

ARIZONA STATE TRANSPORTATION BOARD

Douglas A. Ducey, Governor

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

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

BOARD AUTHORITY

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

CITIZEN INPUT

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

MEETINGS

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

BOARD MEETING PROCEDURE

Board members receive the agenda and all backup information one week before the meeting is held. They have studied each item on the agenda and have consulted with Department of Transportation staff when necessary. If no additional facts are presented at the meeting, they often act on matters, particularly routine ones, without further discussion. In order to streamline the meetings the Board has adopted the "consent agenda" format, allowing agenda items to be voted on en masse unless discussion is requested by one of the board members or Department of Transportation staff members.

BOARD CONTACT

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

NOTICE OF PUBLIC HEARING AND BOARD MEETING OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a public hearing and board meeting open to the public on Friday, March 18, 2016 at 9:00 a.m. at the Town of Oro Valley, Town Hall Complex, 11000 North La Canada Drive, Oro Valley, AZ 85737. The Board may vote to go into Executive Session to discuss certain matters, which will not be open to the public. Members of the Transportation Board will attend either in person or by telephone conference call. The Board may modify the agenda order, if necessary.

EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. 38-431.02, notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation of legal advice with legal counsel at its meeting on Friday, March 18, 2016, relating to any items on the agenda. Pursuant to A.R.S. 38-431.03(A), the Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

CIVIL RIGHTS

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

Personas que requieren asistencia o una adaptación razonable por habilidad limitada en inglés o discapacidad deben ponerse en contacto con la Oficina de Derechos Civiles de ADOT al (602) 712-8946 or civilrightsoffice@azdot.gov. Las solicitudes deben hacerse tan pronto como sea posible para asegurar que el estado tiene la oportunidad de abordar el alojamiento.

AGENDA

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

ORDER DEFERRAL AND ACCELERATIONS OF AGENDA ITEMS, VOTE WITHOUT DISCUSSION

In the interest of efficiency and economy of time, the Arizona Transportation Board, having already had the opportunity to become conversant with items on its agenda, will likely defer action in relation to certain items until after agenda items requiring discussion have been considered and voted upon by its members. After all such 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 Beckley, 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 11th day of March, 2016

STATE TRANSPORTATION BOARD

By: Mary Beckley

Arizona Highways, Airports, and Railroads



State Highway System

— Interstate

— State Route

— US Highway

✈ Airports

—+— Railroads (In Service)

○ Cities and Towns

□ County Boundaries



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

0 20 40 80 Miles

ARIZONA STATE TRANSPORTATION BOARD

**STATE TRANSPORTATION BOARD
PUBLIC HEARING AND BOARD MEETING
9:00 a.m., Friday, March 18, 2016
Town of Oro Valley
Town Hall Complex
11000 N. La Canada Drive
Oro Valley, AZ 85737**

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EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. 38-431.03 (A)(3), notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation for legal advice with legal counsel at its meeting on Friday, March 18, 2016. 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

ROLL CALL

Roll call by Board Secretary Mary Beckley

OPENING REMARKS

Opening remarks by Chairman Joseph La Rue

CALL TO THE AUDIENCE for Public Hearing on the FY 2017-2021 Tentative Five-Year Transportation Facilities Construction Program (information and discussion)

An opportunity for citizens to discuss items of interest with the Board regarding the Tentative Five-Year Transportation Facilities Construction Program. Please fill out a YELLOW Request for Public Input Form and turn in to the Secretary if you wish to address the Board. A three minute time limit will be imposed.

- ITEM A: Overview of the Tentative FY 2017 - 2021 Five-Year Transportation Facilities Construction Program**
Staff will present an overview of the tentative FY 2017–2021 Five-Year Transportation Facilities Construction Program.
(For information and discussion only — Michael Kies, Assistant Director of Planning and Programming)
- ITEM B: FY 2017 - 2021 Statewide Highway Construction Program**
Staff will present an overview of the FY 2017-2021 Statewide Highway Construction Program.
(Excluding MAG and PAG)
(For information and discussion only — Michael Kies, Assistant Director of Planning and Programming)
- ITEM C: FY 2017 - 2021 PAG Regional Highway Construction Program**
Staff will present an overview of the FY 2017-2021 PAG Regional Highway Construction Program.
(For information and discussion only — Michael Kies, Assistant Director of Planning and Programming)
- ITEM D: FY 2017 - 2021 MAG Regional Highway Construction Program**
Staff will present an overview of the FY 2017-2021 MAG Regional Highway Construction Program.
(For information and discussion only — Michael Kies, Assistant Director of Planning and Programming)
- ITEM E: FY 2017 - 2021 Airport Development Program**
Staff will present an overview of the FY 2017-2021 Airport Development Program
(For information and discussion only — Michael Kies, Assistant Director of Planning and Programming)

***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 WHITE Request for Public Input Form and turn in to the Secretary if you wish to address the Board. A three minute time limit will be imposed.

ITEM 1: District Engineer's Report

Staff will provide an update and overview of issues of regional significance including updates on current and upcoming construction projects, district operations, maintenance activities, and any regional transportation studies.

(For information and discussion only — Rod Lane, Southcentral District Engineer)

ITEM 2: Director's Report

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

A) Last Minute Items to Report

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

***ITEM 3: Consent Agenda**

Page 9

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

Items on the Consent Agenda generally consist of the following:

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

ITEM 4: Legislative Report

Staff will provide a report on State and Federal legislative issues, and may include update on grant opportunities as a result of the Fixing America's Surface Transportation (FAST) Act.
(For information and discussion only — Kevin Biesty, Deputy Director for Policy)

ITEM 5: Financial Report

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

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

***ITEM 6: Adoption of Authorizing Resolution, Transportation Excise Tax Revenue Refunding Bonds, 2016 Series Page 119**

Staff will present a Resolution Supplementing and Amending the Master Resolution Adopted September 21, 2007, authorizing the Board's anticipated issuance of Transportation Excise Tax Revenue Refunding Bonds, 2016 Series, in an amount not to exceed the amount necessary to refund all or a portion of the Outstanding Transportation Excise Tax Revenue Bonds.
(For discussion and possible action – Kristine Ward, Chief Financial Officer)

***ITEM 7: Adoption of Authorizing Resolution, Highway Revenue Refunding Bonds, Series 2016 Page 137**

Staff will present a Resolution Supplementing and Amending the Resolution Adopted May 1, 1980, authorizing the Board's anticipated issuance of Highway Revenue Refunding Bonds, Series 2016, in an amount not to exceed the amount necessary to refund all or a portion of the Outstanding Highway Revenue Bonds.
(For discussion and possible action – Kristine Ward, Chief Financial Officer)

***ITEM 8: Adoption of Authorizing Resolution, Grant Anticipation Notes Refunding Bonds, Series 2016 Page 176**

Staff will present a Resolution Supplementing and Amending the Resolution Adopted June 9, 2000, authorizing the Board's anticipated issuance of Grant Anticipation Notes, Series 2016, in an amount not to exceed the amount necessary to refund all or a portion of the Outstanding Grant Anticipation Notes.
(For discussion and possible action – Kristine Ward, Chief Financial Officer)

ITEM 9: Overweight Truck Study

Staff will present an update on the current overweight truck study.
(For information and discussion only — Jean Nehme, System Performance and Research Group Manager)

ITEM 10: Multimodal Planning Division Report

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

ITEM 11: Priority Planning Advisory Committee (PPAC)*Page 199**

Staff will present recommended PPAC actions to the Board including consideration of changes to the FY2016 - 2020 Statewide Transportation Facilities Construction Program.

(For discussion and possible action — Michael Kies, Assistant Director, Multimodal Planning Division)

ITEM 12: State Engineer's Report**Page 250**

Staff will present a report showing the status of highway projects under construction, including total number and dollar value.

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

ITEM 13: Construction Contracts*Page 262**

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

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

ITEM 14: Suggestions

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

*Adjournment

*ITEMS that may require Board Action

Items on the Consent Agenda generally consist of the following:

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

MINUTES APPROVAL

- Board Meeting Minutes, January 15, 2016
- Board Study Session Minutes, January 26, 2016

RIGHT OF WAY RESOLUTIONS (action as noted)

- *ITEM 3a:
- | | |
|-----------------|---|
| RES. NO. | 2016-03-A-015 |
| PROJECT: | 288 GI 289 H8617 / 288-A(201)T |
| HIGHWAY: | GLOBE – YOUNG |
| SECTION: | South of Young Rockfall Mitigation Project |
| ROUTE NO.: | State Route 288 |
| ENG. DIST.: | Southeast |
| COUNTY: | Gila |
| RECOMMENDATION: | Establish a temporary construction easement to be utilized for roadway re-alignment and rockfall mitigation necessary to enhance convenience and safety for the traveling public. |
-
- *ITEM 3b:
- | | |
|-----------------|--|
| RES. NO. | 2016-03-A-016 |
| PROJECT: | 060 MA 142 H8485 / 060-B(212)T |
| HIGHWAY: | WICKENBURG – PHOENIX |
| SECTION: | Bell Road T. I. |
| ROUTE NO.: | U. S. Route 60 |
| ENG. DIST.: | Central |
| COUNTY: | Maricopa |
| RECOMMENDATION: | Establish new right of way as a state route and state highway to accommodate design change and facilitate the imminent construction phase of the reconfiguration project for this high capacity traffic interchange, necessary to enhance convenience and safety for the traveling public. |

*ITEM 3c: RES. NO. 2016-03-A-017
PROJECT: 017 MA 197 H8788 / 017-A(240)S
HIGHWAY: PHOENIX – CORDES JUNCTION
SECTION: 19th Avenue – Arizona Canal Trail
ROUTE NO.: Interstate Route 17
ENG. DIST.: Central
COUNTY: Maricopa
RECOMMENDATION: Establish new right of way as a state route to be utilized for upgraded pedestrian facilities in conjunction with a pavement preservation project necessary to enhance convenience and safety for the traveling public.

*ITEM 3d: RES. NO. 2016-03-A-018
PROJECT: 347 PN 172 H7007 / 347-A(204)T
HIGHWAY: MARICOPA ROAD
SECTION: Union Pacific Railroad Crossing
ROUTE NO.: State Route 347
ENG. DIST.: Central
COUNTY: Pinal
RECOMMENDATION: Establish new right of way as a state route to be utilized for a grade separated railroad crossing necessary to enhance convenience and safety for the traveling public.

CONTRACTS: (Action As Noted)

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

*ITEM 3e: BOARD DISTRICT NO.: 5

Page 268

BIDS OPENED: February 5, 2016

HIGHWAY: LAKE MARY ROAD (FOREST HIGHWAY 3)

SECTION: SR 87 – MORMON LAKE ROAD

COUNTY: COCONINO

ROUTE NO.: LOCAL

PROJECT : TRACS: HSIP-CCN-0(208)T : 0000 CN CCN SS94202C

FUNDING: 94% FEDS 6% LOCAL

LOW BIDDER: VASTCO, INC.

LOW BID AMOUNT: \$ 802,805.00

STATE ESTIMATE: \$ 801,474.00

\$ OVER ESTIMATE: \$ 1,331.00

% OVER ESTIMATE: 0.2%

PROJECT DBE GOAL: 2.89%

BIDDER DBE PLEDGE: 3.24%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



*ITEM 3f: BOARD DISTRICT NO.: 4

BIDS OPENED: February 5, 2016

HIGHWAY: SHARED USE PATH

SECTION: GOLF COURSE ROAD, REAY LANE TO 20TH AVENUE

COUNTY: GRAHAM

ROUTE NO.: LOCAL

PROJECT : TRACS: TEA-GGH-0(202)T : 0000 GH GGH SL72001C

FUNDING: 94% FEDS 6% LOCAL (GRAHAM COUNTY)

LOW BIDDER: CKC CONSTRUCTION & MATERIALS LLC

LOW BID AMOUNT: \$ 337,918.62

STATE ESTIMATE: \$ 329,718.00

\$ OVER ESTIMATE: \$ 8,200.62

% OVER ESTIMATE: 2.50%

PROJECT DBE GOAL: 2.28%

BIDDER DBE PLEDGE: 3.15%

NO. BIDDERS: 8

RECOMMENDATION: AWARD



*ITEM 3g: BOARD DISTRICT NO.: 1

BIDS OPENED: February 12, 2016

HIGHWAY: JOMAX ROAD

SECTION: 147TH AVENUE TO EAST CITY LIMIT (133RD AVENUE)

COUNTY: MARICOPA

ROUTE NO.: LOCAL

PROJECT : TRACS: CM-SUR-0(219)T : 0000 MA SUR SZ14501C

FUNDING: 94% FEDS 6% LOCAL (CITY OF SURPRISE)

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

LOW BID AMOUNT: \$ 665,000.00

STATE ESTIMATE: \$ 682,250.00

\$ UNDER ESTIMATE: (\$ 17,250.00)

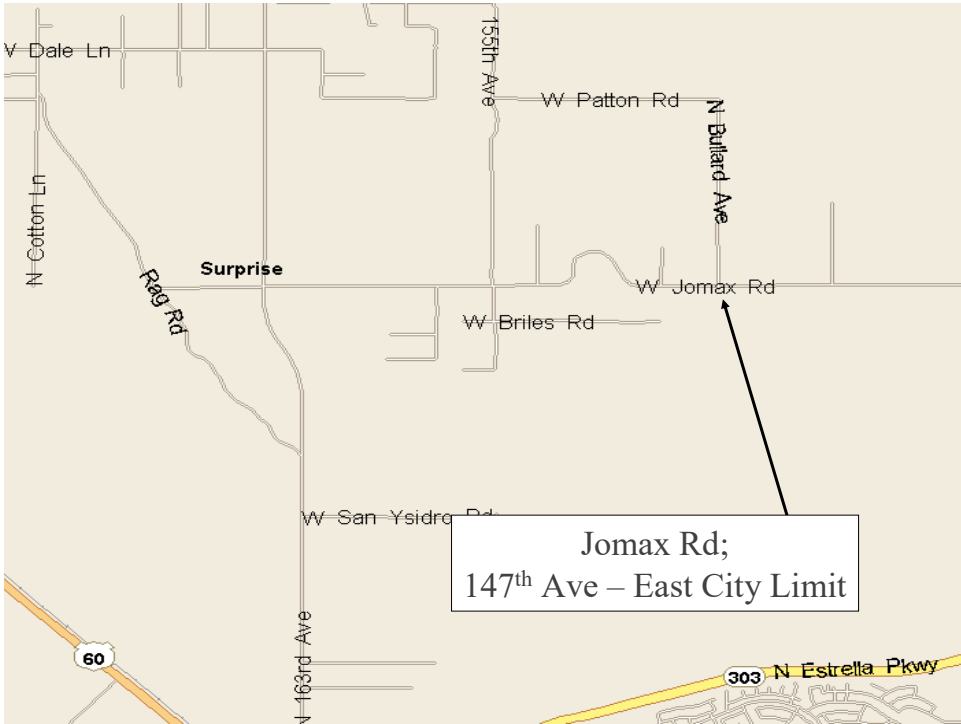
% UNDER ESTIMATE: (2.5%)

PROJECT DBE GOAL: 8.37%

BIDDER DBE PLEDGE: 8.41%

NO. BIDDERS: 7

RECOMMENDATION: AWARD



*ITEM 3i: BOARD DISTRICT NO.: 2

BIDS OPENED: February 5, 2016

HIGHWAY: TUCSON-BENSON HIGHWAY (I-10)

SECTION: I-10 AT CRAYCROFT ROAD TI

COUNTY: PIMA

ROUTE NO.: I 10

PROJECT : TRACS: NH-010-E(214)T : 010 PM 268 HX24901C

FUNDING: 39% FEDS 2% STATE 59% LOCAL (PIMA COUNTY DOT)

LOW BIDDER: AJP ELECTRIC, INC.

LOW BID AMOUNT: \$ 359,057.60

STATE ESTIMATE: \$ 365,522.60

\$ UNDER ESTIMATE: (\$ 6,465.00)

% UNDER ESTIMATE: (1.76%)

PROJECT DBE GOAL: 8.26%

BIDDER DBE PLEDGE: 8.53%

NO. BIDDERS: 6

RECOMMENDATION: AWARD



*ITEM 3j: BOARD DISTRICT NO.: 5

BIDS OPENED: February 26, 2016

HIGHWAY: HOLBROOK-LUPTON HIGHWAY (I-40)

SECTION: ALLENTOWN ROAD – STATE LINE

COUNTY: APACHE

ROUTE NO.: I 40

PROJECT : TRACS: NH-040-E(218)T : 040 AP 353 H878101C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: FANN CONTRACTING, INC.

LOW BID AMOUNT: \$ 7,523,209.94

STATE ESTIMATE: \$ 8,325,940.83

\$ UNDR ESTIMATE: (\$ 802,730.89)

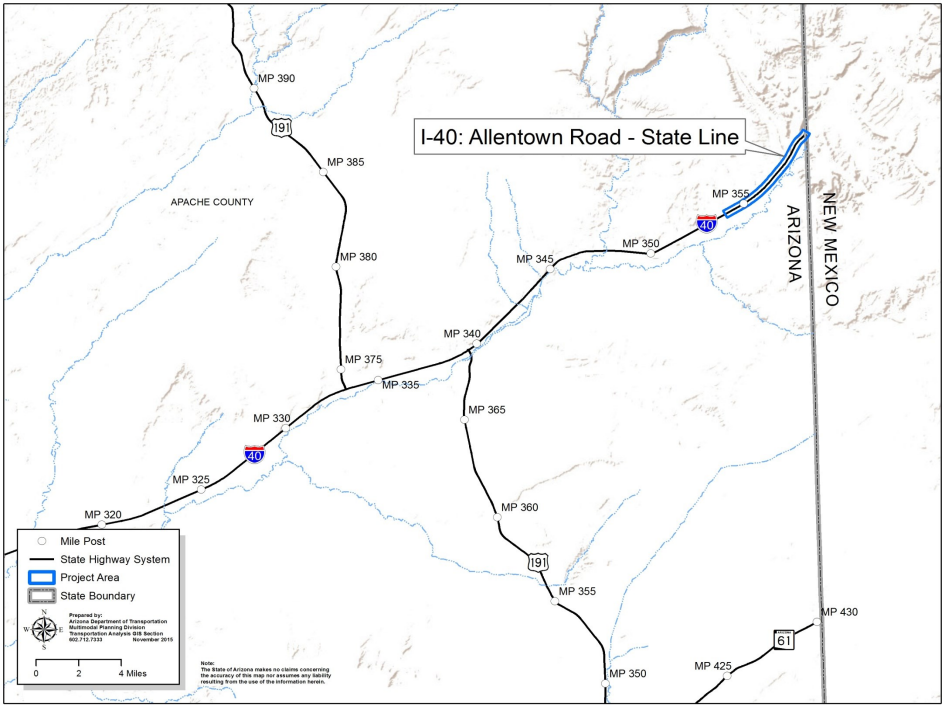
% UNDER ESTIMATE: (9.64%)

PROJECT DBE GOAL: 6.30

BIDDER DBE PLEDGE: 6.31

NO. BIDDERS: 3

RECOMMENDATION: AWARD



*ITEM 3k: BOARD DISTRICT NO.: 5

BIDS OPENED: February 5, 2016

HIGHWAY: ASH FORK-FLAGSTAFF HIGHWAY (I-40)

SECTION: TRANSWESTERN – BUFFALO RANGE ROAD TI

COUNTY: COCONINO

ROUTE NO.: I 40

PROJECT : TRACS: NH-040-C(214)T : 040 CN 185 H869501C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: ROADWAY ELECTRIC, LLC

LOW BID AMOUNT: \$ 1,512,151.50

STATE ESTIMATE: \$ 1,521,421.00

\$ UNDER ESTIMATE: (\$ 9,269.5)

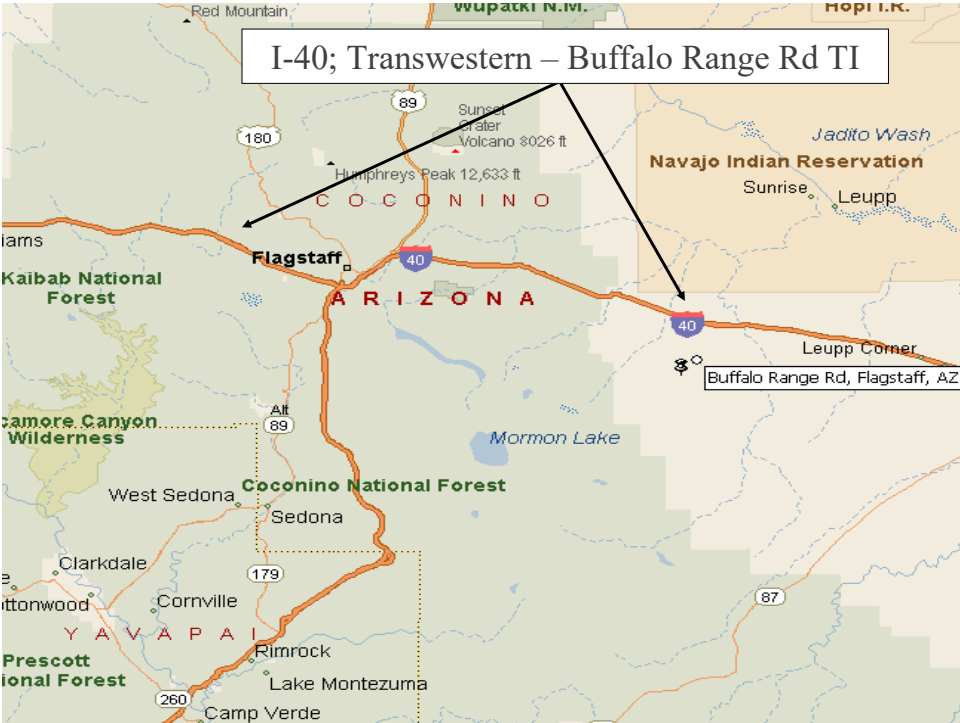
% UNDER ESTIMATE: (0.6%)

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 5

RECOMMENDATION: AWARD



*ITEM 3I: BOARD DISTRICT NO.: 5

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BIDS OPENED: February 26, 2015

HIGHWAY: HOLBROOK-LUPTON HIGHWAY (I-40)

SECTION: EQUIPMENT CROSSING (MP 298) AND
SUNVALLEY ROAD-WASHBOARD ROAD

COUNTY: NAVAJO

ROUTE NO.: I 40

PROJECT : TRACS: NH-040-E(215)T : 040 NA 297 H859101C
NH-040-E(216)T : 040 NA 297 H860801C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: FANN CONTRACTING, INC.

