout	L. Sum	1

This project is located on a Native American Reservation, in the Salt River Pima-Maricopa Indian Community area, which may subject the contractor to the laws and regulations of the Salt River Pima-Maricopa Indian Community and its TERO office. Contractors are advised to make themselves aware of any taxes, fees or any conditions that may be imposed by the Salt River Pima-Maricopa Indian Community on work performed on the Reservation.

The time allowed for the completion of the work included in this project will be 30 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  
Page 268 of 273

85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$19.00, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. No refund will be made for plans and specifications returned. We cannot guarantee mail delivery.

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.

C&S Technical Leader:	Ata Zarghami	(602) 712-6761
Construction Engineer:	Julie E. Kliever	(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:**

120 Calendar Days

The proposed work is located in Yavapai County on SR 89A, beginning approximately ten miles east of the Town of Prescott Valley at Milepost 334.14 and extending easterly for a distance of approximately 0.11 miles. The project will realign the roadway curve and guardrail. The work includes grading, drainage, paving, removing and relocating guardrail, concrete barrier, pavement marking and related incidental items.

Bid Opening Date : 03/26/2010, Prequalification Required, Engineer Specialist : Pierson Donald

Project No.	Highway Termini	Location	Item
089A YV 334 H571801C HES-A89-A(200)A	PRESCOTT-FLAGSTAFF HIGHWAY	MINGUS WEST CURVE Prescott District	

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$492,852.29	TONTO SUPPLY, INC.	P.O. BOX 1776 CLORADO CITY, AZ 86021
	\$587,896.00	DEPARTMENT	
2	\$624,089.00	SOUTHWEST CONCRETE PAVING CO.	2222 W. PINNACLE PEAK ROAD SUITE 140 PHOENIX, AZ 85027
3	\$634,449.78	R.K. SANDERS, INC.	P.O. BOX 6686 PHOENIX, AZ 85005
4	\$721,653.00	SANDSTROM - GAM, LTD	3719 W WINDROSE DRIVE PHOENIX, AZ 85029
5	\$781,828.80	D & O CONTRACTORS, INC.	7591 N. 74TH AVENUE GLENDALE, AZ 85303
6	\$813,700.00	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302

Rank	Bid Amount	Contractor Name	Address of Contractor
7	\$869,783.00	ASPHALT PAVING & SUPPLY, INC.	2425 NORTH GLASSFORD HILL RD PRESCOTT VALLEY, AZ 86314

**Apparent Low Bidder is 16.2% Under Department Estimate (Difference = (\$95,043.71))**



**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: FRIDAY, MARCH 26, 2010, AT 11:00 A.M. (M.S.T.)

TRACS NO            089A YV 334 H571801C  
PROJ NO            HES-A89-A(200)A  
TERMINI            PRESCOTT-FLAGSTAFF HIGHWAY (SR 89A)  
LOCATION            MINGUS WEST CURVE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 89A	334.14 to 334.25	PRESCOTT	17310

The amount programmed for this contract is \$684,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Yavapai County on SR 89A, beginning approximately ten miles east of the Town of Prescott Valley at Milepost 334.14 and extending easterly for a distance of approximately 0.11 miles. The project will realign the roadway curve and guardrail. The work includes grading, drainage, paving, removing and relocating guardrail, concrete barrier, pavement marking and related incidental items.

<b>REPRESENTATIVE ITEMS</b>	<b>UNIT</b>	<b>QUANTITY</b>
Roadway Excavation	Cu.Yd.	1,755
Asphaltic Concrete (Miscellaneous Structural)	Ton	431
Asphaltic Concrete Friction Course (Misc.)	Ton	84
Pipe, Corrugated Metal, 60"	L.Ft.	128
Dual Component Pavement Marking (Epoxy)	L.Ft.	2,510
Guard Rail, W-Beam, Single Face	L.Ft.	225
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 **120** 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 \$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.

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.

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:	Don Pierson	928-778-4679
Construction Supervisor:	Andy Roth	928-759-2426 x3624

BARRY CROCKETT,  
Engineer-Manager  
Contracts & Specifications Section