LOW BID AMOUNT: \$ 4,587,087.87

STATE ESTIMATE: \$ 5,130,750.00

\$ UNDER ESTIMATE: (\$ 543,662.13)

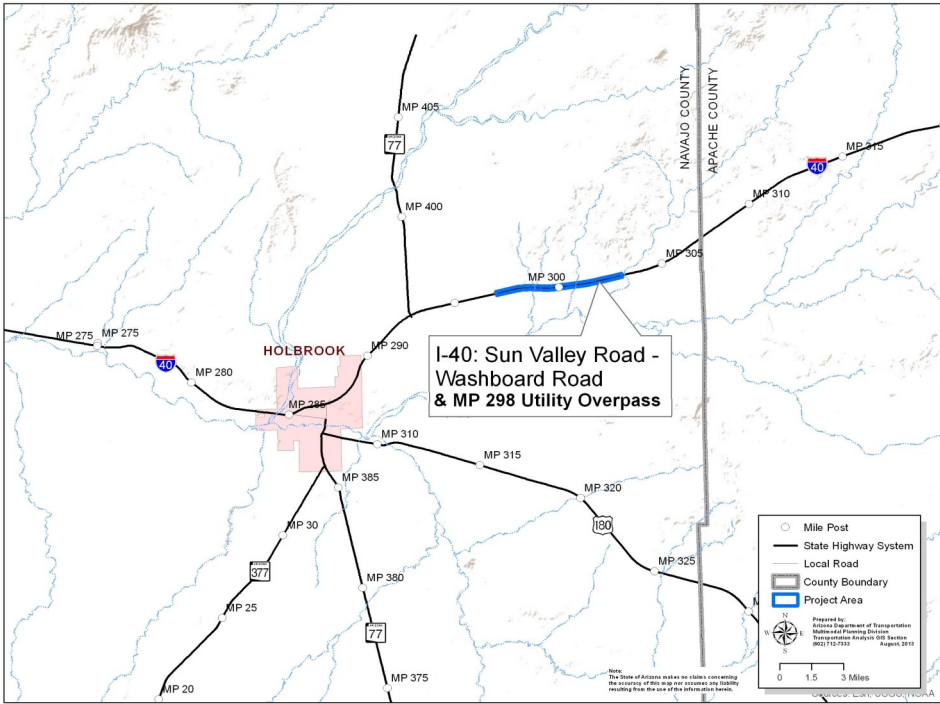
% UNDER ESTIMATE: (10.6%)

PROJECT DBE GOAL: 6.07%

BIDDER DBE PLEDGE: 6.07%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



*ITEM 3m: BOARD DISTRICT NO.: 5

BIDS OPENED: February 5, 2016

HIGHWAY: PAYSON-SHOW LOW HIGHWAY

SECTION: CHENEY RANCH LOOP TO BISON RIDGE TRAIL

COUNTY: NAVAJO

ROUTE NO.: SR 260

PROJECT : TRACS: HSIP-260-B(210)T : 260 NA 334 H825601C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: MEADOW VALLEY CONTRACTORS, INC.

LOW BID AMOUNT: \$ 979,028.00

STATE ESTIMATE: \$ 972,195.00

\$ OVER ESTIMATE: \$ 6,833.00

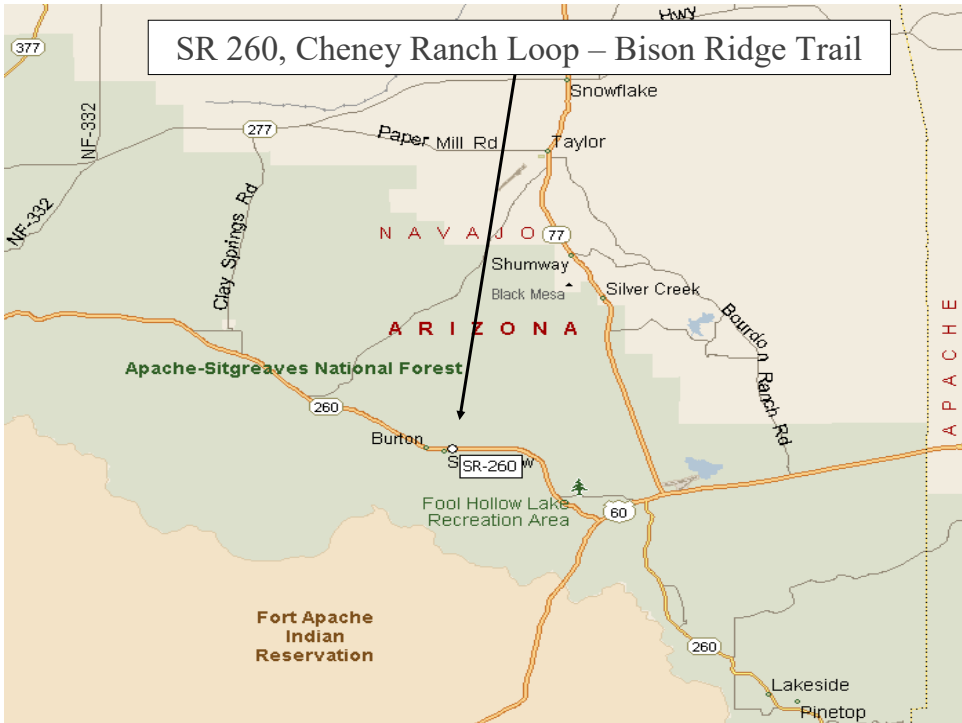
% OVER ESTIMATE: 0.7%

PROJECT DBE GOAL: 7.74%

BIDDER DBE PLEDGE: 8.31%

NO. BIDDERS: 6

RECOMMENDATION: AWARD



MINUTES
STATE TRANSPORTATION BOARD MEETING
9:00 a.m., Friday, January 15, 2016
City of San Luis
Council Chambers
1090 E. Union Street
San Luis, AZ 85349

Pledge

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

Roll call by Board Secretary Mary Beckley

In attendance: Joe La Rue, William Cuthbertson, Jack Sellers, Michael Hammond and Kelly Anderson

Absent: Deanna Beaver

Opening Remarks

Chairman La Rue thanked the City of Yuma and Mayor Nichols for the hospitality, YMPO and Charlene FitzGerald for organizing the Rural Transportation Summit. He thanked Board member Sellers for arranging a tour of the GM Proving Ground. Chairman La Rue mentioned that Deanna Beaver had looked forward to attending the Summit and board meeting today, but an unforeseen family situation occurred and she is unable to be in attendance. Floyd Roehrich added his thanks to the city of San Luis for its technically savvy, beautiful facility.

Call to the Audience

The following member of the public addressed the Board:

1. Maria Ramos, San Luis Councilmember, re: welcome, thank you and an honor to have the Board come to the growing and beautiful San Luis; looks forward to working with Board to fix local road issues.
2. Tom Rankin, Florence Mayor, re: ADOT should implement Utah plan and work together; supports I-11 and need to move forward to join the north/south corridor to I-11; requests the district engineer in Tucson inspect the bridge ¼ mile long over Gila River, which is in bad shape.
3. Randy Heiss, Exec Dir/Southeastern AZ Governments Organization (SEAGO), re: thank you for attending Summit; kudos to Bill Harmon/staff on completion of SR80 overlay, great traffic control to minimize disruption; needs unified plan like Utah but challenges: funding, connecting with people at polls, education, elected officials should explain to voters why it is important to implement projects that raise the economy for the entire state; SR 189 is a huge priority for SEAGO.

STATE TRANSPORTATION BOARD MEETING - JANUARY 15, 2016

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ACTION TAKEN

MOTION TO APPROVE ITEM 9a22

MOTION TO APPROVE ITEM 9b23

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1 (Beginning of excerpt.)

2 CHAIRMAN LA RUE: All right. We'll go to Item
3 Number 1, district engineer's report. Paul Patane.

4 MR. PATANE: Good morning, Mr. Chair and board
5 members, and welcome to Yuma and the southwest district.

6 It's a good time of year to be down here, as many
7 of you on your way drive down here seeing all the harvesting
8 going on in the fields, and plus all the winter visitors that
9 come to visit us this time of year. It's just a good all around
10 time for the economy, as well as the folks that come here to
11 work during the winter season.

12 But today I want to give you an update on some of
13 the projects that are happening within the southwest district.
14 Mainly going to focus on what's happening in the Yuma County
15 area. Back in November, I gave you an update what was happening
16 up in La Paz County, up in the northern part of the district,
17 and some of this information was presented at the summit. So if
18 -- I think it's still very interesting.

19 So first I'll --

20 MR. ROEHRICH: (Inaudible.)

21 MR. PATANE: Okay. No problem.

22 MR. ROEHRICH: We're still -- don't forget, we're
23 trying to stretch time because the director's running a little
24 late, so...

25 MR. PATANE: Right, Right.

1 MR. ROEHRICH: (Inaudible.)

2 MR. PATANE: Thank you, Floyd.

3 I don't have any jokes like Floyd always does,
4 but anyway, first I'll cover some of the state projects. The
5 projects vary anywhere from spot improvements to pavement
6 preservation to rest area rehab to major improvements.

7 Next slide.

8 The first project was recently awarded last
9 month. This is on Fortuna Wash. This is a low water crossing
10 where we have during heavy monsoon season, the rain actually
11 shuts down portions of the highway on 95. So the new project
12 that will start actual construction next month, there will be a
13 new bridge going over Fortuna Wash, and project duration will be
14 about a year. So the next time you hopefully come to this area,
15 you'll be able to drive over the new bridge along US-95.

16 And this is the rest area. This is about 55
17 miles east of Yuma, known as the Mohawk rest area. It's been
18 closed for about four years. The decision was made to --
19 instead of building a new rest area, was to rehab the existing
20 rest area. So we have plans, designs complete and it should
21 advertise next month, and it should be under construction late
22 spring, early summer.

23 A couple spot improvements. This here is just
24 within the City of Yuma. It's Exit 7. It's a typical diamond
25 interchange. We're going to go ahead and put in two new

1 roundabouts, one at each side of the interchange, which should
 2 be under construction spring of '16. This project here is real
 3 sensitive, because it's -- the project's adjacent to all the
 4 produce sheds where all the field -- the -- all the lettuce
 5 coming from the field goes to this interchange and the access to
 6 cooling sheds where it gets trucked out to different parts of
 7 the States, United States.

8 Next slide is on Exit 1. This is kind of near
 9 where the conference was. This is known as Giss Parkway. The
 10 bottom left is an existing condition, kind of a T intersection.
 11 What we're going to do here is put in a roundabout to improve
 12 traffic operations.

13 A couple projects up in the Maricopa area,
 14 Maricopa County area. The first one is right there next to Gila
 15 Bend, the Gila Bend airport project. It's a pretty rough
 16 section through there. Many of you have probably driven it
 17 coming this way, but there's a pavement rehabilitation project
 18 that will improve the riding conditions in that area.

19 One more slide. There.

20 This is another project just east of Gila Bend,
 21 about ten miles or so. It's a drainage improvement. We have
 22 severe erosion. That's Bender Wash. That's one of the big
 23 washes that parallel Interstate 8 out in that area, and the
 24 purpose of the project is to build a soil cement to prevent
 25 erosion from furthering -- impacting the highway.

1 Okay. Some of the projects within the -- here's
 2 some of the local projects. Here in the southwest district, we
 3 administer all the federal funds that come to the region, and
 4 working with the YMPO and the local agencies, we were able to
 5 deliver quite a few local projects, and it's a big -- we do a
 6 lot of work on these local projects. We help administer. We
 7 help do the design as well as the construction. So I'll go
 8 through a few of these.

9 As you know, in Yuma with the farming, we have a
 10 vast network of canal systems. And what a lot of the local
 11 agencies have done, they're working with the irrigation
 12 districts and the Bureau of Reclamation as -- they're making
 13 these canals more of a multiuse path network throughout Yuma
 14 County. So they've used enhancement funds over the years to
 15 build these multiuse paths, and it kind of promotes and helps
 16 the environment, walkable communities, and this is one of the
 17 projects that the City of Yuma is doing.

18 This next project is part of Business 8 as you
 19 approach Yuma from California. It's called the 4th Avenue
 20 Gateway Project. What this project will do, it will just do
 21 some landscaping improvements along with pedestrian facilities
 22 to kind of promote and more -- have a more attractive entryway
 23 as you come into Yuma off Interstate 8.

24 This is a spot improvement project. This one we
 25 -- it's actually the Yuma County/City of Yuma sponsored project.

1 This is one of the projects with both local agencies. And the
 2 purpose of this project is an intersection improvement along
 3 with pavement rehabilitation. As you see, a lot of these
 4 projects will be under construction 2016, 2017. So we're kind
 5 of peaking right now as far as infrastructure improvements in
 6 this region.

7 Town of Wellton. Town of Wellton has one project
 8 coming up. Next slide. It's just a real small bridge. It's
 9 going to connect two multiuse paths. If you look up in the far
 10 right, you can see where one end of the multiuse path ends, and
 11 it doesn't cross the wash here. It's a major wash within the
 12 Wellton area, and this project will just build a little
 13 pedestrian multiuse bridge to connect both sides of the wash.

14 City of Somerton has a couple local projects that
 15 will be going out this year as well. Again, these are the
 16 multiuse paths that are running adjacent to the canal systems.
 17 They're small projects, but they do provide benefits to the
 18 community.

19 Yuma County has three projects coming up this
 20 next year or so. The local government projects, the first one
 21 is intersection improvement. This project is funded with HSIP
 22 safety funds. This is a high accident location out in the Yuma
 23 valley, and they're just going to do a small intersection
 24 improvement.

25 Then this project here is a bridge replacement.

1 As you know, all these canals have bridges over them, and the
 2 County's been real aggressive at getting local bridge funds as
 3 well as the State bridge funds to replace a lot of these
 4 obsolete bridges.

5 Then some of our accomplishments. I just want to
 6 touch on a couple of projects. The first one here is within the
 7 City of San Luis that we just finished up last year. The
 8 project was a complete reconstruction of the local network. The
 9 project consisted of a couple roundabouts, but the big part of
 10 the project was to construct the one-way couplets that we have.
 11 If you look to the bottom right of the screen, we can see where
 12 -- I don't know if the pointer will work -- right in -- right
 13 there where it's a one-way street going southbound into Mexico,
 14 as well as the northbound couplet coming out, but this project
 15 was a little -- close to \$9 million that we just finished up,
 16 finished up construction last fall.

17 And the other project, this leads to the San Luis
 18 Port of Entry 2. This was a widening from two lanes to the
 19 four-lane road going into the commercial port of entry so -- to
 20 help enhance the infrastructure in this region. This was a
 21 project using the old CBI funds, Coordinated Border
 22 Infrastructure funds that were from years ago, and they were
 23 able to do some widening on this Avenue E, which connects the
 24 commercial port of entry to State Route 195.

25 Any questions or comments?

1 CHAIRMAN LA RUE: Any questions by the Board?

2 No.

3 Thank you. (Inaudible.)

4 MR. PATANE: Thank you.

5 CHAIRMAN LA RUE: All right. So (inaudible)
6 timing. We're now at Item Number 2, director's report.

7 MR. HALIKOWSKI: Thank you, Mr. Chairman, board
8 members. My apologies for being late this morning. We had a
9 little delay at the airport, but I trust your attorney is on the
10 phone since she wasn't on the airplane. (Inaudible.)

11 MS. KUNZMAN: Yes. Yes, you are, John. I'm
12 present.

13 MR. HALIKOWSKI: Oh, good to hear from you this
14 morning.

15 I wanted to update you this morning on the South
16 Mountain Freeway and where we are on that. So as you probably
17 have read in the paper, ADOT successfully completed the
18 extensive proposal review process for the Loop 202 South
19 Mountain Freeway public/private partnership. We received five
20 statements of qualifications for the project in December of
21 2014, and from there (inaudible) developer team to March of
22 2015, and we just completed the financial and technical review
23 process identifying the preferred developer in December of 2015.

24 So throughout the proposal development process,
25 ADOT met with each of the developer teams and encouraged

1 innovation and alternative concepts to save time and money, all
2 (inaudible) to hold the environmental commitments that were
3 documented in the federally-approved final environmental impact
4 statement.

5 I'm pleased to announce the Connect 202 Partners
6 has been selected as the best value developer for the Loop 202
7 South Mountain Freeway Project. The equity members of the
8 development team include Fluor Enterprises, Incorporated,
9 Granite Construction Company, and Ames Construction Company,
10 Incorporated, with Parsons Brinckerhoff as our lead designer.

11 The extensive review process included a multiply
12 -- multi-disciplinary team approach and involved staff from ADOT
13 and Federal Highway Administration, Maricopa Association of
14 Governments, the City of Phoenix plus others, as well as
15 industry experts to determine the best value.

16 The winning proposal was not determined by a low
17 bid process, although overall cost was one of the principle
18 proposals (inaudible) criteria. Since this is still an active
19 procurement, we've not revealed price or technical score for any
20 of the proposals.

21 So as far as next steps, we'll begin having
22 meetings with the Connect 202 Partners team to finalize signing
23 the contract, and there will be many meetings in the next few
24 weeks to make sure that all of their final paperwork and
25 documents are submitted for review. We anticipate signing the

1 contract in mid February. Construction of the project is
2 anticipated to start in July of 2016.

3 Now, as far as the NEEPO (phonetic) lawsuit, the
4 administrative record is now complete. Motions for summary
5 judgment are due from the plaintiff on February 5th of 2016, and
6 the hearing for the lawsuit is scheduled for May 12th of 2016.

7 As far as right of way goes, 230 acquisition
8 offers have been presented. 173 parcels have accepted the
9 offers. 164 of those have closed escrow, and 9 are currently in
10 escrow. 25 parcels have been sent to the Attorney General's
11 office for condemnation. 170 properties have been vacated, and
12 101 homes have been demolished in anticipation of the
13 construction start date.

14 That concludes my report, Mr. Chairman. I'd be
15 happy to answer any questions.

16 CHAIRMAN LA RUE: Questions from board members?

17 MR. HALIKOWSKI: Thank you, Mr. Chairman.

18 CHAIRMAN LA RUE: That takes us on to Item Number
19 3, ADOT consent agenda. Last in your -- it's been previously
20 (inaudible). Does any board member wish to review any items
21 from the consent agenda?

22 MR. ANDERSON: Move to approve the consent agenda
23 as presented.

24 CHAIRMAN LA RUE: We have a motion to approve the
25 consent agenda as presented by Board Member Anderson.

1 MR. SELLERS: Second.

2 CHAIRMAN LA RUE: I have a second by Board Member
3 Sellers. Any further discussion?

4 Seeing no hands, all those in favor signify by
5 saying "aye."

6 BOARD MEMBERS: Aye.

7 CHAIRMAN LA RUE: Any opposed?

8 Passes. Item Number 4, legislative report.

9 MR. ROEHRICH: Thank you, Mr. Chair. Good
10 morning, Mr. Chair and board members.

11 Kevin sends his regrets that he could not be
12 here, but he is actually very sick right now. So he's home
13 getting some rest, and he was traveling this week. It's always
14 miserable to be sick, but it's even worse when you're traveling.
15 So I'm going to go ahead and summarize what his report is.
16 We'll have more information, obviously, as the legislative
17 session continues on and we hear more about the FAST Act.

18 And those are the two issues I really want to
19 cover. The legislature started a session this week. The
20 governor gave a state of the state address, and we are now in
21 the process of monitoring and tracking the bills that get
22 dropped as well as any of the (inaudible) that affect the
23 department, but other related ones that may have some secondary
24 effect.

25 Kevin also, his staff will now start developing

1 the weekly summaries for the director, and those summaries will
 2 be sent to the board members as well so they can see what's
 3 going on and kind of tracking the issues that are being
 4 discussed. There hasn't been a lot developed right now that
 5 affects us. There's probably a few small bills. So we'll have
 6 more extensive information as that moves along.

7 The second item is that the governor's budget is
 8 supposed to come out today, and we really haven't seen any
 9 impact on what the budget is so far. So we'll get the first
 10 information, as a lot of people will. And I know the HURF funds
 11 and some of those effects have obviously been a big issue,
 12 especially here (inaudible) summit. It's been brought up a
 13 number of times by the attendees. So we're not sure how that
 14 impact will be in the budget the developer has. We'll see that
 15 today. But once we get the information and we get a chance to
 16 process it, again, his team will put together a summary for the
 17 director. That will go to all the board members. So you should
 18 start seeing reports from his team on a weekly or about every
 19 other week as we start seeing how the legislative session goes.

20 And as always, he said if there's any further
 21 clarification you need or if there's something that you're
 22 hearing that you want to share with him, please give him a call
 23 so he can make sure to follow up with you and address any of the
 24 concerns that you're hearing.

25 The second item is --

1 MR. HALIKOWSKI: Floyd, before you go further --

2 MR. ROEHRICH: Yes.

3 MR. HALIKOWSKI: -- I just wanted to let the
 4 Board know, I received an e-mail this week from both the
 5 chairman of the House and Senate. They'd like me to appear
 6 before a joint transportation meeting on Tuesday, 2:00 p.m.,
 7 this coming Tuesday. And their topics they're interested in
 8 discussing with the department are, first and foremost, an
 9 update on transportation and revenues. They also want to hear
 10 about voluntary and (inaudible) issues, I-11 and what we're
 11 doing in preparation for our (inaudible).

12 MR. ROEHRICH: And then on the federal side, by
 13 now I'm sure a lot of people have heard that Congress has passed
 14 the direct -- the President -- I've given you a lot of authority
 15 as the director -- but the President has signed the FAST Act,
 16 which is Fixing America's Service Transportation Act. And it is
 17 a five-year bill. So we feel very pleased that we have a
 18 five-year bill, but it does come up with a little bit of an
 19 ominous note in that they still haven't fixed the long-term
 20 funding situation for the Highway Trust Fund.

21 A significant amount of general fund money was
 22 transferred in to cover the \$305 billion funding amount for the
 23 five years, which means in five years we'll probably even face a
 24 bigger fiscal cliff as we determine -- how -- and Congress
 25 determines how to approach fixing the Highway Trust Fund. But

1 in the meantime, we have five years of funding that basically
 2 gives about a 5 percent increase in the first year of the bill
 3 from 2016, and then each year it has a small increase to adjust
 4 for the inflationary costs. So it does mean a little bit more
 5 money.

6 Right now, the legislative team and Kristine's
 7 team is analyzing the bill, determining how much funding that
 8 actually means for Arizona, what will be available that we can
 9 either put through the formula component that goes directly to
 10 rural and urban areas, and then what is left discretionary for
 11 the Board. We've got the study session later this month, so
 12 hopefully we'll have more updated information as we can discuss
 13 that.

14 That does, as we said, mean a little bit more
 15 money for the State. It does -- this bill also has -- one of
 16 the issues of the bill is 92 percent of the funds that were
 17 included in this bill are going to be set by formula to the
 18 State. So we are going to get the majority of the money. There
 19 will be about 8 percent that will be in some different grants
 20 that will be discretionary that we can compete for. Our team is
 21 already -- Mike Kies' team in planning, as well as the
 22 legislative team, Kevin's team, are already looking at all those
 23 grant opportunities so we can start preparing ourselves and
 24 positioning ourselves to go after those to try to get as much
 25 additional funds as we're able to be eligible for and compete

1 for. The majority of funds are going to the State, which will
 2 come back through us.

3 So as more information does become available,
 4 there will be further information shared with the board members
 5 as well as staff, and then we'll be able to start addressing
 6 what that may mean in -- within the discretion of the five-year
 7 program and some other decisions that have to be made.

8 With that, I'll ask if there are any other
 9 questions.

10 MR. HALIKOWSKI: Just one more point. I was in
 11 D.C. this week. I sit on the Transportation Research Board's
 12 Executive Committee. Part of the discussion around the FAST Act
 13 is that Congress added a little gift at the end of the bill, if
 14 you will. It will expire in five years, and the funding levels
 15 will go back to what they were as of 2015. So they won't
 16 continue (inaudible). They'll actually (inaudible) if Congress
 17 takes no action. So there is still plenty of work to be done
 18 before that event happens to ensure that funding levels do
 19 reflect reality (inaudible) not back to 2015.

20 CHAIRMAN LA RUE: Any questions?

21 All right. No questions. We'll move on to Item
 22 Number 5, and Ms. Ward. (Inaudible.)

23 MS. WARD: Excuse me?

24 CHAIRMAN LA RUE: Hoping it brings good news
 25 today.

1 MS. WARD: Well, good morning.

2 CHAIRMAN LA RUE: It's a beautiful day.

3 MS. WARD: It is a beautiful day.

4 CHAIRMAN LA RUE: (Inaudible.)

5 MS. WARD: Did you see those beautiful lettuce
6 fields out there?

7 All right here. Let's see. Well, I don't have
8 bad news. Let's start with that.

9 We are running right on target with FURF -- HURF.
10 FURF, that's good. In range. We're at about 1.8 percent above
11 target, so that's -- that's always preferred, above forecast,
12 with about \$661 million in revenues.

13 Gas tax is doing beautifully with 6.2 percent
14 above last year, and VLT also is quite strong. So we're very
15 happy about that.

16 Moving on to the Regional Area Road Fund, you
17 can't get much more on target for that one. We're .2 percent
18 above forecast with about 160 million in revenues collected.

19 Again, retail sales are relatively strong -- are
20 strong. They are a little stronger than they otherwise would be
21 because of some legislative changes that shifted dollars flowing
22 previously -- previously flowing into contracting now flowing
23 into retail sales. So that's why you see that negative growth.
24 We're only marginally, like .1 percent, off forecast on
25 contracting, because we had already accounted for that

1 legislative change.

2 With regard to the federal aid program, the bulk,
3 as Floyd was referencing, we have a study session coming up next
4 -- week after next on the 26th, I believe.

5 MR. ROEHRICH: Yes, on the 26th.

6 MS. WARD: 26th. And at that point -- we got
7 numbers from FHWA two days ago. Understand that what passes in
8 the bill is not what necessarily gets provided to Arizona.
9 There are things that come off of the top, set asides and so
10 forth. We just got those numbers two days ago, and so we're
11 processing those and analyzing those right now. So I'll be
12 providing you a comprehensive report when we're rolling out the
13 tentative program at the 26 -- on the 26th with regards to the
14 FAST Act.

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

17 CHAIRMAN LA RUE: Questions? All right. So a
18 few more (inaudible).

19 MS. WARD: Thank you.

20 CHAIRMAN LA RUE: Thank you, Kristine.

21 Move on to Item Number 6, Multimodal Planning
22 Division report, Mike Kies.

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

24 This month I don't have any specific report on
25 the multimodal report. Like Kristine mentioned, the study

1 session is coming up in a week-and-a-half, and we'll have a lot
 2 of information about the tentative -- the proposed tentative
 3 five-year program. So I'd like to defer to the work session,
 4 unless the Board has any questions on activities going on in the
 5 Multimodal Planning Division.

6 CHAIRMAN LA RUE: Board members? No?

7 One thing. Yesterday I heard, I think Floyd was
 8 asking me questions from (inaudible) about the highway projects
 9 and the three, and if one drops out, he can present (inaudible).
 10 So maybe at the study session (inaudible).

11 MR. HALIKOWSKI: So Mr. Chairman, I think you're
 12 referring to the special program to allow (inaudible) of
 13 freeways. There are three slots still in the FAST Act, as I
 14 understand. Three states are in those slots, but if my
 15 recollection is correct, if they do not (inaudible) in a year,
 16 those funds will come over again, and we'll be prepared to talk
 17 about that some more, but we are (inaudible) to that possibility
 18 of what that would mean for Arizona.

19 CHAIRMAN LA RUE: Great. Excellent.

20 So then Item Number 7, Priority Planning Advisory
 21 Committee, PPAC.

22 MR. KIES: Great. Thank you, Mr. Chair.

23 This month there are five new project
 24 modifications that were approved by PPAC, and those are Items 7A
 25 through 7E. Unless the Board has any questions or comments on

1 any of these specific projects, I would ask the Board to approve
 2 Items 7A through 7E.

3 MR. HAMMOND: So moved.

4 MR. ANDERSON: Second.

5 CHAIRMAN LA RUE: So we have a -- we have a
 6 motion to accept and approve project modification Items 7A
 7 through 7E as presented by Board Member Hammond. I believe it
 8 was seconded by Board Member Anderson. Further discussion?
 9 Seeing none, all those in favor signify by saying
 10 "aye."

11 BOARD MEMBERS: Aye.

12 CHAIRMAN LA RUE: Any opposed? The "ayes" have
 13 it.

14 MR. KIES: Thank you, Mr. Chair.

15 This month there are four new projects that were
 16 approved by the PPAC committee. Those are Items 7F through 7I.
 17 Unless there are any questions or comments from the Board, I'd
 18 ask the Board to approve Items 7F through 7I.

19 MR. ANDERSON: So moved.

20 MR. CUTHBERTSON: Second.

21 CHAIRMAN LA RUE: We have a motion to accept and
 22 approve new project Items 7F through 7I as presented. Board
 23 Member Anderson was the motion, seconded by Board Member
 24 Cuthbertson. Is there any further discussion?

25 Seeing none, all those in favor signify by saying

1 "aye."

2 BOARD MEMBERS: Aye.

3 CHAIRMAN LA RUE: Any opposed? The "ayes" have
4 it.

5 MR. KIES: Thank you, Mr. Chair.

6 This month there are five airport projects that
7 were approved by PPAC. Again, those are Items 7J through 7N.
8 Unless there are any questions or comments, I'd ask the Board to
9 approve Items 7J through 7N.

10 MR. SELLERS: Move for approval.

11 MR. HAMMOND: Second.

12 CHAIRMAN LA RUE: We have a motion by Board
13 Member Sellers to accept and approve airport projects 7J through
14 7N as presented. We have a second by Board Member Hammond. Any
15 further discussion?

16 Seeing none, all those in favor signify by saying
17 "aye."

18 BOARD MEMBERS: Aye.

19 CHAIRMAN LA RUE: Any opposed? The "ayes" have
20 it.

21 MR. KIES: Thank you.

22 CHAIRMAN LA RUE: State engineer's report.

23 MR. HAMMIT: Good morning, Mr. Chairman.

24 Currently under contract we have 123 projects
25 totalling \$775 million. In December we finalized 12 projects

1 toting \$8.9 million, and year to date we've finalized 77
2 projects.

3 Any questions under the state engineer's report?

4 CHAIRMAN LA RUE: Any questions of the board
5 members? No.

6 Let's move on to Item Number 9.

7 MR. HAMMIT: Thank you for approving the one
8 project on the consent agenda. We have two projects that we
9 have to talk about a little bit more.

10 Item Number 9A. This project is in the Town of
11 Quartzsite. It's a pavement pres. project. The low bid was
12 \$719,248. The State's estimate was \$860,233.65, or under -- the
13 bid was under the State's estimate by \$140,985.65, or 16.4
14 percent. Like the next project, both of these, the biggest
15 thing was the oil pricing. We're seeing a lot of variation
16 depending on where we're getting oil. In this case, it was
17 lower than we expected, and the project came in lower. We do
18 believe that -- we have reviewed these and believe that the bids
19 are reasonable and responsible and would recommend award to
20 Great Mountain Construction, LLC.

21 CHAIRMAN LA RUE: Board's pleasure?

22 MR. ANDERSON: Move to approve Item 9A.

23 MR. SELLERS: Second.

24 CHAIRMAN LA RUE: We have a motion to accept and
25 approve staff's recommendation to award the contract for Item 9A

1 to Great Mountain Construction moved by Board Member Anderson
2 and seconded by Board Member Sellers. Do we have any further
3 discussion?

4 Seeing none, all in favor signify by saying
5 "aye."

6 BOARD MEMBERS: Aye.

7 CHAIRMAN LA RUE: Any opposed? The "ayes" have
8 it.

9 MR. HAMMIT: Mr. Chairman, the next item, 9B, is
10 another pavement preservation. This is a State project on
11 SR-19B in Nogales. The low bid was \$3,414,143. The State's
12 estimate was \$2,840,877.30, or over the State's estimate by
13 \$573,265.70, or 20 percent. Again, the biggest area was in the
14 asphalt price. This time we underestimated. I don't know
15 whether it was trucking from Tucson, but we did get
16 higher-than-expected pricing in our asphalt. We have reviewed
17 the bids, and the department does believe they're reasonable and
18 responsible and would recommend approve to Granite Construction
19 Company.

20 CHAIRMAN LA RUE: Board Member Hammond, this
21 might be of interest to you.

22 MR. HAMMOND: So moved.

23 MR. CUTHBERTSON: Second.

24 CHAIRMAN LA RUE: We have a motion by Board
25 Member Hammond to accept and approve staff's recommendation to

1 award the contract of Item 9B to Granite Construction Company,
2 second by Board Member Cuthbertson. Is there any further
3 discussion?

4 Seeing none, all those in favor signify by saying
5 "aye."

6 BOARD MEMBERS: Aye.

7 CHAIRMAN LA RUE: Any opposed? The "ayes" have
8 it.

9 MR. HAMMIT: Thank you, Mr. Chairman.

10 CHAIRMAN LA RUE: Thank you.

11 Item Number 10, suggestions for board meetings?
12 (Inaudible) a little bit longer.

13 MR. ROEHRICH: Mr. Chair, I did want to comment
14 on how efficiently you are running your first board meeting.
15 But it's a great sign to the new year. But anyway, (inaudible).

16 (Speaking simultaneously.)

17 MR. ROEHRICH: I'll speak very fast.

18 I did want to remind (inaudible) did want to
19 remind everybody about the study session on the 26th of January,
20 and again, the intent of the study session was to lay out the
21 draft of the tentative program so the board members can start
22 gathering your input, because we do follow a process that would
23 approve the tentative program in February. Then we start the
24 three months of public hearings in conjunction with the board
25 meetings so we can gather the input before we make the final

1 recommendation to the Board, then the final board approvals for
2 the tentative five-year program.

3 In addition, along with the financial background
4 that Kristine gives and the input within the analysis that
5 Mike's team did through planning, we do have another item on the
6 study session. We are going to talk about the rest area program
7 that Mrs. Beaver had asked about, and now you've just asked to
8 include the -- within the FAST Act or the law as far as the
9 pilot program. So we'll study and be able to talk a little bit
10 about some of that. But that really is an issue later on, and
11 we'll be -- make the Board aware of that and see how that works.

12 But I do want to remind everybody the next -- the
13 board meeting is February 19th, and it is in Nogales. So at
14 that time I do want to remind the Board that you've been invited
15 to attend the tour of the (inaudible) as well as some of the
16 (inaudible) of the fresh produce people down there. So I will
17 be coordinating that. So those are the (inaudible) items that
18 we have scheduled (inaudible) board meeting.

19 CHAIRMAN LA RUE: Thank you, Floyd. Before we
20 (inaudible), Director?

21 MR. HALIKOWSKI: Pardon me?

22 CHAIRMAN LA RUE: Anything else?

23 MR. HALIKOWSKI: No, sir. Thank you.

24 CHAIRMAN LA RUE: I thought maybe the director
25 might comment on the efficiency of the meeting because he left

1 the attorney back in Phoenix.

2 MR. HALIKOWSKI: I do have one comment, but I
3 think it was more efficient because I sat on this side of the
4 line instead of that side. So thank you for the privilege, sir.

5 CHAIRMAN LA RUE: Anything else by board members?
6 (End of excerpt.)

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Adjournment

A motion to adjourn the January 15, 2016 Board meeting was made by Kelly Anderson and seconded by Bill Cuthbertson. In a voice vote, the motion carries.

Meeting adjourned at 9:49 a.m. MST.

Joseph E. La Rue, Chairman
State Transportation Board

John S. Halikowski, Director
Arizona Department of Transportation

MINUTES
STATE TRANSPORTATION BOARD STUDY SESSION
9:00 a.m., Tuesday, January 26, 2016
Human Resource Development Center (HRDC)
Grand Canyon Room
1130 N. 22nd Avenue. Phoenix, AZ 85009

Pledge

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

Roll call by Board Secretary Mary Beckley

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

Absent: None.

Opening Remarks

Chairman La Rue welcomed Steve Stratton to the Board, representing District 4, Pinal County.

Call to the Audience

There were no requests to speak.

STATE TRANSPORTATION BOARD STUDY SESSION – JANUARY 26, 2016

I N D E X

PAGE

ITEM 1: ROADSIDE REST AREA DISCUSSION (Dallas Hammit)3

**ITEM 2: 2017-2021 TENTATIVE FIVE-YEAR TRANSPORTATION FACILITIES CONSTRUCTION
PROGRAM REVIEW (Kristine Ward and Michael Kies)18**

ITEM 3: PROPOSED I-15 IMPROVEMENT STRATEGY (Floyd Roehrich, Jr.).....80

(Beginning of excerpt.)

CHAIRMAN LA RUE: All right. Agenda Item No. 1.

And who is presenting? Dallas?

UNIDENTIFIED SPEAKER: Assuming Mr. Hammit.

MR. HAMMIT: Mr. Chairman, members of the board, I was asked to give a brief update on what our rest area program is. But to start with, I thought I'd tell you where our rest areas are at and which ones are functioning. Right now, we have nine locations where we have rest areas that have two rest areas, so one on each side of the interstate. So 18 total facilities in those areas. As you can see, there's three on Interstate 10 west of Phoenix. There's one open on Interstate 10 between Phoenix and Tucson, one on I-8, I-19, on I-40 we have a couple of them, and then one on I-17.

We have four locations where we have just one rest area. Some of these like on U.S. 60, it's on a two-lane roadway. I guess this is four-lane but not access controlled. Sunset Point is on an interstate, but it was designed that it's only on one side instead of two rest areas. We have one at -- which we had closed for a long time, but it's Salt River Canyon. And then one on I-40, but it's only on one side, but we don't have a corresponding on the eastbound. We figured you can go on to New Mexico to take care of the restroom.

We have two locations where we're working on rest areas on I-10. Both of them are under construction, but as soon

as the projects are done, they will reopen, but they are closed right now to complete construction.

We have two facilities that are temporarily closed, and these have been closed since about 2009. But the mohawk on Interstate 8. This one here, there is construction planned for this year that would reopen that rest area, and then the one that we showed open at Sentinel, right there, would close at that time. So we'd still only have one on I-8, but there -- there's quite a bit of work that Sentinel would need to remain open. We'd need to redo the septic and some other facility upgrades.

We have two rest areas that are permanently closed, and we don't plan to reopen them: The one on I-17 and one on I-40. Both of them are very close to Flagstaff, and it's been determined that really the need for the rest area isn't needed at this time in those areas.

Next I thought I'd go into what's our program. What are we going to be spending some money on in the next few years. So like I said, this year at the Mohawk rest area it's \$4.8 million is what we have programmed. We have a new well there, but we need a new booster pump. We need to put in new septic. And as you're going to see there's a common theme. Most of these rest areas are well over 30 years old. The wells, the water system and the septic system is beyond its useful life for a facility of this, so many of the items on these rehabs are

1 the same.

2 And one of the things I wanted to stress, we're
3 not really upgrading these rest areas. We're making them
4 functional. If some of these things aren't done, we can't keep
5 them open. So it's not niceties or want tos. These are have
6 tos to keep these rest areas open and compliant. So again,
7 water system, sanitary system. Some of these have ADA
8 compliance repairs that need to be done.

9 Next year, we have in two areas, the Sacaton,
10 Canoa Ranch, we have about \$5.9 million in needs. And again,
11 water line, leach field for the sewer system, some
12 electrical/mechanical rehab. We need a new well at Canoa Ranch,
13 and as you can see, water system, some electrical/mechanical
14 work needed. It makes sense in this to do both of those, like
15 we did with the current project on I-10, to combine one
16 contractor and do both projects.

17 Haviland, this is out on I-40 west of Kingman.
18 This project, the construction is scheduled for 2018, \$3.4
19 million. Again, a water system, the septic tanks, ADA
20 compliance and some electrical/mechanical rehab.

21 And in '18, we have I-40 on the east side,
22 Painted Cliffs and Meteor Crater. Meteor Crater, we need the
23 water pumps, the pond -- the septic, it has an evaporation pond.
24 We need new liners there. We need some electrical/mechanical
25 work. The Painted Cliffs, again, water system, septic, leach

1 field and electrical/mechanical. All of these upgrades --
2 Meteor Crater is probably about close to 14, 15. It's the
3 newest one, but we have found out that we do need to replace
4 those pump liners on it.

5 And then the last one in the program is Mazatzal
6 rest area. This is a non-interstate rest area. This is on 87
7 right where 188 -- at the junction of 87 and 188. It's been
8 closed since 2009. We've heard from a lot of folks that, hey,
9 it's a long way between Phoenix and Payson. It would be really
10 nice to get this going. One of the reasons it closed is the
11 septic system cannot maintain the volume, even if it's working
12 okay. So we need to double the capacity of that septic system.
13 There's leach fields -- or actually, there are evaporation
14 ponds. And so this project would add a new evaporation pond
15 system to handle the capacity of that rest area if we open it
16 up.

17 That was pretty quick, but I'm open for
18 questions. That's how we're spending the money right now on the
19 rest area subprogram.

20 CHAIRMAN LA RUE: Thank you, Dallas.
21 (Inaudible.)

22 MR. SELLERS: Tell us -- I get a lot of -- excuse
23 me. I get a lot of questions from people about the status of
24 our rest areas and the condition of our rest areas. Is what you
25 presented here today online so we can retrieve this information?

1 MR. HAMMIT: We'll make it available, yes, as
2 part of the minutes of the meeting.

3 MR. SELLERS: And you did mention that the
4 repairs are primarily to keep these open, not really to improve
5 them. So that's -- I'm guessing that's a budgetary issue rather
6 than what we'd really like to be doing.

7 MR. HAMMIT: Exactly. For many years, the
8 Mohawk, the one that we're doing this year, we had planned to
9 rebuild that. When I started with the department in '99, we had
10 plans on the table to rebuild the Mohawk rest area, and it was
11 in the program for many years, but that's a 17 to 20 million
12 dollar investment to rebuild that rest area. What we're doing
13 with the four to five million we have a year is to keep as many
14 of these open as we can without having to make that big
15 investment of \$20 million to build new rest areas.

16 MR. SELLERS: And it appears that we've got some
17 sponsorship involved in some of the rest areas. Can you
18 elaborate on that?

19 MR. HAMMIT: Yes. So that helps us maintain the
20 rest area. So this is general cleaning, you know, restroom
21 facilities as more routine maintenance happens, you know, fix
22 the plumbing on a -- more of a day-to-day basis. We have a P3
23 where we have a contractor that comes on board. We pay them so
24 much a year through our maintenance funds. It's around \$3
25 million, give or take, to do all the rest area day-to-day

1 cleaning, to keep them at a specific level of service. But to
2 supplement that, because it doesn't quite cover all those costs,
3 they've been allowed to do some sponsorship. You see the Geico
4 gecko out in front of them, and they're doing some sponsorship
5 within the rest areas.

6 MR. ROEHRICH: Mr. Chair, Mr. Sellers, that
7 really is -- the sponsorship program is something that's not
8 that old, but it was a federal rule that allowed that as part of
9 being able to capture those additional funds to offset those
10 costs. It's a sponsorship program. You know, there are federal
11 laws against privatizing rest areas that were built with public
12 moneys since, what, the 1950s, but realizing -- and the federal
13 government realizes that as moneys become tight, they've given
14 states a little latitude to do some sponsorship to offset some
15 of the costs, and that was the program that we've been moving
16 forward with.

17 I really want to take just one more minute. Back
18 when the -- 2008 and '09 and the economy was really hitting its
19 lowest point, our funding really stopped. We closed the rest
20 areas, again, because it was a fiscal decision that we made at
21 the time. There was a lot of negative push back on that,
22 because these are relied upon for traveling public as safety
23 spots to rest and spend a few moments as you continue on with
24 your journey, but realizing that we had this fiscal shortfall
25 and the operation of those was pretty expensive, as Dallas said,

1 three plus million dollars before we were able to even try to
2 find sponsorships to defray some of the costs. But as we looked
3 at it, we realized the importance of these rest areas.

4 We're trying to implement back opening them and
5 keeping them moving forward, but without, again, an increase in
6 revenues, expanding those, modernizing, upgrading them, and then
7 even looking for ones that should be closed in other areas where
8 we may even want to add new or do something, that program was a
9 significant fiscal model. We're talking about 20 million per
10 site, approximately. Might vary a little, but -- given the
11 location, and that's an investment that we, in talking with the
12 Board, have not put the priority on.

13 Priority is keeping the ones that we have,
14 looking for an opportunity to defray some costs, but until the
15 revenue situation really increases, we've not looked at this
16 expansion of the program or complete rehabilitation or
17 reconstruction of the program. A worthy effort maybe at some
18 point, but something I think we need to judge how that fits in
19 the priority of the funding streams that we have.

20 MR. SELLERS: I guess another quick question
21 concerning safety of the areas. Do we know how many of these
22 have adequate cell signals available?

23 MR. HAMMIT: There's no relays that give extra
24 cell. Most of those areas, and this is just speaking through
25 experience as I drive those, and near those areas there is cell

1 reception, because they are fairly close to either a rural tower
2 or that sort of thing. So they do have that.

3 To add on what Floyd said, one of our challenges
4 that's going to come up is truck parking. With more and more
5 freight coming through and the limits that drivers have that
6 they can go, they have to park and get their minimum rest. As I
7 drive back and forth from Prescott regularly, Sunset Point is --
8 every spot's full, and they're loaded up and down the ramps.
9 We're going to be challenged to find different ways to
10 accommodate some of those truck parking. Some states have gone
11 through a P3 that there's -- working with the state, and they
12 actually go through and we met with someone yesterday, give
13 information, how many spaces are available. So if I go on to
14 Sunset Point, I know when I get there or I have an idea there's
15 a spot for me to park, because when there's not, they just start
16 lining up our ramps, and that's not safe when they do that. So
17 that will be a challenge in the future.

18 MR. HAMMOND: Mr. Chairman, a question I get
19 asked -- actually, I have it, too -- I'm referring specifically
20 to the Canoa Ranch upgrade that was done a couple years ago.
21 There was a lot of work there. I think it was in Canoa Ranch
22 rest stop. But is there some complexities in cost or time that
23 you have to deal with? That construction job seemed to go for,
24 like, a year, year-and-a-half, where I don't know, maybe you're
25 waiting for federal inspections because it's on the interstate,

1 but is there something specific that you have to deal with that
2 either lengthens the time to do it or the cost?

3 MR. HAMMIT: Mr. Chairman, Mr. Hammond, that one
4 was a little unique, because the work that was done a few years
5 ago, we worked at Sacaton and Canoa Ranch. We put in some truck
6 screening working with our enforcement division. So as you
7 approach both of those, you see trucks get in the right lane,
8 and what that is is we have scales within our pavement that
9 gives us a good idea that the truck could be overweight, but it
10 isn't to an accuracy to ticket those trucks. And so if it
11 triggers that, we can pull them into the rest area where we have
12 scales, and then we can enforce a weight there.

13 When we were installing those scales, we had some
14 difficulties with equipment, and that's why the Canoa Ranch took
15 a little longer than expected. It wasn't normal rest area. It
16 was those scales that we were working on.

17 MR. ROEHRICH: But Mr. Chair, too, there's no
18 federal rules that set limitations or time frame. It really
19 depends upon the scope, the type of construction, what the
20 activities are. When we start a project, like any project,
21 whether it's that project or any project, our attempt is to get
22 it done in the quickest time possible working within the
23 conditions of the contract and the requirements of the
24 construction itself. So some of them can take longer, some can
25 take less, again, depending upon the scope or the issues. When

1 we run into issues like trying to rent or fit this equipment in
2 and making that work, it might cause a little bit of delay.
3 There's nothing, like, federally required that says rest areas
4 can only be shut down for a period of time or whatever.

5 MR. HAMMIT: One challenge, it's like you do on
6 home repairs when you get into the old houses. You find stuff
7 that you didn't know about until you got going, and we're seeing
8 that on the Texas Canyon and some of those others that until you
9 got into it makes those repairs, you didn't know you had these
10 problems, and that's part of working with an aging facility.

11 MS. BEAVER: Chairman La Rue, I think the reason
12 that I had inquired about this sometime back had to do with the
13 fact our resources are not as much as they have been in past
14 years, and so my question was are these rest stops even
15 something we need today based on the fact there are private
16 truck stops now. You know, I know back in the 1930s when the
17 highway system was began, it seemed very important because there
18 was so much rural highway. But I've come to believe that we do
19 still have -- it is still important to maintain these from this
20 -- with the State maintaining them.

21 I had the opportunity to talk to a truck driver,
22 and I asked him, I said, you know, what's your feeling one way
23 or the other with regard to, you know, private truck stops
24 versus the state rest stops? And he said they -- most truck
25 drivers now are using an app, and so they know where all of the

1 truck stops are, the rest areas.

2 But he said they actually do prefer the state
3 rest areas whenever they're having to stop because of the
4 lighting and somewhat of a secure area on both ends. In order
5 to get in or out, you're going to come one way or the other, and
6 there's sort of this brotherhood with them themselves where --
7 there is, I guess, which I was not aware of, a lot of theft of
8 big trucks, loads, that type of stuff. And because they can
9 kind of connect with each other, if something goes on at one of
10 those, they can kind of protect each other by blocking off an
11 entrance or an exit if there was some kind of emergency, where
12 at these public or private truck stops, they're so much more
13 open and coming and going, it's harder to kind of watch over
14 each other where -- I -- it appears that they do do that more at
15 these private truck stops. I -- or, I mean, at the state truck
16 stops.

17 I also know that the school buses, a lot of the
18 school buses, because of the distance, the bus drivers have to
19 stop every so many hours or miles, and so they will use those
20 truck stops for their stops if they're having to take kids
21 across state to games and things like that. So I've come to
22 realize that there is an importance. My original had to do
23 actually with the five-year plan. It's like, well, if we can
24 cut one of those truck stops and move the funds into something
25 else, but I'm coming to feel that these do still serve a

1 purpose, so I just wanted to share.

2 CHAIRMAN LA RUE: Yeah. Thank you for bringing
3 that forward.

4 And Dallas, I guess I've got a new appreciation
5 for -- as I remember a few years back, I think we did move funds
6 out of a rest area back into pavement preservation or something.
7 But this looks like almost four to five million dollars a rest
8 area to rehabilitate it. We've got a lot of them around the
9 state in need of rehabilitation. So it sounds like a pretty big
10 price tag. And then like you said, there's ongoing maintenance,
11 operations and maintenance, you know, once we've got them
12 rehabilitated. So, you know, it's almost like the rest area
13 program needs its own little, you know, find your plan of how
14 you're going to rehabilitate these. But then I'm still a little
15 bit -- you know, where is the funding coming out of the -- you
16 know, big pot of funds or are there special safety funds that
17 can be used here? I mean, what -- so that's one question.

18 The other question, a little bit like Ms. Beaver,
19 is how will we decide -- how do we decide which rest areas to
20 rehabilitate because of it's needed, because there's no other
21 alternatives and how do we decide to not rehabilitate some?

22 MR. HAMMIT: Mr. Chairman, so I'll answer the
23 first question, the funding. So that there's our five-year
24 program funding, and we've set aside for the last number of
25 years a subprogram that identifies so much money, and I think

1 it's been around \$4 million, and once we get it scoped, we
 2 refine that. Every -- for three years, we put the individual
 3 project in the five-year program. So if you look in the
 4 program, you'll see this year's program. You see Mohawk in the
 5 program for this much money. You see Canoa and all those others
 6 for the -- at least -- I think there was four, because I was
 7 looking last night, four years of projects in there.

8 So we want to be very open. We used to just have
 9 a subprogram, and we fixed it and we weren't really transparent.
 10 Now, at least for four years in the five-year program, we make
 11 that very transparent. So it comes out of the five-year program
 12 for these capital expenses. We also have through our
 13 maintenance appropriation, that's how we pay for the day-to-day
 14 operation of it. So that comes out of our maintenance budget
 15 for that P3 contract that we talked about.

16 Your second question is how do we prioritize. We
 17 have a facilities group that evaluates the facilities. Giovanni
 18 in the back, he does that. Bobby Wheeler runs our P3 contract.
 19 They're both here. Wave, gentlemen. They help set our
 20 priorities, what needs to be done, and we're predicting, okay,
 21 some of these are four years out. They're working fine now, but
 22 maybe we're -- we're putting in a few more repairs than we
 23 should be because it's an older system like your car. How long
 24 do you keep and maintain your car versus buying the new one?

25 We're in that point right now as, yeah, we're

1 keeping it going, and we believe we can keep it operational
 2 until we do a major -- at least a mid major reconstruction on
 3 those. So we have a group that prioritizes that through our
 4 facilities group.

5 CHAIRMAN LA RUE: Any thoughts to creating a fee
 6 base to pay properties for maintenance? I mean, pay toilets,
 7 you know, parking fees, all those things?

8 MR. HAMMIT: We've really looked at that, but
 9 when we went to close the rest areas, Floyd, who's state
 10 engineer, and I was his deputy, we said, let's privatize these.
 11 And we've gone down this route two major times where we've gone
 12 to Washington saying allow us to do that. There's two laws that
 13 stop us, federal laws, on these interstate rest areas that do
 14 not allow us to privatize the rest areas. So right now we don't
 15 have that ability to do that with our rest areas.

16 MR. ROEHRICH: Yeah. Dallas tried to implement a
 17 poop toll, but it didn't work. We got shot down.

18 CHAIRMAN LA RUE: Deanna.

19 MS. BEAVER: Yes. With regard to the federal
 20 government, it's my understanding that -- I'm probably using the
 21 wrong line of the Mississippi, east of the Mississippi, but
 22 those were grandfathered in so they can privatize, where out
 23 west, we can't privatize. Is there any way of approaching our
 24 Congressman again and, you know, seeing if they'd maybe look at
 25 revisiting the law?

1 MR. ROEHRICH: Mr. Chair, Ms. Beaver, absolutely.
 2 Every time another highway bill comes up for consideration,
 3 there is a conversation that states and other groups have to
 4 look at changing that to allow that privatization of those areas
 5 that (inaudible). But there's a strong lobby against that, and
 6 it's all of the convenient stores, the rest stop owners and the
 7 other private people there who don't want this competition from
 8 government to now come in and allow you to put businesses in
 9 those rest areas.

10 They're not opposed to, yeah, government, you've
 11 built these rest areas, you maintain them, fine. Do that, but
 12 then don't compete against me with my other enterprises within
 13 these rest areas. And so there's always been a strong lobby
 14 against it, and that is what's maintained the state -- or the
 15 federal laws against privatizing, and until that can change and
 16 Congress is willing to change the law, you know, we're still
 17 going to be stuck working within the regulations that we have.

18 CHAIRMAN LA RUE: Steve?

19 MR. STRATTON: You -- Dallas, you said that there
 20 was laws governing the ones along the interstate. What about
 21 the ones that are not like the Mazatzal? Can those be
 22 privatized?

23 MR. HAMMIT: Mr. Chairman, Member Stratton, I
 24 don't know of a federal law that would stop us. The -- we had
 25 talked about that at one time. I don't know that we've fully

1 pursued that opportunity. I'd have to check and get back to
 2 you. It was still built with federal funds.

3 MR. ROEHRICH: They're federal dollars. Yeah.

4 MR. HAMMIT: And then we would have to -- you
 5 know, there could be some requirements with that because of the
 6 funds we used to build it.

7 CHAIRMAN LA RUE: Thank you. If there are no
 8 further questions, thank you, Dallas.

9 MR. HAMMIT: Thank you, Mr. Chairman.

10 CHAIRMAN LA RUE: Move on to Agenda Item No. 2,
 11 which is the 2017 through 2021 Tentative Five-Year
 12 Transportation Construction Program. We are starting with
 13 Ms. Ward.

14 A smile on your face. Maybe it's good news. I
 15 don't know.

16 MS. BEAVER: I know. It's almost (inaudible).

17 MS. WARD: You know, I have to say I am a little
 18 happy about FAST. I'm a little happy about the stability, and I
 19 actually hope this will --

20 CHAIRMAN LA RUE: Put a smile on our face?

21 MS. WARD: -- this will -- yeah, exactly.

22 All right. So give me one second here.

23 So what I'm going to do is we'll start by going
 24 over the major fund sources that flow into and support the
 25 program, you know, our HURF, our Highway User Revenue Funds, our

1 Regional Area Road Funds, our federal aid, and then we'll talk
2 about bonding.

3 So starting off with HURF, just briefly touch on
4 where we left off last year. At the end of '15, we actually had
5 experienced 4.6 -- excuse me -- 4 percent growth over our
6 previous year. This was stellar in my tenure. Previous to
7 this, we had been really experiencing some flat growth, even at
8 times some negative growth. So 4. -- 4 percent growth was
9 really a lovely thing, and that has -- that has some tiebacks to
10 gas prices that we'll talk about in a second. Unfortunately, we
11 are still not back to -- quite to 2006 levels. So we're still
12 functioning on 2006 level of revenues.

13 Going on, our overall composition of HURF
14 revenues hasn't really changed much. Fuel taxes still represent
15 over 50 percent of the revenues flowing into HURF, and then
16 another approximate 30 percent from the vehicle license tax.
17 We'll go into those a little bit more.

18 So I had mentioned gas prices. Any of you who
19 were going to the pump might have noticed that in fiscal year
20 2015, we had some really nice gas prices compared to 2014. But
21 what was very interesting in a presentation I had to do
22 recently, if you look at 2008, you'll see that we had prices,
23 gas prices that were averaging at \$3.02 a gallon, and we sold
24 2.8 billion gallons. But if you look to 2015, we got those
25 prices down to 2.74 as an average, and we only sold 2.7 billion

1 gallons. So it was just an interesting -- we had to do a
2 presentation -- I had to do a presentation on the elasticity of
3 demand for gas, and this was a chart I presented in that. But
4 ultimately, I believe the uptick that we've seen in HURF can be
5 attributed -- a good portion can be attributed to the gas
6 prices.

7 When you look at gas historically -- this is a
8 look at the 12-month rolling average. Even as lovely as those
9 prices have been in FY 2015, we're still back at 2005 levels
10 where we -- in 2005 we got about 481 million in gas tax
11 revenues, and in 2015 we're at about 470 million.

12 CHAIRMAN LA RUE: Kristine, is that just the
13 Arizona gas tax revenue, or is that the nation?

14 MS. WARD: Correct.

15 CHAIRMAN LA RUE: Just Arizona?

16 MS. WARD: Just Arizona, sir.

17 CHAIRMAN LA RUE: That would be an interesting
18 overlay, the unemployment rate on that, to see if there's a
19 correlation between employment and gas tax revenue.

20 MS. WARD: I'll contemplate that, see if we can
21 take a look at it. I know we have an overall correlation. You
22 know, you always have a natural correlation between, okay, if
23 you've got jobs and you get population, once you've got
24 population, you got people spending money.

25 CHAIRMAN LA RUE: Right.

1 MS. WARD: And I have drawn that correlation,
2 HURF revenues actually before. You know what, I already have
3 that chart. I will send that to you.

4 CHAIRMAN LA RUE: Thank you.

5 MS. BEAVER: Do you mind?

6 MS. WARD: I will send it to the whole crew.
7 Anybody who wants to see charts, I will help you out.

8 CHAIRMAN LA RUE: Well, thinking about the
9 employment in Arizona (inaudible) figures that I can recall, it
10 looks like it correlates pretty directly to (inaudible) --

11 MS. WARD: Yeah.

12 CHAIRMAN LA RUE: -- revenue.

13 MS. WARD: You're correct. As I recall this
14 chart, as my memory catches up with my mouth, I -- there is a
15 direct correlation. You can see it beautifully depicted how
16 your population -- your job growth, your population growth and
17 your HURF revenues. It's really -- it's really quite
18 interesting. Well, to some people it's quite interesting. For
19 those of you that already passed out, well, maybe not.

20 In terms of vehicle license tax and what we've
21 seen there, it continues to recover. We experienced 6.1 percent
22 growth and 370 million in revenues in '15. Again, I'm sorry to
23 be a downer, but we are still back -- excuse me -- at 2006
24 revenue levels. And even more kind of disturbing is the fact
25 that we are still 20 percent below 2004 new car sales. So we

1 sold 406,000 new cars in 2004, and 330 or something in
2 two-thousand -- 20 percent below. That is just fascinating from
3 a clinical perspective and depressing from a revenues
4 perspective.

5 MR. SELLERS: But in actuality, I think the
6 United States is setting a record on vehicle sales.

7 MS. WARD: Really? Well, we've had some upticks
8 of lately, but we just have not gotten back to that previous
9 level.

10 So in terms of HURF, this shows the history that
11 you saw in the first chart, as well as the forecasts going
12 forward. I haven't really decided whether the -- you know, we
13 have a forecasting process where we gather a room full of
14 economists and experts on the Arizona economy, and I have not
15 really decided if they are perpetually depressed or if whether
16 indeed the situation is what it is. Because the comments that
17 stood out really when we gathered those economists to complete
18 these forecasts were they just did not see strong opportunities
19 for job growth. They did not see in the future some really
20 significant things on the horizon in terms of job growth, which
21 actually, of course, then drives population increase, which then
22 drives our revenues.

23 So before the Great Recession, our revenues and
24 HURF tended to run between four-and-a-half to six-and-a-half
25 percent. That's not the world we live in anymore, given that I

1 get overjoyed at 4 percent, and what they have forecasted here
 2 is not very different in terms of a compound annual growth rate
 3 than they forecast last year at this time. So what we gained
 4 between last year's forecasts and this year's forecasts is about
 5 \$100 million flowing additional forecasted HURF revenues, and
 6 with a compound growth rate of about 3.5 percent.

7 So unless people want to ask some questions about
 8 this, I'll move on to RARF.

9 MS. BEAVER: I do have a question, Chairman. And
 10 I'm not sure if you're the one to answer it, but it seems like
 11 there are areas of the state, rural areas of the state where the
 12 gas price is still quite significantly higher than metropolitan
 13 areas, even down in Tucson where it's well over -- about 2.39 a
 14 gallon on one side of the state, and it's down around 1.79 a
 15 gallon. Do the wholesale distributors, because they are -- do
 16 they charge more to the gas stations and that that purchase
 17 this? I'm just wondering what the -- does all this factor in to
 18 how the HURF funds are distributed as well?

19 MS. WARD: There are -- there is a -- it does
 20 factor in to HURF distributions to some extent, yes. So the
 21 answer to your question is yes. When we distribute, say, HURF
 22 comes down and all the revenues go into the pot, and then when
 23 we do the distributions to the counties and so forth, we look at
 24 the gallonage that was utilized by each county, so those
 25 distributions by the suppliers. So yes, it does fold in some.

1 MR. ROEHRICH: But not the cost of it, Kristine.

2 MS. WARD: Now, the cost is a whole another --

3 MR. ROEHRICH: (Inaudible) consumption of it.

4 MS. WARD: Yeah.

5 MR. ROEHRICH: Right. So that you're paying
 6 difference in prices regionally, but it's really based upon
 7 consumption within the population numbers, not the price at the
 8 pump.

9 MS. WARD: Correct. The price at the pump is
 10 all -- distribution of revenues is one part of the one equation,
 11 one topic.

12 MR. ROEHRICH: Because the revenue --

13 MS. WARD: But the cost of the actual gasoline --

14 MR. ROEHRICH: Right.

15 MS. WARD: -- at that particular gas station is a
 16 whole another component, and I don't have the direct off the top
 17 of my head as to why you would -- a complete answer as to why
 18 you would see different prices in different places other than
 19 you've got to get that gasoline to those rural areas. So you've
 20 got increased transportation costs would be the first thing that
 21 comes to mind. But I don't know about the individual
 22 negotiations with the vendors of the -- of those gas stations.

23 MS. BEAVER: Well, I know even, say, a rural
 24 truck stop. Their gas prices can be lower at the pump than in a
 25 rural community. It just -- and I got to thinking, well, I'm

1 wondering if somehow this factors, you know, the bigger...

2 MS. WARD: Chairman La Rue, Member Beaver, I --
3 you know, as you were talking, it's -- some things were
4 occurring to me. You have certain vendors that are large --
5 either are related to the supplier or have a relationship with
6 the supplier that a large organization can negotiate a lower
7 price on what that supplier is selling to. So -- I don't
8 remember the large ones, but you -- Circle K, for instance, I'm
9 sure, they are prevalent all over the state, they would
10 negotiate more as a whole.

11 CHAIRMAN LA RUE: Ms. Ward, I think we've been
12 doing this for a number of years now, right, where we do the
13 forecast and the -- plug it in? You don't have another data
14 sheet you can send us, if you have time, just to show since 2010
15 what the forecast has been and what we've actually been just for
16 (inaudible).

17 MS. WARD: I would -- I don't have that slide,
18 but I would be happy to provide it, particularly since it shows
19 a high level of accuracy. All right. I'll pull that together
20 for you.

21 CHAIRMAN LA RUE: So you're saying we're pretty
22 well behaving?

23 MS. WARD: Yes. Yes. In fact, if you'll recall,
24 RARF last month, we were .2 percent off.

25 CHAIRMAN LA RUE: Yeah.

1 MS. WARD: You'll see on HURF the historical
2 slide that was originally provided, so it's in your packet, you
3 will see we were 1. -- our forecast was 1.6 percent off of
4 actuals. And I tried not to brag about it the month before, but
5 it was -- the variance was actually zero the month before last.
6 So -- but I can give you that on a historical level, historical
7 perspective.

8 CHAIRMAN LA RUE: It would be nice, because
9 that's my recollection as I've sat here for, what, four years
10 now --

11 MS. WARD: Uh-huh.

12 CHAIRMAN LA RUE: -- is that while I'm
13 disappointed at the revenues that are coming in, when I think
14 back, we've been pretty consistent at pegging what they are. I
15 mean, we have that structure, gives you comfort that --

16 MS. WARD: Yeah.

17 CHAIRMAN LA RUE: -- that we're not either
18 totally overspending or underspending, so...

19 MS. WARD: Well, if there are no more questions,
20 I'll move on to the Regional Area Road Fund.

21 CHAIRMAN LA RUE: I don't see any questions.
22 Please.

23 MS. WARD: So in 2015, we ended with
24 four-and-a-half percent growth in the Regional Area Road Fund.
25 Retail, we -- I'll cover some more of that in a couple of

1 minutes, but we did fairly well. With RARF, it ended up, I
 2 think, adding about -- no. I'm sorry. That's a future number.
 3 That's a forecast number. We did end up in contracting a little
 4 negative, and I'll show you more on that as well, but
 5 four-and-a-half percent. Historically, it's not fabulous. I've
 6 seen RARF as -- experience growth rates as high as 15 percent
 7 before my time. I look at those rates longingly.

8 If you look at retail sales, the 12-month rolling
 9 average, you'll see that in 2015, just so you know, we collected
 10 about 201 million, and that was on a growth rate of over 8
 11 percent. It's very interesting. We were talking about gas
 12 taxes, but -- and when those prices go down, what do
 13 consumers -- JP Morgan Institute did a study on this, and what
 14 they do with those savings is they go over and they spend them.
 15 80 percent of them, they found that 80 percent of drivers --
 16 that drivers spend 80 percent of their savings out on retail,
 17 restaurant and bars. So while we might not see it on the HURF
 18 side of the house, we will see it -- we do get some bang for the
 19 buck on the Regional Area Road Fund side of the house. So that
 20 shows the retail.

21 Let's look at contracting very quickly. While
 22 contracting has shown some strong growth in recent months, this
 23 slide kind of tells the historical story. In 2015, we actually
 24 experienced negative growth in contracting,. While there was a
 25 legislative change that impacted the very end of the year,

1 basically we still had very low growth. Well, negative growth.
 2 In 2007, by contrast, we brought in about 79. -- 73.9 million in
 3 contracting revenues, whereas in 2015 we experienced 36.6
 4 million in contracting revenues.

5 Okay. I didn't bring Kleenex.

6 So when we look at the Regional Area Road Fund
 7 for the balance of the regional transportation plan freeway
 8 program, the rest of the life of it, of the tax through 2026,
 9 this is what you're looking at. This is what you get. You get
 10 about a 5 percent growth over that time period. You'll see it
 11 stays pretty steady per the panel's estimates. And what this
 12 means in terms of the overall forecast, this gives you the
 13 numbers, they upped their compound growth rate to about -- at 5
 14 percent that I mentioned, and it increases the forecast increase
 15 by about \$258 million over the life of the tax under this new
 16 forecast. About 82 million of that is within that first five
 17 year -- within the five-year program that we're discussing here
 18 today.

19 MR. SELLERS: So why did 2026 fall off a cliff?

20 MS. WARD: You know, sometimes I think I should
 21 take that year off. It's half a year of revenues. The
 22 revenues, this chart, that chart is in a fiscal year, and so
 23 fiscal year '26 is half of 2015, calendar year 2015, and so the
 24 tax expires on December 31st, 2025. So you're seeing half a
 25 year. So you got me. I should -- I knew I should have taken

1 that off of there.

2 Okay. Federal funding. There have been a lot of
3 discussions and bantering around, numbers, and these are the
4 closest numbers we can get at this point. They are still
5 providing us guidance on the FAST Act, but this is what -- let
6 me go straight to the -- I'm going to skip this first one and go
7 straight to where the -- what's more along the lines of cash.
8 So I'm on your slide 17.

9 So when you look at FAST compared to MAP-21 and
10 the additional funding that we will have access to over the next
11 five years, we're seeing an increase of about \$350 million to
12 the State. That's, I emphasize, to the State. That does not
13 mean that all rolls into this five-year program. A portion of
14 those dollars, you'll see in this slide how those dollars are
15 suballocated, and -- I've got to turn the page here -- the
16 general -- the distribution, the suballocations to the locals
17 are around -- running around 20 to 21 percent, and 80 percent
18 for -- that are not suballocated.

19 Oh, hold on here one second.

20 So one might ask, okay, well, what does that mean
21 in terms of actual dollars? So 350 million difference in --
22 from MAP-21 to FAST, and of that, approximately 300 million will
23 be not allocated, and the other 50 million will be suballocated.
24 So with those revenue sources in mind, then we base -- we look
25 and see, okay, what do we think we can do in terms of financing?

1 The five-year program that you are about to see incorporates
2 close to \$1.3 billion in bond issues. Of that, 500 million will
3 go into this current program, and you'll see that depicted in
4 just a little bit. 200 million in 2019, while it is a HURF
5 issue, will actually go towards the RTPFP program, the Regional
6 Transportation Freeway Program.

7 So after you take all of the revenue sources that
8 we've just reviewed, as well as the financing mechanisms that we
9 incorporate after we know what revenues we have to support that
10 debt service, we then go through what's lovingly referred to as
11 the RAC process at ADOT, and -- but no one will really
12 necessarily know that, that reference.

13 What it is speaking to, the resource allocation,
14 an allocation that was hand -- was resolved at Casa Grande in
15 1999, and what we do is as soon as -- I think this next slide
16 will actually cover it a little bit more -- once FMS, the
17 Financial Management Services, the group that I'm responsible
18 for, once we develop the revenue numbers, we look at what the --
19 I'm trying to think of an easy way to explain this. We look at
20 what we have spent by region in subprograms over the last three
21 years, and we took -- take those numbers, and then we pass them
22 over to MPD and, okay, now let's break this down, get --
23 calculate your subprograms, how much gets applied to
24 subprograms, and then the remainder gets dedicated to major
25 projects, and ultimately ends up in a breakdown of the MAG

1 region getting 37 percent. We programmed 37 percent of the
 2 program in the MAG region, 13 percent in the PAG region, and 50
 3 percent in the Greater Arizona region, and that was not -- you
 4 know, that was not one of my most artful dances, but do you
 5 understand it?

6 CHAIRMAN LA RUE: Questions by the board members?

7 MS. BEAVER: Chairman La Rue, I think you did a
 8 really good job.

9 MS. WARD: Oh, well, see --

10 MS. BEAVER: You know, very -- kind of
 11 simplifying it to the point where these two slides, I'd almost
 12 like to see put on the web site.

13 MS. WARD: Okay. All right. I'll have to --

14 MS. BEAVER: Because I think sometimes people
 15 don't understand, you know, how things -- you know, we show the
 16 other side of it, the development of this, but from the resource
 17 side, we don't necessarily show that, and I think you summarized
 18 it really well.

19 CHAIRMAN LA RUE: So we'll have a test in the
 20 next board meeting just to really (inaudible).

21 MS. WARD: Okay. There we go.

22 I will let you know that we actually tested these
 23 allocations. We -- a couple of years ago and -- by looking at
 24 actual expenditures, and we -- it just came dead on. It was
 25 really -- I was very thankful for that, because I was waiting to

1 see how the numbers fanned out.

2 CHAIRMAN LA RUE: I do have a question for you
 3 given our earlier topic. So off the top, (inaudible) Resource
 4 Allocation Advisory Committee, so I'm assuming there's a policy
 5 or something there from 1999 that says rest areas.

6 MS. WARD: Uh-huh.

7 CHAIRMAN LA RUE: So all the rest areas that we
 8 just talked about, is -- do they come off the top? What is
 9 that?

10 MS. WARD: I'm seeing a lot of shaking of the
 11 heads. Yes. I'm going to say yes and defer the balance of the
 12 question to the shaking heads. That would be Mike Kies.

13 CHAIRMAN LA RUE: Okay.

14 MR. HAMMOND: Can you elaborate on accords also
 15 on --

16 MS. WARD: So as I understand the Casa Grande
 17 accord, the whole thinking was let's take off of the top that
 18 which is a -- those costs which are applicable to the entire
 19 state. So what are those things that benefit the entire state?
 20 And so those -- that's what I mean -- I'm giving examples of
 21 things that benefit the entire state, ports being one of them.
 22 There -- it's a simple example of a benefit to the entire state.

23 MR. ROEHRICH: Mr. La Rue and board members, the
 24 issue about off the top is those end up getting put in the
 25 subprogram, and that's where we developed the project. So I'm

1 trying to let Dallas explain.

2 MR. HAMMIT: Right.

3 MR. ROEHRICH: (Inaudible) with the port of
4 entries (inaudible). But the challenge that we still get is any
5 time we do take the money off and put it in the ports, then the
6 rest of the state says, well, why do they have to be so much?
7 Why do you really have to do that because (inaudible) goes to
8 them. So we still get challenged on even putting money into
9 those subprograms and taking it out of the 37/13/50 distribution
10 and do those programs. But then the challenge still seems to
11 be, why are you still spending those? People don't see the
12 value of that.

13 Ports are a huge issue, because it collects
14 additional revenues. It gets the people who come in overweight.
15 It tracks the movement of freight through there, which again
16 makes sure that we collect the revenues to help keep the system
17 (inaudible) preservation of the system, helps protect the
18 system, and obviously (inaudible) rest area, (inaudible) had the
19 conversation of the importance of the rest areas.

20 CHAIRMAN LA RUE: Yeah. No, I -- you know, this
21 is the first year that I started dialing into that, and I
22 (inaudible) it would be interesting to know how ports is defined
23 in that committee advisory. Is it just the footprint of the
24 port, or is it 50 miles of the roads getting into the port?
25 (Inaudible.)

1 MR. CUTHBERTSON: Mr. Chairman.

2 CHAIRMAN LA RUE: (Inaudible.)

3 MR. CUTHBERTSON: So those line items, are they
4 specific to maintenance only, or -- so -- or is that -- when you
5 pull that money off for the ports and rest areas, is that money
6 that's dedicated just to maintenance of those facilities or to
7 new construction?

8 MR. ROEHRICH: Mr. Chair, Mr. Cuthbertson, it's a
9 capital problem. It's a capital, capital budget, with some
10 parts of maintenance that are eligible for those capital funds.
11 As Dallas had said, that when you get into the -- then the
12 operation cost of those, then that comes out of our operating
13 budget, which is outside of this five-year program. It's
14 appropriated by the -- with the legislature out of the highway
15 fund to the department, and so those routine daily operating
16 costs come out of ADOT's operating budget, and then the capital
17 budget is what comes out of the five-year program, and that's
18 what's taken off the top and was reflected in the financial
19 component.

20 MS. WARD: (Inaudible.)

21 MS. BEAVER: Chairman La Rue, I think our
22 conversation is making Mr. Kies nervous.

23 CHAIRMAN LA RUE: (Inaudible.)

24 MR. KIES: Well, not nervous. I just wanted to
25 make sure that people understood that these were just two

1 examples that Kristine was giving about off the top. There's a
2 list of about 20 or 25 items that we take off the top, and not
3 all of them are related to construction. Some is -- one is our
4 risk management --

5 MS. WARD: Risk management.

6 MR. KIES: -- funding, which goes towards paying
7 insurance --

8 MS. WARD: Uh-huh, for the construction.

9 MR. KIES: -- you know, which we -- we, not me
10 personally, but the -- in the past, the Resource Advisory
11 Committee had determined that that was benefiting the entire
12 state, that the Department of Transportation has insurance for
13 liability. Other things are planning activities of the planning
14 division. We plan projects and studies all over the state.
15 That was decided as a off the top for the benefit of the entire
16 state. So it's not only construction items. These were just
17 two examples that Kristine picked that I think she thought would
18 get the point across --

19 MS. WARD: (Inaudible.)

20 MR. KIES: -- that rest areas and the ports of
21 entries are of benefit to the entire state.

22 CHAIRMAN ANDERSON: You know, thank you for that
23 clarification. Let's go to Mr. Stratton, and then I've got a
24 follow-up question.

25 MR. STRATTON: Mr. Chairman, what is the total

1 percentage of off the top for the overall revenue.

2 MS. WARD: I don't remember the percentage. It
3 runs, I think, between 50 and 70 mil., something like that. I
4 don't know, so --

5 MR. KIES: No. I think it's in the range of
6 about 40 million that we take off the top, and I -- and the
7 total amount available for distribution has been in the 600 --

8 MS. WARD: Yeah.

9 MR. KIES: -- to 700 million range.

10 MS. WARD: 700, yeah.

11 MR. STRATTON: So it's not a percentage. It's an
12 -- it's a dollar amount that's needed rather than a percentage
13 allocated?

14 MR. KIES: It's a dollar --

15 MS. WARD: It's a dollar.

16 MR. KIES: -- amount that's defined-

17 MR. STRATTON: Okay.

18 MR. KIES: -- based on the value that we program
19 to those different activities. Yes.

20 MR. ROEHRICH: Well, it's been coming in -- looks
21 like it's been a little under 10 percent --

22 MR. KIES: Under 10 percent.

23 MR. ROEHRICH: -- is what has been the dollar
24 amount. (Inaudible) percentage of the total that eventually
25 then gets into this distribution amount.

1 CHAIRMAN LA RUE: Mr. Kies, is there a document
2 that's easy to read and not too thick that kind of lays what you
3 just described out?

4 MS. BEAVER: Like a summary?

5 MR. KIES: Yes. In fact, every time we have a
6 meeting of the Resource Advisory Committee, we prepare a
7 two-page document that does exactly that. Starts with the total
8 amount that's available for distribution, lists all the off the
9 tops, lists all the subprogram allocations that are assumed, and
10 then gets down to the numbers for resource allocation. I will
11 make sure I send --

12 CHAIRMAN LA RUE: That might be helpful
13 (inaudible) --

14 MR. KIES: -- the one that we just -- yeah.

15 CHAIRMAN LA RUE: -- (inaudible) made that into
16 our minds. Because I know you've mentioned in the past, but
17 it's just not catching there. Thank you.

18 MR. ROEHRICH: Mr. La Rue, if I could, just want
19 to make a general comment. So any staff who's sending something
20 to all the board members, please send it to Mary. She'll
21 distribute it.

22 CHAIRMAN ANDERSON: Right. Yeah. Everything
23 through Mary. Nothing outside of direct.

24 MS. WARD: Okay. So this gets us to a slide that
25 will make some glassy eyed. So we take the State -- SHF stands

1 for State Highway Fund. We take those State Highway Fund
2 revenues that are available and flow into the program down from
3 HURF. We pay our debt service and meet some operating cash
4 requirements to get to what's the total State Highway Fund
5 flowing into the program, and you'll see for the five-year
6 program that's about \$206.8 million. That's after paying the
7 debt service associated with those planned issues, that almost
8 1.3 bil. in planned debt issues.

9 This will show you then we take the federal aid
10 amounts that are available for the program after we do those
11 distributions that I discussed. They flow in. We then
12 calculate in how much we estimate for -- to get through the
13 August redistribution process, as well as some other dollars
14 that come back in. We take our debt service off, and then that
15 takes us to how much federal aid is available for the program.
16 We look at the financing mechanisms. Then we have to apply the
17 -- a discount factor to allow for inflation, which gets us to
18 the total -- I'm sorry -- the total sources of funds that are
19 available for the program. And you'll see that at about 3.4 --
20 3,379, 3.4 bil. for the full five-year program.

21 CHAIRMAN LA RUE: So I think I've asked this
22 question every year, and I must not remember it. Speak to me
23 about the inflation adjustments. So you're adjusting future
24 revenues down by an inflationary factor.

25 MS. WARD: Correct. Correct.

1 CHAIRMAN LA RUE: And the purpose of that is?

2 MS. WARD: To bring -- because the program
3 dollars are in constant dollars. They're in our dollars today.

4 CHAIRMAN LA RUE: So our expense side is in
5 constant dollars today. They're not inflation adjusted in the
6 five-year program.

7 MS. WARD: Exactly. But --

8 CHAIRMAN LA RUE: (Inaudible) inflation adjust on
9 the revenue side?

10 MS. WARD: Correct, because my revenue numbers
11 are actually inflated. I have to bring things down. Yeah.
12 That's -- there's a lot more to that, but yes, that's the crux
13 of it.

14 CHAIRMAN LA RUE: And so who does the forecasting
15 to figure out that inflationary adjustment.

16 MS. WARD: That is a wonderful question, and it's
17 this -- it is our consultants, HDR. So they go and they look at
18 -- this is actually -- this inflation factor is a combination of
19 what do they anticipate in increased construction costs, and
20 that's built in there as well as inflationary costs. So that's
21 what that negative inflation adjustment is, and it is required,
22 I might add, to be depicted for fiscal constraint for the
23 federal government. It is a very, very specific requirement.

24 CHAIRMAN LA RUE: Thank you.

25 MS. WARD: There you go, Carla.

1 So this takes us to the actual program. Let me
2 turn the page here. So ultimately, what all of those revenues
3 resulted in was an additional \$440 million flowing into the
4 already approved program, and then a new fifth year of \$700
5 million.

6 Now, just to give you some point of reference,
7 when I came on board, our -- my first fifth-year amount was
8 around 525 million. Because of the consistency, we now have in
9 the -- the additional funds from the feds as well as the revenue
10 growth.

11 CHAIRMAN LA RUE: Can everybody hear in the back?
12 (Inaudible.)

13 MR. ROEHRICH: Move that mic closer to you.

14 MS. WARD: Well, Floyd, you know, Floyd mentioned
15 mono, so I'm...

16 CHAIRMAN LA RUE: (Inaudible.)

17 MS. WARD: No, no. Don't worry, Mike. I do not
18 have mono. You missed that, that one.

19 MR. ROEHRICH: That's good. I'm glad
20 (inaudible).

21 MS. WARD: Also, you missed -- it got worse, but
22 I won't tell you. I'll tell you that afterwards.

23 So what we now have is a program that -- a new
24 fifth year that is at \$700 million. So courtesy of these
25 additions to the revenue growth that we've experienced in HURF

1 as well as the increased federal aid revenues that we've got,
2 which facilitate increased bonding, we are now up to a new fifth
3 year of \$700 million.

4 So, of course, I can't tell you any good news
5 without telling you that there are risks to the good news. Of
6 course, all of the things that I've been talking to you about
7 are built-on estimates. We can't speak to what the legislature
8 will do. While the executive budget holds us pretty much
9 harmless or no particular change, we don't have a good -- we
10 don't know what the ultimate legislative proposal will be, and
11 you always have concerns about fund transfers and diversions.

12 One point to be made is that the FAST Act expires
13 in 2020. So what we have assumed for federal aid in 2021 is
14 flat growth from 2020 to 2021. I also have to, of course,
15 remind you that understand that the Great Recession took place
16 between December 2007 and June 2009. Recessions tend to run on
17 a five to seven-year schedule. So just things we have to
18 consider.

19 MR. HALIKOWSKI: Kristine, the FAST Act expires
20 in 2020. There's a clause in there, go about the funding. It
21 doesn't state the new base rate.

22 MS. WARD: It reverts back to MAP-21 levels.

23 MR. HALIKOWSKI: To 2015 levels.

24 MS. WARD: Correct.

25 MR. HALIKOWSKI: So that's another caution that

1 we need to be careful of.

2 MS. WARD: I didn't articulate it well, but
3 that's what I meant to --

4 MR. HALIKOWSKI: Okay.

5 MS. WARD: -- get across.

6 MR. SELLERS: Is that what causes the reduction
7 in fiscal year '21?

8 MS. WARD: Fiscal year -- what slide are you
9 looking at, sir?

10 MR. SELLERS: Back on 25th and 26, reduction in
11 funding.

12 MS. WARD: 25 and 26, reduction in funding. So
13 quote me a number so I can get exactly what you're looking at.

14 MR. SELLERS: We go with fiscal year -- go back
15 one slide. One more. Right there.

16 MS. WARD: Okay.

17 MR. SELLERS: So you got 619 (inaudible) 619 and
18 732?

19 MS. WARD: Yeah. That's where you're -- where we
20 start flatlining numbers. So you see the federal aid number
21 remains exact, and then, oh -- oh, the big reason you see a
22 difference there is one -- what I built into the program is I
23 assume that you are going to -- that we are going to have some
24 big projects that we can do some advanced construction on. That
25 is a federal -- a tool that the federal government provides to

1 us to cash flow projects. That 113 million that you see there
2 is half of the costs of those projects, essentially. So you --
3 we are not seeing -- that's not -- we are not seeing a decrease
4 due to the expiration of the FAST Act. That is a -- kind of a
5 behind-the-scenes calculation that if you ever want, I can go
6 into in great detail, unfortunately.

7 MR. SELLERS: Okay. Thank you.

8 MS. WARD: And with that...

9 CHAIRMAN LA RUE: Questions of the board members?

10 MR. HAMMOND: Very quick, very informative.

11 MS. WARD: Oh, glad you liked it, even with
12 advanced construction being mentioned.

13 CHAIRMAN LA RUE: I think that is the biggest
14 increase I think I've seen since I've been (inaudible).

15 MS. WARD: Yeah.

16 CHAIRMAN LA RUE: That's why you were smiling.

17 MS. WARD: That's exactly why I was smiling.
18 Thank you very much.

19 CHAIRMAN LA RUE: Let's continue. Mr. Kies,
20 you're up.

21 MR. KIES: We always like it when Kristine is
22 smiling.

23 Thank you, Mr. Chair. I would like to continue
24 the conversation from where Kristine left off with the revenue
25 available for the five-year program to staff's recommendation of

1 the projects and the programs that we would like to program for
2 the next five years.

3 Just a review of what I'm going to give you an
4 overview of today. First we'll talk a little bit about the
5 asset condition. As you recall, every year we look back at the
6 condition of our assets, the value and where the trends are
7 leading, which helps us to prioritize some of the programs in
8 the five-year program. Then we'll talk about the tentative
9 five-year program. This is the program for Greater Arizona,
10 which does not include Maricopa County or Pima County. We'll
11 take the Pima County and Maricopa County program separately, and
12 then a few comments about our airport program.

13 For those that don't remember, the five-year
14 program is developed collaboratively between all the areas of
15 ADOT and partners, some of our NPO partners. It does
16 demonstrate how we intend to spend all of our federal and state
17 dollars that are available to us over the next five years. It's
18 approved annually. So even though it's a five-year program, we
19 do this every year. We don't wait five years to update it, and
20 then it allows us to continue delivering projects into our next
21 fiscal year, which is -- starts July 1st.

22 So very quickly, just an overview of our assets
23 that we currently have on the state highway system. Every year,
24 whether you like it or not, we bring you the current value of
25 our assets that are out there in place. This year it did top a

1 value of \$20 billion. You might recall last year we presented
 2 its value at about \$19.7 billion. So obviously we continue to
 3 increase the amount of assets we have out there that -- to
 4 maintain and operate. And again, just to reiterate, that the
 5 importance of preservation of this system that if we -- we were
 6 no longer to preserve this system and then have to replace this
 7 entire system in place, we estimate that would cost about \$200
 8 billion. So it's very important that we keep up with the
 9 preservation.

10 So with that, where is the -- where is the
 11 condition of our assets today? Every year we do bridge
 12 inspections and then bring it into a database. We've been able
 13 to track the trends of our -- this happens to be bridge
 14 conditions around the state. You see good, fair, poor in green,
 15 yellow and red. And you -- what I would like to point out with
 16 this slide is the trend, however, from 2001 to 2014, a 15-year
 17 trend, and you see that we're seeing the trend still going
 18 downwards as far as the less percentage of our bridges in the
 19 good condition, more starting to appear in the poor condition,
 20 and we currently show 4 percent of our bridges in poor
 21 condition.

22 Next is the condition of our pavement on our
 23 state highway system.

24 MR. ROEHRICH: Real quick, Mr. Board Chair, board
 25 members, that doesn't mean our bridges aren't safe.

1 MR. KIES: No, not -- yeah.

2 MR. ROEHRICH: (Inaudible) we're not -- the
 3 conditioning and the inspection, all that means, we addressed
 4 the safety conditions of the bridge, but they are deteriorating
 5 like anything else.

6 MR. KIES: Right.

7 MR. ROEHRICH: They're showing a little bit more
 8 age.

9 MR. KIES: Yeah.

10 MR. ROEHRICH: Which means the pavement
 11 preservation -- or the pavement preservation part will start
 12 costing us a little bit more to continue to keep these bridges
 13 in a safe, functional condition.

14 MR. KIES: Thank you, Mr. Roehrich.

15 MR. SELLERS: What about the ones, though, that
 16 are in poor condition?

17 MR. KIES: Well --

18 MR. SELLERS: Is that becoming a safety concern?

19 MR. KIES: Well, if it would become a safety
 20 concern, we would close the bridge. The reason that they're --
 21 they're in poor condition, they're still open, but it alerts us
 22 that those are bridges that need attention to, and I'll show you
 23 later about how many projects in this proposed five-year program
 24 actually are dedicated to those bridges.

25 MR. STRATTON: I'm sorry. A few years ago, I

1 believe the standards changed after some catastrophic accidents
2 on some bridges. Did that impact our condition of poor
3 significantly?

4 MR. KIES: I don't believe so. Dallas? No.
5 Dallas is shaking his head no, it did not change.

6 CHAIRMAN LA RUE: Mr. Kies, I would guess that
7 depending on where the bridge fits, there's probably a different
8 inspection protocol that's -- we undertake. I mean, is that the
9 case?

10 MR. ROEHRICH: Mr. Chair, members of the board,
11 that is correct. Usually our bridges are on about a two-year
12 cycle. After they start seeing a degradation or if we know
13 there's a condition within them, they go on a yearly cycle, and
14 then it's -- as -- on I-15, I want to talk a little about
15 Interstate 15, we're actually going through a bridge monitoring
16 program that allows us to do even more continuous monitoring of
17 those considering that we evaluate the concerns of their health
18 and condition.

19 MR. HALIKOWSKI: Mr. Chairman, the federal
20 government just awarded us a \$768,000 grant to put electronic
21 sensors on the bridges on 15 as a pilot program, and they will
22 telemetrically give our folks here in Phoenix bridge conditions,
23 but that's only on 15. But it might be better if we brought the
24 state engineer up to answer questions about the bridge
25 condition.

1 MR. HAMMIT: I think Floyd covered it pretty
2 well. It's good to know that after six years, he still
3 remembers what's here.

4 MR. ROEHRICH: (Inaudible.)

5 MR. HAMMIT: But he is correct. But I want to
6 add one thing more to what Mike said. As we evaluate those, we
7 may -- if conditions are to a certain area, we would close it,
8 but sometimes we would just put a restriction. A few years ago
9 at Ash Fork, you may remember on I-40 we put a restriction and
10 closed one lane of that bridge until we got it repaired, because
11 it had deteriorated to a certain condition. We -- our plan is
12 to get ahead of that so we're not putting -- we're not posting
13 weights or closing lanes, and that's what our program is doing.

14 From about 2010, we increased from about \$20
15 million a year to \$40 million a year to -- because we saw a
16 trend of our bridges deteriorating faster than we could keep up.
17 We are making more strides, but as that shows, we are keeping
18 the areas in poor in check, but the ones that are between good
19 and fair, those are deteriorating, and you can just see it with
20 the life of our system. I-40, I-10 were built in a similar time
21 frame, and they're all coming due at that same amount of time.

22 MR. HAMMOND: I know I-40 is a -- or I-15 has got
23 some serious issues. I guess I can add it up here (inaudible)
24 see all the red dots. What Percentage of I-15 is that 4
25 percent? Is it 50 percent of the bridges that are poor --

1 MR. HAMMIT: There's eight bridges on I-15.
2 We're in the process of a brand-new one on one. I think there
3 was -- would probably be only four bridges that were in the poor
4 condition that are left now.

5 MR. HAMMOND: I-15. And what's the total number
6 in terms of numbers?

7 MR. KIES: I do have that if you --

8 MR. HAMMIT: Yeah. I don't know it off the top
9 of my head.

10 MR. KIES: -- let me find it. Just a second.

11 MR. HAMMIT: You get that in a future slide,
12 don't you?

13 MR. KIES: No, I didn't (inaudible).

14 MR. HAMMOND: You know, Mike, a rough number is
15 fine. (Inaudible.) Just curious.

16 MR. KIES: I don't even know the rough number.

17 MR. ROEHRICH: What I think Mr. Chairman is
18 (inaudible). Maintenance (inaudible).

19 MR. KIES: There are -- Board Member Hammond,
20 there are 63 bridges total in poor condition.

21 MR. HAMMOND: And four of those are on I-15?

22 MR. KIES: And that's going by memory. I'd have
23 to check to know exactly for sure.

24 MR. HAMMOND: Would be the dollar scale to fix
25 them all about the same percentage?

1 MR. ROEHRICH: Mr. Chair, Mr. Hammond, I'm going
2 to give you a discussion on I-15 that was requested by the
3 Board. I'm going to discuss I-15. So I'll give you the
4 specifics of that.

5 MR. HAMMOND: Okay. All right.

6 MR. ROEHRICH: If you want to wait until that
7 time.

8 MR. HAMMOND: (Inaudible.)

9 MS. BEAVER: Chairman La Rue, I can't help but
10 look at this, also. When we're talking about the expense was
11 20.2 billion, and without preservation it would be 200 billion,
12 without preservation, if we weren't being stewards of the state
13 highway system, lawsuits would probably increase that 200
14 billion, wouldn't it? If people were, you know, injured, sued
15 the State, you know. I just look at this number, and that's why
16 I think this preservation aspect is very important to this.

17 MR. HALIKOWSKI: Well, I think that point's well
18 taken, Mr. Chairman, is that, you know, the State's going to be
19 subject to a lawsuit if people are going to allege that there
20 was somehow a defective condition in the system that caused them
21 damages, and you know, you would see a increase in those, I
22 think, the less you maintain the system. So obviously from the
23 taxpayers' perspective, it makes sense to keep the system in
24 good condition.

25 But as I pointed out -- Kristine's around here

1 somewhere -- I know I saw the graph at a board meeting. By
 2 2022, our maintenance costs will begin to exceed the maintenance
 3 dollars we have available. And you will see us trying to then,
 4 you know, figure out how to prioritize maintenance needs in the
 5 state given the limits in funding, because I would just add, as
 6 we've said before, with a \$20 billion system, and I think this
 7 is a point Board Member Beaver's getting at, fiduciary
 8 responsibility demands we keep it in good shape. Otherwise, it
 9 will cost us a lot more to fix it the more (inaudible).

10 CHAIRMAN LA RUE: Thank you.

11 MR. KIES: I have similar information on the
 12 pavement condition. As you can see here, we break out the
 13 performance of the interstate system on the top versus all the
 14 other state highways, which are non-interstate on the bottom.
 15 We do hold our interstates to a higher pavement condition goal.
 16 So you see that they're in greater good condition than the rest
 17 of the state.

18 So with that, we'll move on to the five-year
 19 highway delivery program, and that performance of the -- of the
 20 highways -- of the pavement and the bridges really is a big
 21 factor that helps us decide where we should be putting our
 22 funding in the five-year highway delivery program.

23 Before I get into the details of the program, I
 24 do want to remind the Board that the long-range plan that we act
 25 under in the planning division was calculated previously that we

1 should be spending about a third of our program in preservation
 2 to keep up with that -- the amount of preservation that we
 3 should be doing. Roughly, again, a third in the expansion area,
 4 and a third in modernization, which is where all those safety
 5 improvements are located in the program.

6 We are currently going through an update of the
 7 long-range plan. Every five years, by federal law, we are
 8 required to update our long-range plan. And you may have known
 9 -- seen that there's been some news releases and information put
 10 out about all the different workshops that we're going to be
 11 having around the state regarding the long-range plan. These
 12 are workshops where the public, the business community, other
 13 stakeholders can voice their opinion about what the vision of
 14 our transportation should be over the next 20 years, how we
 15 should be looking at -- thinking about programming dollars and
 16 projects towards that five year -- over the next 20 years. So
 17 with the conclusion of the updated long-range plan, this may
 18 change here in the near future based on -- as the director
 19 mentioned, as we look at our preservation needs over 20 years,
 20 as we look at the revenue numbers that are coming in. Just want
 21 to give you a heads up on that.

22 These workshops start as early as tomorrow where
 23 there's one being held in Kingman, and then on Thursday of this
 24 week in Prescott Valley, and then a whole host of them over the
 25 month of February throughout the state.

1 So with that said, this is a comparison of the
2 previous five-year program that you approved last year where we
3 had 29 percent of the program dedicated to preservation and
4 about 59 percent dedicated to expansion. This includes projects
5 in -- for the entire state, including Maricopa and Pima County,
6 where there are a lot more projects that are expansion oriented
7 than in Greater Arizona.

8 As compared to this year's program, which is on
9 the right side, where you'll see as I give you the details of
10 the five-year program, we are concentrating more funding towards
11 the preservation area, with 41 percent of the entire state's
12 program proposed to be towards preservation, and a change from
13 59 percent to 44 percent in the expansion area.

14 You'll also see that the modernization area
15 growing from 12 to 15 percent. We're looking to put more
16 emphasis into some of those modernization improvements, which
17 include safety improvements around the state of Arizona.

18 CHAIRMAN LA RUE: Mr. Hammond.

19 MR. KIES: Yes, sir, Mr. Hammond.

20 MR. HAMMOND: You know, the interchanges, the
21 improvements to I-10 and the two spots, would that be considered
22 modernization or expansion?

23 MR. KIES: That's considered expansion. Yes.

24 What I'd like to now do is just talk about the
25 five-year construction program. This is for Greater Arizona,

1 dedicated to outside of Maricopa County in Pima County. Again,
2 a higher proportion of the Greater Arizona dedicated to
3 preservation. There's a lot more mileage in rural Arizona than
4 in the urban areas and less towards expansion.

5 As in past years, I've always thought that the
6 best way that we can present an overview of the five-year
7 program to you is with these bar charts. If you were paying
8 attention to Kristine's presentation, she had indicated at the
9 end of her presentation that the Greater Arizona portion of the
10 program that's available for programming, it ranges between 400
11 and 500 million dollars per year over the five year -- of the
12 program. And that's what these bars represent. You can see
13 that they all top out somewhere between four and 500 million
14 dollars a year.

15 We then are proposing that that funding be
16 divided into our major categories: Green being preservation,
17 red being the modernization program, and blue being that
18 expansion program that has those larger projects involved. And
19 then there's a couple other categories there. The yellow and
20 the purple are sort of the development, the planning and the
21 development of our projects and how much money is dedicated
22 towards those.

23 What I would like to point out with this slide is
24 we've always been talking about this number of \$260 million per
25 year dedicated to preservation is being a goal to get our

1 preservation spending to that number so that we could make some
 2 strides in the preservation of our infrastructure, and we have
 3 always been showing you numbers below that number. This year
 4 with the joy that Kristine has spread with not only her
 5 increased revenue forecast, the FAST Act, some other things that
 6 have freed up some funding, we are proposing that in year 2019,
 7 2020 and pretty much in 2021 that we be at that \$260 million a
 8 year to dedicate it to preservation funding.

9 With that said and then with our safety program,
 10 we then have available revenue that we're recommending for a
 11 whole host of expansion projects. All of them I'm sure you
 12 recognize from previous discussions. We start out in 2014 the
 13 same projects that were proposed in the last five-year program
 14 in 2017, the State Route 89/Deep Well Ranch project, which is in
 15 the Prescott area, and a US-60 expansion project in Show Low.
 16 But now adding a new project to 2017, which is the State Route
 17 347 overpass, previously in the last program that was in the
 18 year 2020. So we've -- staff is recommending that that be
 19 accelerated to 2017, and there is a main reason why we would
 20 like to accelerate that to 2017. As you recall, we did -- were
 21 awarded a TIGER grant for that project, and that TIGER grant has
 22 a time frame associated with it, and it is -- it's paramount
 23 that we do deliver that project in 2017 to keep up with that
 24 time frame. And I'll give you some details on that, the funding
 25 for that project here in a few minutes.

1 The other projects that we're proposing in the
 2 five-year program are projects that primarily were in the
 3 development program last cycle, because we did not feel like we
 4 had enough revenue to support the construction. They are two
 5 I-10 projects, one at Picacho, which is one of those sections
 6 where I-10 goes from six lanes down to four lanes and then back
 7 to six lanes, and then the second I-10 project is what we call
 8 Earley to I-8, which is in the Casa Grande area. We recommend
 9 that those projects go to construction in 2018 and 2019.

10 And then we recommend bringing two US-93 projects
 11 forward from the delivery program in 2020 and 2021. First, a
 12 \$31 million project that's called Carrow to Stephens on US-93,
 13 and then second, a -- another \$31 million project called Cane
 14 Springs on US-93.

15 MR. SELLERS: So Mike, in this five-year plan,
 16 the design for State Route 189 wouldn't be until 2018?

17 MR. KIES: Correct. With 189, we're currently
 18 going through the environmental process, and that's going to be
 19 accompanied with a 15 percent design set of plan -- so 15
 20 percent of the way through the final design process, we expect
 21 that environmental clearance to be obtained this summer, which
 22 is in fiscal year '17, and then we would then move on to the
 23 final design.

24 MR. HAMMOND: Those two, actually the design and
 25 construction (inaudible) or SR-189 or -- that's the same as it

1 was in the last (inaudible)?

2 MR. KIES: Correct.

3 MR. HAMMOND: What you're saying is you're going
4 to finish the two segments of I-10 in '18 and '19?

5 MR. KIES: That is what we're proposing, yes.

6 MR. HAMMOND: I like that.

7 MR. KIES: Great. Yes, sir.

8 MR. STRATTON: On the SR-347, the -- is that a
9 firm commitment on the local share, or is that an estimate?

10 MR. KIES: Director, would you like to take that?

11 MR. HALIKOWSKI: I was going to pose that
12 question to Mr. Kies, Mr. Chairman, Mr. Stratton, but he did say
13 he was going to discuss financing (inaudible).

14 MR. KIES: Yeah. See, I slide here next. So
15 (inaudible) talk specifically about 347 (inaudible).

16 MR. HALIKOWSKI: But that is a question I wanted
17 to ask you. Is the local share (inaudible) going to be ready by
18 FY '17?

19 MR. KIES: So we're in a process of working out
20 an intergovernmental agreement between ADOT and the City of
21 Maricopa. So what this -- what this paragraph and what's on the
22 next slide shows is the agreement that was agreed to when we
23 submitted the TIGER grant to the federal government. I think
24 the 347 -- and I'll skip to the next slide -- the 347 project
25 really is a great example of a partnership between a local

1 entity and ADOT where we have partnered together. In the
2 pursuit of the TIGER grant, the TIGER grant was awarded for this
3 project, and the local community has dedicated local funding
4 that they're going to contribute to the program.

5 So this five-year program does assume these
6 assumptions for the State Route 347 overpass. We are still
7 under a current cost estimate of \$55 million total for the
8 entire project. ADOT has already advanced some of those funds.
9 This board approved a previous five-year program that obligated
10 \$6 million for the final design of that project in this -- the
11 current fiscal year that we're in right now. So that is already
12 taken away from the 55 million that's required for the project.

13 As submitted in the TIGER grant, phase one or the
14 first piece of the project is to relocate the Amtrak station,
15 which is now located right next to the existing crossing, and
16 would have -- would be under the bridge if it wasn't relocated.
17 The local community is willing to do that project at an estimate
18 of \$6 million, which is part of the local contribution that
19 we're talking about for this project.

20 And then that leaves phase two and three, which
21 is at about a \$43 million price tag, and that's the bulk of the
22 work that -- or it's all the work here that you see on this map:
23 The overpass over the railroad, some of the local streets being
24 re-orientated so that traffic moves more efficiently. And so
25 for that \$43 million, we have \$15 million that's been provided

1 by a TIGER grant. The agreement with the TIGER grant was that
 2 the local community provide \$15 million. So six is already part
 3 of the Amtrak station. That's another nine that would come to
 4 phase two and phase three.

5 Therefore, for this five-year program, we are
 6 programming \$19 million worth of ADOT funds, and that is the
 7 assumption that's in this five-year program and allows us to
 8 program all those other projects that we referred to. It's not
 9 the only reason that we can program those projects, but it's one
 10 of the factors that allows us to bring some of those projects
 11 forward.

12 CHAIRMAN LA RUE: Mr. Stratton.

13 MR. STRATTON: Mr. Chair and Mike, I have another
 14 question on this. You -- and I'm supportive of this project. I
 15 have been for many years. You mentioned the City of Maricopa
 16 being a partner, but I think it's important, too, to mention I
 17 think there's another partner involved in this and give them the
 18 credit, also. The tribal community is also a portion of this,
 19 and I think that that needs to be recognized, that it's more
 20 than just a city and a town and ADOT. It's also the tribal
 21 community. And that was my question, if the numbers have been
 22 tied down on what all the commitments are.

23 MR. KIES: Yes. Thank you for that statement,
 24 Mr. Stratton. And I do not believe -- I don't want to speak for
 25 the City of Maricopa that all of the commitments of where that

1 local contribution has been -- is coming from, but the way that
 2 it is presented, and we've all agreed with the TIGER grant was
 3 that it's the City of Maricopa that's going to do that -- carry
 4 the water to bring all of those funds together.

5 MR. STRATTON: Thank you.

6 MR. ROEHRICH: But Mr. Chair and Mr. Stratton,
 7 the point is we're negotiating to come to a final joint project
 8 agreement to outline that. Well, it's not signed yet, so we're
 9 not done. We're still negotiating. We're still working with
 10 the local, the Ak-Chin as well as the City of Maricopa and ADOT
 11 to come to that final agreement. Now, the agreement might only
 12 be between us and Maricopa, and then Maricopa brings in Ak-Chin
 13 as a partner, but you're right, we need to recognize that
 14 they're a partner within ultimately the funding of this, but
 15 that agreement is not executed. So we're still negotiating.

16 CHAIRMAN LA RUE: So Floyd, thank you for that.

17 I think what Mr. Stratton's question is, what is the timing on
 18 that? Is that IGA going to be signed before this board would
 19 take action in June?

20 MR. KIES: Do you know the answer?

21 MR. HAMMIT: We don't, because we don't have the
 22 full control, but that is our intention that we have all those
 23 commitments before. Really what I've been tasked with before we
 24 spend any more additional state funds, that we have that
 25 agreement in place to move forward. So our intention is to have

1 it in place by June.

2 CHAIRMAN LA RUE: Okay.

3 MR. KIES: Any other questions or comments on the
4 State Route 347 project?

5 MS. BEAVER: I just think one question. With the
6 TIGER grant, when that application was admitted, that local
7 contribution, that was identified, though, in there, correct?

8 MR. KIES: Correct.

9 MS. BEAVER: So...

10 MR. KIES: The other project that I did want to
11 highlight in the five-year program, in the expansion program is
12 State Route 189, which there were a couple comments made about
13 that. That was previously in the development program in 2021.
14 So we are just bringing that forward as planned. We are showing
15 it as a \$64 million project. We do believe that there are some
16 improvements on 189 that can be funded at \$64 million to bring
17 some improvements to that corridor and help freight move
18 efficiently in the area.

19 However, as the Board may recall, the ultimate
20 project for 189 is a larger project estimated at about \$200
21 million, and the local community is concerned about only doing
22 one phase, and then when would the ultimate project be
23 delivered. So we have been in discussions with the local
24 communities. It's sort of analogous to the 347 project that if
25 the local community can bring some more funding to the table,

1 we'd be willing to do more of the project and maybe even the
2 ultimate project. However, at this point in time, we're
3 recommending that the Board recommend a \$64 million funding
4 level for State Route 189.

5 Yes, sir.

6 MR. HAMMOND: I was on the way to the restroom
7 when I heard 189.

8 MR. KIES: Oh.

9 MR. HAMMOND: I figured I better wait a minute.

10 MR. KIES: Hopefully you don't have to cross your
11 legs while...

12 MR. HAMMOND: (Inaudible.) Well, as you might
13 expect, I get a lot of -- earful on this topic, and my overall
14 sense is ADOT is doing a very good job managing expectations,
15 and the local community's doing a very good job trying to
16 recognize the commitment ADOT has made to the project and come
17 up with ideas and ways to either do it in phases or do it all at
18 once. But as even they recognize, the funding sources need to
19 be collaborative, and I think it remains to be seen. But, you
20 know, I think it's my hope that we can come up with a way to do
21 the whole project, recognizing the locals have to find some
22 solutions, and the trucking association, those sort of things.
23 A lot of conversation going on, and I think you're doing a very
24 good job in communicating. They may not agree, but I think
25 you're doing (inaudible).

1 MR. KIES: Thank you.

2 MR. CUTHBERTSON: Mr. Chairman, Mike, I have a
3 question. Just -- I guess just to check my understanding on the
4 Maricopa Road, that's -- that is not -- it's not considered a
5 port facility. It's not taken off the top. So this shows the
6 State Highway Fund funding, because it was actually a roadway
7 leading into the port; is that right?

8 MR. ROEHRICH: Mr. Chair, Mr. Cuthbertson, that's
9 correct.

10 MR. CUTHBERTSON: Okay.

11 MR. ROEHRICH: It's a roadway project, and you're
12 right, it does tie in to the port. Now, this phase -- the whole
13 project, the \$180-200 million might stretch all the way into
14 there. This phase would not.

15 MR. CUTHBERTSON: Okay.

16 MR. ROEHRICH: The phase that we're doing really
17 corrects it at the I-19, SR-189 interchange, and it's a
18 directional, one kind of component of it.

19 MR. CUTHBERTSON: Right.

20 MR. ROEHRICH: But those funds are not off the
21 top. It is out of the --

22 MR. CUTHBERTSON: The highway fund.

23 MR. ROEHRICH: -- the highway funds that would go
24 to the Greater Arizona region.

25 MR. CUTHBERTSON: All right.

1 MS. BEAVER: Chairman La Rue, that kind of speaks
2 to your earlier question about how far out do the port funds go.

3 MR. ROEHRICH: Mr. Chair, Ms. Beaver, those port
4 funds have been, I say, within the footprint of the port. It
5 has not been the attached roadways and component of that. That
6 has been broken out and separated in that. So see, you've got
7 that period where -- that point on there where they meet, and
8 it's really within the footprint of the port that comes off.

9 MR. HALIKOWSKI: So Mike, Mr. Chairman, there's
10 that four miles remaining from where the \$64 million project
11 ends, correct? Into Mexico. That if we were to do the
12 ultimate, you could improve that four miles for access control
13 that leads to the port?

14 MR. KIES: Actually, Mr. Director, the \$64
15 million includes improvements at the interchange of I-19 and all
16 of those access --

17 MR. HALIKOWSKI: Okay.

18 MR. KIES: -- control enhancements all the way
19 down, up to the port of -- or the international port.

20 MR. HALIKOWSKI: Okay.

21 MR. KIES: So the missing part of the ultimate
22 project is the interchange improvements that are proposed for
23 \$64 million is just in the northbound direction. So if you're
24 coming from Mexico, there would be a flyover that takes you on
25 to I-19 in the northbound direction. There would no -- there

1 would not be a flyover in the southbound direction. You'd still
2 have to get off an exit ramp and get on to the arterial.

3 And then the other key element that would be
4 missing from the ultimate project is a great separation at a
5 road called Frank Reed Road, which is a -- would be a bridge
6 over a local intersection where there's high school access.

7 MR. HALIKOWSKI: Thank you.

8 MS. BEAVER: Chairman La Rue, in the projected
9 out, the -- where we're -- this is the five year, but the
10 projected out into the ten year is this second portion of the
11 SR-189. Is that what the local communities is looking to see
12 that it gets into that planning document?

13 MR. KIES: My understanding is the local
14 community is concerned that if we just did one phase of the
15 ultimate project, that based on the funding level constraints we
16 have for the state, it would take even longer than the ten-year
17 plan for us to come back and do that, that second phase.
18 However, our analysis does show that the project that we have
19 proposed for \$64 million is good for the traffic volumes that we
20 predict out to 2040. So that is quite a long time frame.

21 CHAIRMAN LA RUE: Board Member Hammond.

22 MR. HAMMOND: Yeah. The -- I think the local
23 community's still focused on trying to get it all done at once.
24 You know, when that option either does or doesn't happen, then
25 they may think about some of the long term. I do think ADOT was

1 considering -- I don't know if it's decided -- to be able to
2 have some concept of phasing so that the 64 million, you don't
3 throw away 20. If the second or third phase gets implemented 10
4 or 15 years from now, you can reuse what they've done. So
5 there's going to be some connectivity in a phasing concept if I
6 understand; is that correct?

7 MR. KIES: That's correct, Mr. Hammond. The \$64
8 million project is a phase of the ultimate plan, and with maybe
9 minor exceptions, there would be no throwaway to that project.

10 CHAIRMAN LA RUE: Questions? Speaking of, we've
11 been going about an hour and 40 minutes. I think we've got a
12 little bit longer to go, plus Item 3. Did we want a five-minute
13 biological break or keep going? Everybody's -- keep going?
14 Okay.

15 MR. KIES: I did want to remind the Board, I've
16 already said it, that this five-year program does recommend that
17 we increase our preservation funding levels up to our \$260
18 million goal for the -- almost the last three years of the
19 program. With that said, you recall the bridge condition slide
20 that I gave you earlier. If the Board agrees with the five-year
21 program that we have recommended, 20 percent of those bridges in
22 the poor condition would be addressed with projects in this
23 five-year program.

24 I do want to remind the Board that because of the
25 time frame of developing projects and also allowing for

1 assessment of the conditions, we only program projects out the
 2 first three years of the five-year program. The last two years
 3 are pretty much dedicated in subprograms that we intend to
 4 program projects. So this five-year program will -- and the
 5 increase in preservation funding in the last several years will
 6 allow us to even ramp up the number of bridges that we're able
 7 to provide projects for in the later years.

8 And the same with our pavement condition. This
 9 five-year program proposes projects that address over 30 percent
 10 of the center line miles that are currently in fair or poor
 11 condition over all of the state highway system, which is the
 12 interstates and the non-interstate systems.

13 With that, these are the examples that I show you
 14 each year of the map of where all the preservation activity is
 15 proposed in the five-year program. I do want to notify the
 16 Board of the information that you have been provided in front of
 17 you. One handout is a -- the list of all the projects that are
 18 proposed in the five-year program for Greater Arizona, and then
 19 each board member has a map of your district that shows first
 20 the projects that are proposed in the next fiscal year, which is
 21 2017, so that if you have -- if you get questions over the next
 22 month or two from people about what projects would I expect next
 23 year if this five-year program were approved, you could answer
 24 those questions.

25 And then the second map that you have in front of

1 you with your -- of your district is the projects that are
 2 proposed from year 2018 to 2021, or the remaining part of the
 3 five-year program. We felt that that would be helpful for you
 4 as you get questions or have your own questions about the
 5 program.

6 Again, the modernization program and the
 7 distribution around the state of where those projects are
 8 located and some examples of what type of projects are contained
 9 in the modernization program, you see here improvements on
 10 intersections, upgrades of lighting, some traffic interchange
 11 improvements at spot locations. Those are the type of projects
 12 that we identify in the modernization project program.

13 And then last, the expansion program. We went
 14 over all of those projects on that bar graph that I showed you
 15 earlier. One thing that I do want to note that -- look that is
 16 easy to see on the state map is there's a lot of discussion
 17 always about the future Interstate 11 concept and where those --
 18 how we're moving forward with implementing Interstate 11. Well,
 19 as the Board recalls, we are moving forward with what we call an
 20 interim corridor, which includes 189, I-19, I-10 and US-93, and
 21 you see several of those projects, in fact, the majority of the
 22 projects in the expansion program actually line up along the
 23 interim I-11 corridor. So not only are we -- think that we're
 24 improving the mobility of the state, but the I-11 corridor is a
 25 lot of emphasis on freight movement, and so we see these

1 projects as being very important for the movement of freight
2 around our state.

3 With that, the summary of the tentative program
4 for Greater Arizona is that we -- we're able to keep all of the
5 projects that you saw in -- expansion projects that you saw in
6 the previous five-year program, SR-89 and US-60, and advance
7 SR-347 to fiscal year 2017. We were able to increase the
8 preservation funding near our goal of 26 -- of \$260 million, and
9 then because of the funding increases due to the TIGER grant
10 available and the FAST Act that Kristine mentioned, we were able
11 to bring all of these projects into the five-year program, two
12 I-10 projects, two US-93 projects and the 189 project.

13 I do want to mention -- sorry.

14 MR. HAMMOND: Just real quick, I want to be sure
15 I'm clear. It said widen to four lanes. Isn't it six lanes, or
16 am I missing the I-10 project? You're finishing the two
17 overpasses, the Picacho Peak one and the I-8, I-10?

18 MR. KIES: Correct. The I-10 projects are to go
19 from four lanes to six here.

20 MR. HAMMOND: Okay. Go back a slide.
21 (Inaudible). Should that be widen to six?

22 MR. KIES: Oh, yeah. Should be widen to six.

23 MR. HAMMOND: (Inaudible.)

24 MR. HALIKOWSKI: Wow, we gained two lanes in a
25 heartbeat. Way to go.

1 CHAIRMAN LA RUE: No more money. All right.

2 MR. HALIKOWSKI: Mr. Hammond's a genius.

3 MR. KIES: But I do want to clarify, because
4 there has been a lot of discussion about additional money
5 associated with the FAST Act, a new program called the freight
6 program. Border infrastructure set aside funds that are
7 available as part of the FAST Act. This five-year program for
8 Greater Arizona that we're presenting to you and if you don't
9 have major concerns, this fully funds -- or fully programs all
10 of those funds. So our recommendation is that we've actually
11 made decisions already about where that freight funding goes,
12 where the border infrastructure funding goes, but we believe
13 that these are the signature projects that really do enhance our
14 freight flows around the state and some of our border
15 activities.

16 With that, I would ask if there's any other
17 questions on the five-year program.

18 MR. CUTHBERTSON: So the freight funding is off
19 the top. That's kind of something that's done off the top, and
20 you decide where you need that to best accommodate pavement
21 projects, but it's not part of the distribution, that --

22 MR. KIES: That is our recommendation.

23 MR. CUTHBERTSON: That's the way you look at it?

24 MR. KIES: Yeah.

25 MR. CUTHBERTSON: (Inaudible.)

1 MR. HALIKOWSKI: And obviously it's our
2 recommendation, because once you put it through the distribution
3 formula, you lessen the impact --

4 CHAIRMAN LA RUE: Yeah.

5 MR. HALIKOWSKI: -- that you could get from
6 keeping that off the top.

7 CHAIRMAN LA RUE: Yeah. It helps me to
8 understand how it's (inaudible).

9 MR. HALIKOWSKI: Yeah. (Inaudible) question,
10 because it's, you know -- I think it makes sense to do it the
11 way we're recommending (inaudible).

12 MS. BEAVER: Chairman La Rue.

13 CHAIRMAN LA RUE: Yes.

14 MS. BEAVER: Mr. Kies, I do have a question with
15 regard to I-17 to start looking at moving it towards the five-
16 year plan. Where are we at and what do we need to do to start
17 that process?

18 MR. KIES: So you might recall in previous years
19 we've given you an overview of our recommendation for what we
20 call the development program, which is the next five years of
21 the ten-year program. Actually, this year, because of the pass
22 of the FAST Act and all the revenue numbers that have had to
23 been generated, and now all of these projects that used to be in
24 the development program recommended to move forward to the
25 delivery program. We haven't had the opportunity -- excuse

1 me -- to reevaluate the development program.

2 So it is an opportunity maybe if the Board wants
3 to have some discussion about where the priorities are next and
4 start talking about that ten-year program, because -- but now if
5 you recall, the funding flatlines for those next five years, but
6 there is an opportunity to start talking about those priorities.
7 I am putting some information together for the state engineer's
8 office to talk about relative needs on our strategic corridors,
9 and I think that might be a good conversation piece.

10 CHAIRMAN LA RUE: Well, I think we do -- this
11 board would like to see the six to ten, because that's kind of
12 what we started last year, I believe, and so it would be nice
13 to, as we go through the public process on this five year, is to
14 start shaping that six to ten.

15 MR. KIES: Yeah. Okay. It's next on my list.

16 CHAIRMAN LA RUE: All right.

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

18 I do want to just review briefly the PAG program.
19 As the Board will recall, this is a collaborative process.
20 Kristine presented the RAC process, and some of our -- some of
21 ADOT's discretionary funding is provided to Pima County, plus
22 they do get some local distribution that is a formula
23 distribution in the Pima County area. They actually have a
24 dedicated tax, the RTA, which is a half-cent sales tax. So it's
25 a collaborative process where we all get together and talk about

1 the priorities of the region and look to where the projects are
2 funded on the state system.

3 And as you can see here from the list -- excuse
4 me -- the PAG program really, as far as the state highway system
5 is concerned, focuses mostly on interchange improvements on
6 their major interstates. So I-10, you see Ina Road and
7 Ruthrauff Road and Country Club Drive TI, all examples of
8 interchange improvements that are in the five-year plan. And
9 then the Board, at your leisure, can review the detail of those
10 projects, because some of them are programmed with certain
11 phases in one fiscal year versus another fiscal year. Some of
12 them are using federal funds and other RTA funds that are mixed
13 together.

14 And the same with the MAG area program. Again,
15 it's a collaborative effort between ADOT and MAG. Again,
16 there's funding that's available to MAG through the RAC formula
17 and also the RARF funding that Kristine mentioned. You may be
18 aware of the largest project that MAG is moving forward with in
19 this five-year program. It's the South Mountain corridor. In
20 this five-year program, it's at \$1.48 billion. That's not the
21 total cost, because there's been other programmed amounts that
22 have already happened before this five-year program. And then
23 you see some of the other projects that are highlighted in the
24 MAG area: The extension of 303 down to Van Buren Street, some
25 projects on I-10, as -- we refer to it as the near-term

1 improvements along the I-10 corridor from about the Broadway
2 Curve down to the San Tan stack. And the Board can look at the
3 detail of these projects. Again, this is all the years that
4 they're programmed and the funding amounts that go with them.

5 And then I just want to briefly highlight the
6 airport program. As you're aware, there is a -- we talk a lot
7 about the HURF fund, which is dedicated to the highways.
8 There's also the State Aviation Fund that this board has purview
9 over, and those funds are programmed obviously for aviation
10 projects around the state. In the next fiscal year, fiscal year
11 2017, there is roughly \$29 million available -- or predicted to
12 be available in the aviation fund for programming.

13 A couple things that I want to highlight is each
14 year we do highlight or hold back some funds out of the aviation
15 fund to match federal funds. So airports have the opportunity
16 to use federal aviation funds, and then some of the State
17 Aviation Fund is used to match a portion of those funds. So
18 it's a partnership between FAA, ADOT and the local agency,
19 because the local agency provides some matching funds, ADOT
20 provides some, and the federal government.

21 So about -- almost \$4 million is held back for
22 those matching funds, and then that allows us to program over
23 \$18 million towards state grants to the airports and the
24 pavement preservation program, which is that preservation
25 element of the airport side of the house. And then you see some

1 other funding for planning activities that go on each year to
2 get us to the full 29 million that we expect to spend out of the
3 aviation fund.

4 With that, I just want to highlight the next
5 steps of the five-year program. This is just a study session.
6 This was to get your questions and comments addressed. We'll
7 come back in February with what we refer to as the tentative
8 program, which we can make any modifications that we talk about
9 today or over the next month.

10 After you approve the tentative program in
11 February, we then go through the public process where we have
12 three public hearings that are associated with each of your
13 board meetings in March, April and May, located in the Tucson
14 area, Phoenix and Flagstaff.

15 Then we'll have another study session like this
16 in May where we'll have combined all the public comments; your
17 comments that you've had. We also accept staff comments and
18 ADOT during this period, have another discussion about any
19 changes or modifications that should be done to the program, and
20 then we bring it back to you in June for final approval so that
21 we can have the governor's signature by June 30th, and then that
22 starts our next fiscal year on July 1st.

23 So with that, that's all I had about the five-
24 year program.

25 CHAIRMAN LA RUE: Questions from board members?

1 Mr. Stratton.

2 MR. STRATTON: In the past we've also (inaudible)
3 public hearings, which is good (inaudible). In the past there's
4 also been a web site that they can go onto to comment. Is that
5 still going to be on the site?

6 MR. KIES: Yes. Yes, it is.

7 MR. STRATTON: Okay. And a follow-up question to
8 that then is are those projects -- are those comments broken
9 down by project to the Board so that we can have the same effect
10 as the public so we know what particular projects are being
11 talked about?

12 MR. KIES: Would -- Board Member Stratton, is
13 your suggestion maybe that they be grouped, if there's a lot of
14 comments about a specific project that they be grouped or
15 associated with that project?

16 MR. STRATTON: Exactly.

17 MR. KIES: Okay.

18 MR. STRATTON: So that (inaudible).

19 MR. KIES: I'm not sure that we've done that in
20 the past, but I think that's a great --

21 MR. ROEHRICH: Mr. Chair, Mr. Stratton, how we've
22 done that in the past is I'm not going to say monthly, but I
23 think probably does -- does work out to be about monthly before
24 each board meeting. Our communication team will put together a
25 summary of all the communications that have come in prior to

1 that. We do share them to the Board. And I think at the end,
 2 right before the study session, you get a final here's all of
 3 the comments. But I do agree. I don't think we've grouped
 4 them, like, you know, we've gotten 1,000 comments, 300 were
 5 related to this project, 200 were this subject. I could talk to
 6 communication about potentially doing that, but we do share the
 7 public comments with the board members so they have them.

8 MR. HALIKOWSKI: That is (inaudible). And then
 9 also, they're (inaudible) under the assumption there's a
 10 mechanism to keep someone from (inaudible).

11 MR. ROEHRICH: Mr. Chair, Mr. Stratton, we
 12 actually do not look at people. I mean, this is a public body
 13 and they're allowed to comment, and in the past this board --
 14 board members have been contacted by people who've sent out form
 15 e-mails, and we've gotten hundreds of form e-mails that all say
 16 the same thing, but they come from a bunch of different people.
 17 Especially the biking groups have done that and maybe transit
 18 folks or other people who have an interest. We've not limited
 19 those. I mean, once you start going down the road of limiting
 20 people's access, then the transparency of this board as a public
 21 body comes in question. So that's (inaudible).

22 CHAIRMAN LA RUE: Any other questions or comments
 23 by the board members?

24 Mr. Kies, great job. You have -- and I gave you
 25 -- you know, you'll package this up into a booklet?

1 MR. KIES: Correct.

2 CHAIRMAN LA RUE: What is that booklet? Any
 3 ideas on what that will look like? Will it change from last
 4 year? I mean, what I appreciate is the way you've broken down
 5 districts. You've given us the projects. I think that will be
 6 immensely helpful. I think it might take a -- I just got my
 7 district, and I think it might be helpful to see all districts
 8 represented that way. I don't know if you're intending to put
 9 that into the booklet or --

10 MR. KIES: That's one thing that we discussed.
 11 If the Board would like us to now -- to add more detail as we
 12 put the book together and more maps that are helpful for you,
 13 I'd be happy to show district maps and the same information that
 14 you're seeing in front of you.

15 CHAIRMAN LA RUE: I think that visual is very
 16 helpful to me.

17 MR. HAMMOND: It would save you, I think, a lot
 18 of work over the year, everything by district, because that's
 19 what I get asked, what's in our district. And you do a fine job
 20 when asked for information, but it might save you some work.
 21 (Inaudible) by the way I thought a lot of (inaudible).

22 MR. HALIKOWSKI: I'm sorry. Mr. Chair, you want
 23 it combined all together?

24 CHAIRMAN LA RUE: Well, just put them --

25 MS. BEAVER: No.

1 CHAIRMAN LA RUE: -- into the booklet so you --

2 MS. BEAVER: Each kind of handout that we've each
3 gotten, if they could all collectively be put in the --

4 MR. HALIKOWSKI: Right.

5 MS. BEAVER: -- booklet where if somebody's
6 interested in a particular area.

7 MR. HALIKOWSKI: We will get that.

8 CHAIRMAN LA RUE: I think it will make it helpful
9 for us, because I know while I -- one of the focuses is my
10 district. The other focus is statewide.

11 MR. KIES: Correct.

12 CHAIRMAN LA RUE: And the questions come up. I
13 can see now this will be a lot easier for me to get at that
14 question versus calling somebody and saying, where do I find it
15 in the five-year plan.

16 MR. KIES: Great. That would be --

17 CHAIRMAN LA RUE: So helping to make it user
18 friendly, easier, more affordable. (Inaudible.) Looking
19 forward to it.

20 MS. BEAVER: Well, Mr. Chairman I think -- new
21 Board Member Stratton, I think that it is a good idea to be able
22 to have, you know, your suggestion (inaudible). I think it's
23 just easier. You know, it simplifies it for us. I hope it
24 doesn't complicate it for you.

25 MR. KIES: We're here for you.

1 CHAIRMAN LA RUE: All right. Thank you.

2 MR. KIES: Thank you.

3 CHAIRMAN LA RUE: We just have one more agenda
4 item. So I just propose we just keep moving forward so we can
5 adjourn. This is agenda item -- or Item No. 3, Proposed I-15
6 Improvement Strategy. Mr. Roehrich.

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

8 Related to this, I want to go back to something
9 that we talked a little bit before like Ms. Beaver brought up,
10 and that is moving forward with the discussion about that six to
11 ten-year time frame and maybe Interstate 17 coming in and some
12 of the other issues. I think we need to have that discussion,
13 and I also think we need to start talking about some of the
14 opportunities that may be available to us to help fund some of
15 these improvements.

16 The director and a number of ADOT folks have been
17 going around and discussing Key Commerce Corridors and how to
18 increase revenues for a -- for transportation, and again, I-17
19 and -- is a key commerce corridor, as well as a lot of the
20 others. But as we start seeing that discussion go along, we're
21 not seeing any increase in revenues associated with that yet.
22 You know, we're still going to have to have the discussion, but
23 there are other opportunities to us such as public private
24 partnerships on some of those things.

25 So I think when we have the discussion about, you

1 know, what is our longer range corridor improvements, what are
2 our longer range priorities, I think we can also start having
3 the discussion on what can we deliver under some of the options
4 available to us such as public private partnerships and look at
5 those opportunities.

6 That's kind of where I wanted to kind of go today
7 with the discussion of Interstate 15. You know, when the
8 economic downturn hit us really hard a couple years into --
9 about 2010, the director was approached by our technical team on
10 the condition of the bridges up there on Interstate 15 and the
11 fact that all those bridges be of steel structure bridges, and
12 the age of those bridges are really getting to the point where
13 it's becoming no longer just routine maintenance. We really
14 needed to have a plan to where we're going to move forward with
15 a complete reconstruction and rehabilitation of those projects.
16 So our planning group and Mike Kies' team up in Planning had
17 done a feasibility study a couple years ago, and that was
18 presented to the Board. So I want to take just a few minutes
19 and kind of bring that -- refresh the Board's memory on this.

20 I realize this is -- shows about the
21 29-and-a-half mile stretch of Interstate 15. It's actually on
22 the diagonal, but it connects Nevada to Utah, Saint George to
23 Mesquite. I just put on here so you could see it. But within
24 that 29-plus miles are the eight bridges, and along with them
25 the associated roadway with that.

1 At the time the feasibility report was done and
2 presented to the Board, it did look at basically about a 50-year
3 plan for that corridor, what is needed. And at the time they
4 looked at all the bridges with the exception of bridge number
5 six. That was highest priority. That got programmed at the \$27
6 million, of which 21 plus million was a TIGER grant. We were
7 looking at about an investment of over \$245 million just in
8 immediate needs associated with the bridge and -- the bridges
9 and the roadway.

10 But then over the life cycle cost, that 50-year
11 period, you're talking about another 166 in cumulative costs
12 that are required to keep rehabilitating that stretch and keep
13 it open. So we're looking at a more than \$400 million
14 investment within that corridor that was not in the program, and
15 we did not have any funding identified at the time. And the
16 fact that it is a rural interstate is going to require that it
17 comes out of the Greater Arizona portion of the funds.

18 Well, this is a small interstate that really best
19 serves the western part of the country, and it's really the
20 connections from the coasts through those states, California,
21 Nevada, Utah, and then on up into the midwest and there. The
22 stretch through Arizona has -- adds limited value to our
23 economy. It basically has two interchanges off of it at
24 Littlefield and Beaver Dam, locations of the very small
25 communities. So it really is a pass-through corridor that has,

1 you know, key components regionally, but State doesn't have that
2 much significant suggestion -- or significant value. But it is
3 our responsibility to maintain it as safely and as effectively
4 as we do any of the other routes that we have.

5 So that's where we developed the plan to start
6 addressing the most immediate need. That's where we've started
7 to do some work within the project. We basically would start
8 pavement preservations. We completed one section in 2013.
9 We've done some small bridge deck repairs in 2014. When you see
10 the 2015, the 2016 later this year, we'll complete the bridge
11 six reconstruction at the \$27 million TIGER grant.

12 There's another pavement preservation project
13 coming up. So when you look at what we're doing and what we
14 basically have planned within the program, within the next five-
15 year program, we're going to get a couple more bridges, and
16 we're also going to do a little bit more pavement preservation
17 as part of that and that basically will get it in a -- in good
18 condition, but it doesn't address all the bridges. But those
19 are moneys that are coming out of the program.

20 So one of the issues the director asked us to
21 look at was this may be a prime example of an opportunity as a
22 public-private partnership concept to develop, if you will, a
23 user fee or toll within this facility that could help pay for
24 not just the immediate need, but that long-term operational need
25 of this corridor. So working with Gayle Lewis' team, we've just

1 recently kicked off an analysis that really looks at what P3
2 opportunities we may have to use for Interstate 15.

3 As we go through the analysis and look at this,
4 we could also start then using this same analysis as we move
5 forward and look at some of these other corridors, whether it's
6 I-17 or whether it's 189 or some other opportunities. But under
7 the P3 model, we're at the earliest stages. So I'm basically
8 telling you kind of the direction we're going and how we're
9 going to move forward with this conceptually, but I do want to
10 spend a moment telling you about some of the things that we have
11 to do with, both at a federal level and at a state level as we
12 analyze this corridor for potential P3.

13 There are federal regulations out there that --
14 to support tolling of interstate facilities. There's a Section
15 129, which is really tolling of existing bridge facilities. And
16 that allows you to toll or re- -- or to toll existing facilities
17 for reconstruction and replacement of existing bridges to
18 convert it over into a toll facility. So one of the analyses
19 we're looking at, we've got those eight bridges all in sequence
20 in this confined area. Could that Section 129 apply for public-
21 private partnership where we could actually put a toll
22 transponder at either end, collect it for the whole length of
23 that, and then apply those funds that we collect towards the
24 bridge as well as the roadways interconnecting them?

25 This section is not very clear on exactly where

1 the money gets spent. It keeps referring to it as an isolated
 2 bridge. So we would have to work very closely with the Arizona
 3 division office, Carla Petty's team here at the FHWA, as well as
 4 the headquarters team back in Washington how you could really
 5 apply that at that corridor. And again, the point being we want
 6 to address the bridges as well as the pavement, but take all the
 7 capital and operating and maintenance costs over this defined
 8 period of time, whether it's a 50-year period or some period,
 9 but collect the necessary tolls to basically do all of this as
 10 one P3. This section may work. It's already in law, so we
 11 could move forward with that. So that's part of our analysis.

12 And then the second --

13 CHAIRMAN LA RUE: Floyd, we've got a question.

14 MR. ROEHRICH: Yeah.

15 CHAIRMAN LA RUE: Board Member Sellers.

16 MR. SELLERS: Are the traffic volumes on this
 17 interstate sufficient enough to cover?

18 MR. HALIKOWSKI: Mr. Chairman, the last time we
 19 looked at this, I think we were looking at 21,000 ADT per day.

20 MR. ROEHRICH: Mr. Chair and Mr. Sellers, Mr. --
 21 absolutely. We've done a cost analysis, a revenue projection on
 22 this, and we think that's viable. The other part that's on
 23 here, this has a lot of truck traffic. Annually, they get more
 24 than 1.4 million commercial trucks that use this corridor as
 25 well. So I think there is the opportunity to make it

1 financially viable, but it is a consideration, because we will
 2 have to analyze it considering the total cost.

3 When we did the original analysis, we didn't look
 4 at the total cost of putting all the operation and maintenance
 5 over a period of time. That's why we're starting analysis now,
 6 and we're expanding that review to look at that. Our point
 7 would be if this is -- becomes a viable public-private
 8 partnership, ADOT basically gets off of this corridor, and we're
 9 going to put it out as the P3, and they're going to maintain it.

10 Now, we still have liability and there's issues
 11 up there with incident response, things like that. So we'll
 12 still have some (inaudible), but day-to-day, the capital
 13 improvement, basically the financial investment that would come
 14 out of our operation in five-year program costs could all go
 15 into the P3, and it would be paid for by some type of a user fee
 16 mechanism in there. And that's the analysis we're doing right
 17 now.

18 MR. SELLERS: Well, and with very limited value
 19 it has to our state --

20 MR. ROEHRICH: Right.

21 MR. SELLERS: -- that would be an ideal solution.

22 MR. ROEHRICH: Now, other than the -- the Section
 23 129 as we said, a few years ago with T21 and it carried through
 24 to MAP-21, and it continued into the FAST Act, there was a
 25 Section 1216. And that's the one that people had been talking

1 about that identified basically a pilot program that allowed
 2 three states to go ahead -- the interstate system reconstruction
 3 rehabilitation pilot program, it allowed three states the
 4 latitude to go into an existing interstate facility and
 5 establish it as a tolled facility, and those funds would then
 6 come back in to rehabilitate, reconstruct or operate that
 7 stretch of road.

8 It was a pilot program that already had three
 9 states in it. We did under the director's guidance or
 10 direction, we did apply for it originally at one point. We did
 11 not get selected. But on FAST 21, the change that was -- or
 12 under the FAST Act, not FAST 21, just FAST Act -- under the FAST
 13 Act, they did make a change to the law that basically said those
 14 states that have had this for a number of years now, they have
 15 12 months from the time the bill was signed, which was in
 16 December. So basically this year. They have 12 months to move
 17 forward with those pilot programs or they are going to get
 18 booted from the program, and the slots will open up again.

19 So that's why we're again revisiting this
 20 corridor under public-private partnership to develop a proposal
 21 that if those states don't move forward, we want to consider
 22 this as an option to go ahead and resubmit for this, again, with
 23 an expanded program that didn't just look at the capital
 24 improvement, but basically would look at all of the capital, all
 25 of the maintenance, all the operational costs that would go into

1 this public-private partnership, and it would move it forward as
 2 a proposal.

3 MR. HAMMOND: Can we get more slots? Why only
 4 three spots? Are they suspicious of it? Want to test it?
 5 What's going on?

6 MR. ROEHRICH: Mr. Chair, Mr. Hammond, you have
 7 to ask Congress that. I can't speak for Congress's mind. But I
 8 do think because this is taking the existing facility, and
 9 you're not required to expand -- you could but you're not
 10 required to expand, this only deals with existing -- I think
 11 there's some hesitancy about how this program will work and
 12 what's the political and public acceptance of it. So that's why
 13 Congress, I think, said we're going to start with the pilot,
 14 we're going to see how it moves forward, and then from there
 15 we'll see if they expand it beyond that. So right now it is
 16 only three.

17 MR. HAMMOND: (Inaudible) three recipients move
 18 forward on it?

19 MR. ROEHRICH: Mr. Chair, Mr. Hammond, the three
 20 recipients have been selected, but they haven't moved forward to
 21 actually implementation, and that's why in the FAST Act this
 22 year, they -- Congress put in the 12-month time frame. If they
 23 don't act on it this year, they're kicked out and we're going to
 24 bring in and open it up for other people to -- bring in
 25 proposals to move forward. And then once a new person, a new

1 state comes in with a proposal and is selected, then there's
 2 going to be time frames that that forces to make sure it
 3 happens, because Congress said we put this in here. We want
 4 states doing it. We want to see how it will work, but it really
 5 hasn't had an implement plan yet being able to evaluate is it
 6 going to be effective.

7 MR. HALIKOWSKI: Mr. Chairman, I believe that
 8 Missouri and North Carolina did attempt to move on their slots
 9 but nothing came of those efforts.

10 MR. HAMMOND: So all three are technically open
 11 right now?

12 MR. HALIKOWSKI: That's my understanding. Yes.

13 MR. SELLERS: And so I guess my next question
 14 then was --

15 (Speaking simultaneously.)

16 MR. ROEHRICH: I need to respond to that.

17 MR. SELLERS: -- we're ready to move if we did
 18 get approval.

19 MR. HALIKOWSKI: So I believe what Floyd is
 20 trying to put in front of you is that we are beginning to put
 21 the pieces together to be ready to move.

22 MR. ROEHRICH: Yeah. Mr. Chair and board
 23 members, that's -- a couple of things. They have the slots now.
 24 They have not been removed from the system, so those slots are
 25 not available. It's going to take the FHWA to remove them from

1 the system, and they're going to give them this year, because
 2 that's what the law allows them to do. So if they don't act on
 3 it by December, they'll be booted. If they do something that
 4 then allows it, then they'll continue forward, and that's what
 5 we're evaluating.

6 And that is correct, Mr. Sellers. We've
 7 reinitiated this program with the expanded purpose of it in
 8 order to make ourselves eligible by the end of the year
 9 anticipating that not all three states are going to move forward
 10 with their proposals, that FWA is going to do another call for a
 11 state to say submit proposals. We're ready to do that.

12 MS. BEAVER: Chairman La Rue, I have two
 13 questions. One, so we understand Missouri's one of the states,
 14 North Carolina, and the third state?

15 MR. HALIKOWSKI: I can't remember.

16 MR. ROEHRICH: I don't remember the states
 17 either.

18 MR. STRATTON: Virginia. Thank you (inaudible).

19 MS. BEAVER: And then this is kind of the cart
 20 before the horse, so to speak, but with regard to toll
 21 collection, since I haven't read that statute right there to
 22 see, I -- in looking at this, because of the proximity in
 23 Mesquite to Saint George, is there kind of with regard to --
 24 because I don't know enough about toll collection. Is there
 25 some kind of a -- those people maybe that are regular -- say,

1 for instance, you've got a -- you know, a Shamrock Distributors
2 going back and forth between Mesquite, Saint George all the
3 time. Is there some kind of a toll fee scale that -- for those
4 that are, like, going real regularly? I don't know. There
5 might even be people, say, that live in Mesquite and, say, work
6 at the hospital or something in Saint George. Is there a way
7 that those people aren't becoming overburdened by this toll that
8 would be collected?

9 MR. ROEHRICH: I'm ready. I'll let her finish
10 the question and then --

11 MS. BEAVER: Well, that --

12 MR. ROEHRICH: Right.

13 MS. BEAVER: That's what I'm asking is, is it...

14 MR. ROEHRICH: Okay. Okay. Mr. Chair
15 Ms. Beaver, there's a lot of opportunities available to you when
16 you set the toll. It's a program that, again, financially has
17 to make sense and has to meet the purpose of it, but the
18 existing toll programs that are out there have conditions like
19 that that are built into it, and that goes into the financial
20 analysis and the concession proposals and things that happen.

21 We could put conditions in there like that that,
22 you know, you can buy a daily, charging by monthly, charging by
23 longer passing. You can do reductions for volumes and
24 commercial and things like that. All that goes into the
25 analysis at the time that the program is initiated. So we will

1 evaluate that, and we'll be looking at that.

2 But the bottom line is if we want to make this a
3 viable program, we still have to make sure that the revenues are
4 going to be collected that financially make it good, because the
5 public-private partnership, the private investor is not going to
6 come in if they're not going to get a return on their money that
7 meets their -- the rate of return requirements that they need.
8 So there are options. It will be part of the analysis, and it
9 will be something that when we get the implementation, we'll
10 move forward.

11 But you're right. This is the early phases. We
12 just kicked this off, so we don't have those specifics yet. But
13 Mr. La Rue, you asked for what's going on with I-15. So we
14 wanted to make sure you knew we're heading in this direction
15 because of the possibility of either we want to move forward on
16 129 or we want to move forward with the 1216 provision if that
17 becomes available. But that's the federal side of where we'd
18 need to move forward.

19 So again, it has to be a viable toll program. We
20 have the federal regulations that we're analyzing, but there are
21 two state requirements that we'd need to consider as well, and
22 that's the Article 1, which makes the authorized tolling of ADOT
23 by the P3 statute that we have, but there is a second statute
24 within state law, and that's Article 2, which is the toll
25 collection statute. That one there is a little bit restrictive.

1 So under the broader authority of the P3 law, ADOT can toll or
 2 enter an agreement with the public-private partnership to
 3 control -- to toll for transportation improvements, but Article
 4 2 (inaudible) basically says it applies to any toll facility and
 5 defines this term to mean a new highway, roadway, lane, bridge
 6 tunnel or other facility subject to payment of a toll for its
 7 use for which an alternative route exists and accommodates the
 8 same type of motor vehicles. It also requires new capacity, not
 9 tolling existing capacity.

10 Those would have to be analyzed as part of this, and
 11 as we do move forward with something, maybe we can meet the
 12 federal requirement. We still have a state requirement, and the
 13 P3 statute and this tolling statute seem to be a little bit
 14 conflicting. So at some point we're going to have to address
 15 that as we move forward with the analysis and we get to the
 16 point where we want to move forward with implementation. So --

17 MR. HALIKOWSKI: Bottom line, Chairman and board
 18 members, is that -- and I think this is where Floyd's going.
 19 There really isn't room to expand I-15. I mean, we're pretty
 20 limited with the space that we have. So with the issue he just
 21 said with the statute, we may have to ask the state legislature
 22 for an exception specifically for 15, to say that it's not a
 23 new roadway and we can't expand it, but (inaudible) and being
 24 able to repair it, since given the fact that 21,000 trucks a day
 25 are using it or more, it really is a commercial lifeline between

1 California, Nevada, Utah and points beyond that. So I think
 2 that we're going to probably have to approach the legislature at
 3 some point with this idea.

4 The other thing I wanted to say is that this is
 5 not a person sitting in a toll booth with a line of traffic
 6 behind them lining up. We had envisioned this as all done
 7 electronically via transponder, and I think as Board Member
 8 Beaver was pointing out, we don't really want to negatively
 9 impact our Arizona residents, and we want to make sure that
 10 they're able to utilize the facility as needed and work out some
 11 sort of an accommodation electronically with the transponders
 12 for the local residents there in the contract. So those are
 13 things we have to yet sit down if we go this route with the
 14 concessionaire and try and figure out how those are going to
 15 look. But no intention do we want to set up booths and stop
 16 traffic on 15. It's an electronic, modern facility we'll be
 17 looking at.

18 MS. BEAVER: Chairman La Rue, I think I story on
 19 this as when we were in New York. Their toll booth, they are so
 20 good that they -- if you've got a rental car and they nab that
 21 license plate number on their cameras when you go through, the
 22 rental car sends you a bill and says that they paid it via your
 23 credit card --

24 MR. HALIKOWSKI: Right. Yeah.

25 MS. BEAVER: -- to help you out.

1 MR. HALIKOWSKI: To help you out.

2 MR. STRATTON: Not only that, but they charge you
3 a \$40 processing fee, those rental companies, too, for that
4 short toll road. So that's -- rental cars are an issue they
5 haven't figured out yet on toll roads.

6 CHAIRMAN LA RUE: Well, not to belabor these
7 (inaudible), but the last few times I've rented cars in other
8 states, there's a heavy push by the rental car that you buy the
9 toll passes as part of your package.

10 MR. HALIKOWSKI: Right.

11 CHAIRMAN LA RUE: And I said, well, I don't know
12 if I'm getting anywhere near a toll region. They said, well,
13 but if you get caught, it costs as much. So every person in
14 line that I was listening was buying the toll package, even
15 though they were going to be probably not anywhere near the toll
16 bridge.

17 MR. ROEHRICH: Sure. The rental car company,
18 they'll sell you a million dollars of toll packages, but since
19 they probably only need 500,000 of them --

20 (Speaking simultaneously.)

21 CHAIRMAN LA RUE: -- (inaudible) but there's a
22 lot of foreign tourists, and they were buying the package. It
23 was unbelievable.

24 MR. STRATTON: And you can't leave DIA without
25 taking the toll if you're using your GPS. It takes you right

1 down the toll road. Then you get a --

2 CHAIRMAN LA RUE: Well, Floyd, I don't know if
3 you had more.

4 MR. ROEHRICH: I really just wanted to -- I'm
5 wrapping up here.

6 CHAIRMAN LA RUE: Right.

7 MR. ROEHRICH: And you had asked kind of the
8 strategy on Interstate 15. If you look at Interstate 15, we've
9 got a few things in the program. This is going to take us a lot
10 of years to do if we're doing it out of existing revenues.

11 This P3 process, we're re- -- kind of
12 reestablishing it. We're going to do an analysis. We're going
13 to need this. You know, it's going to take a little bit of time
14 to really put together a comprehensive package to be prepared to
15 move forward with something at the federal level as well as the
16 state level, but I wanted you and the board members to know
17 we're analyzing this.

18 We're going to work this as a process, and as we
19 start looking at transportation revenues, if we don't see
20 anything move forward with Key Commerce Corridors or something
21 else in the future that sustains it over time, this might become
22 a model that we have to use in other areas as well, and we're
23 continuing to have that discussion. As more specifics get
24 developed later in the year, we can have another discussion back
25 with the Board.

(Speaking simultaneously.)

CHAIRMAN LA RUE: Well, and I just want to say -- and thank you Board Member Sellers who started this -- I think this is a great idea, putting the time and energy into this. You know, (inaudible) scared, you know, me and (inaudible) since I've been on here is the amount of money we're going to spend on I-15 is phenomenal, and that takes away from the rest of Arizona. I like these strategies. If this goes to a P3, we might be out of a lot of the -- the day-to-day that then, I think, allows us to focus in on the I-10s and the I-17s and, you know, the 189s and all these other areas that are (inaudible) the corridors that really benefit Arizona.

While this is a benefit to Arizona, I don't think it has the same benefit some of our other corridors. So I like the strategy. I'd say let's pursue it. But I do see where not only do we have a federal hurdle to make sure we become a pilot project. We've got state -- probably state statute that's going to have to change as well.

MR. ROEHRICH: And it's a little bit conflicting language. We'd have to address what that really means between the P3 language on tolling and then the state statute on tolling. So absolutely.

MR. HALIKOWSKI: 189, since you mentioned it, Mr. Chair, I mean, we're looking at that delta, if you want to do the ultimate as P3, and by utilizing (inaudible) as a public-

private partnership. So as Floyd said, we would like to continue to promote -- work the Board -- or work with the Board on these and determine if you want to move forward or not.

CHAIRMAN LA RUE: Definitely. Steve, you had a question?

MR. STRATTON: Actually, I had a comment, and I'll echo your remarks, Chairman. I'm really appreciative of you're looking at this in order to save Arizona some money. I was wondering if we could get an update prior to adoption of the five-year plan. Even though it won't affect the first year of the five-year plan, it could potentially affect the later years, not only on where we're at in preparing for this, but also where the other three states are at so we can kind of judge will they be filling those slots or will they not be filling the slots by the summer.

MR. HALIKOWSKI: We can do that.

MR. ROEHRICH: Yeah. Mr. Chair, Mr. Stratton, absolutely. We'll keep an eye on what's going on in Washington, let you know as we hear things. If there's developments that were happening that we can share with you, we will definitely do that.

CHAIRMAN LA RUE: Ms. Beaver.

MS. BEAVER: Chairman La Rue, I guess my question would be in order to be, for lack of a better term, shovel ready if the opportunity presents itself, are we going to need to look

1 to the legislature to see if they would pass something as far as
2 statute in order for us to move ahead?

3 MR. ROEHRICH: Mr. Chair, Mrs. Beaver, we're
4 going to have to go to the -- we think we're going to have to go
5 to the legislature at some point. I don't think it's this year
6 issue. It's not going to affect us moving forward, because
7 we're not going to really know what happens at the federal level
8 until the end of the year. Those states have the full year, and
9 even if something comes out earlier, we can still apply for it
10 once the slot becomes available and be able to demonstrate us
11 moving forward.

12 If this is something that does come available and
13 we have to go to legislature next year, we've got time to do
14 that. So I think time frame wise, we're in good shape.
15 Actually, by starting this year, it allows us to evaluate then
16 what's going on at the federal level and then put together
17 strategy for the state level. So I think this is an opportune
18 time for us to look at this corridor and this potential concept.

19 CHAIRMAN LA RUE: Excellent. Okay.

20 MR. ROEHRICH: But I do -- my last comment real
21 quick, when the director wanted to -- it just occurred to me. I
22 just want to make sure the Board's aware. When the director
23 wanted to do this a few years ago, there was a huge negative
24 push back on this. So it's something we need to be prepared for
25 as we do address this moving forward. It's something we're

1 going to have to deal with and the Board will have to work with
2 us on making sure the public and political people understand the
3 need for this. Thank you, Mr. Chair.

4 CHAIRMAN LA RUE: Okay. Thank you. Well, any
5 other items for the Board?

6 (End of excerpt.)
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Adjournment

A motion to adjourn the January 26, 2016 Board Study Session was made by Michael Hammond and seconded by Deanna Beaver. In a voice vote, the motion carries.

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

Joseph E. La Rue, Chairman
State Transportation Board

John S. Halikowski, Director
Arizona Department of Transportation

March 18, 2016

RES. NO. 2016-03-A-015
PROJECT: 288 GI 289 H8617 / 288-A(201)T
HIGHWAY: GLOBE - YOUNG
SECTION: South of Young Rockfall Mitigation Project
ROUTE NO.: State Route 288
ENG. DIST.: Southeast
COUNTY: Gila

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the establishment and improvement of a portion of State Route 288 within the above referenced project.

Previously a Gila County Highway known as Pleasant Valley Road, this portion was established as a state route by Arizona State Highway Commission Resolution 59-78, dated February 17, 1959, recorded May 04, 1959, in Docket 100, Page 1. The route was established as a state highway by Resolution 60-7, dated July 07, 1959, recorded August 03, 1959, in Docket 104, Page 69, which was subsequently amended by the Commission's action of October 11, 1960, as disclosed by the instrument recorded December 09, 1960, in Docket 122, Page 70. State Route 288 and Forest Service Road 512 were designated as an Arizona Scenic Road, thereafter to be known as "Desert To Tall Pines", by Arizona State Transportation Board Resolution 2001-07-C-052, dated July 13, 2001, recorded July 30 2001, in Fee No. 2001-11363, and re-recorded September 27, 2001, in Fee No. 2001-14762, all records of Gila County, Arizona.

This project involves improvement of the existing right of way. A temporary construction easement outside the existing right of way is needed for roadway realignment and rockfall mitigation to enhance convenience and safety for the traveling public. Accordingly, it is now necessary to establish and acquire the temporary construction easement needed.

March 18, 2016

RES. NO. 2016-03-A-015
PROJECT: 288 GI 289 H8617 / 288-A(201)T
HIGHWAY: GLOBE - YOUNG
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ROUTE NO.: State Route 288
ENG. DIST.: Southeast
COUNTY: Gila

The areas of temporary construction easement required for this improvement are depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "95% Design Plans, dated February, 2016, GLOBE - YOUNG HIGHWAY, South of Young Rockfall Mitigation Project 288 GI 289 H8617 / 288-A(201)T".

In the interest of public safety, necessity and convenience, I recommend that the temporary construction easement depicted in Appendix "A" be acquired in order to improve this portion of State Route 288.

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

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, AZ 85007-3212

March 18, 2016

RES. NO. 2016-03-A-015
PROJECT: 288 GI 289 H8617 / 288-A(201)T
HIGHWAY: GLOBE - YOUNG
SECTION: South of Young Rockfall Mitigation Project
ROUTE NO.: State Route 288
ENG. DIST.: Southeast
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RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on March 18, 2016, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment of a temporary construction easement necessary for the improvement of State Route 288.

This project involves improvement of the existing right of way. A temporary construction easement outside the existing right of way is needed for roadway realignment and rockfall mitigation to enhance convenience and safety for the traveling public. Accordingly, it is now necessary to establish and acquire the temporary construction easement needed.

The area of temporary construction easement required 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 February, 2016, GLOBE - YOUNG HIGHWAY, South of Young Rockfall Mitigation Project 288 GI 289 H8617 / 288-A(201)T".

WHEREAS a temporary construction easement is needed beyond the existing right of way for roadway realignment and rockfall mitigation; and

WHEREAS because of these premises, this Board finds that public safety, necessity and convenience require the recommended improvement of said highway; therefore, be it

March 18, 2016

RES. NO. 2016-03-A-015
PROJECT: 288 GI 289 H8617 / 288-A(201)T
HIGHWAY: GLOBE - YOUNG
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ROUTE NO.: State Route 288
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COUNTY: Gila

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

RESOLVED that the Director is hereby authorized to acquire by lawful means, in accordance with Arizona Revised Statutes Section 28-7092, temporary construction easements or such other interest as is required, including material for construction, haul roads, and various easements in any property necessary for or incidental to the improvements as delineated on said maps and plans; be it further

RESOLVED that the Director compensate the necessary parties for the temporary construction easement to be acquired.

March 18, 2016

RES. NO. 2016-03-A-015
PROJECT: 288 GI 289 H8617 / 288-A(201)T
HIGHWAY: GLOBE - YOUNG
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ROUTE NO.: State Route 288
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CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on March 18, 2016.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on March 18, 2016.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED

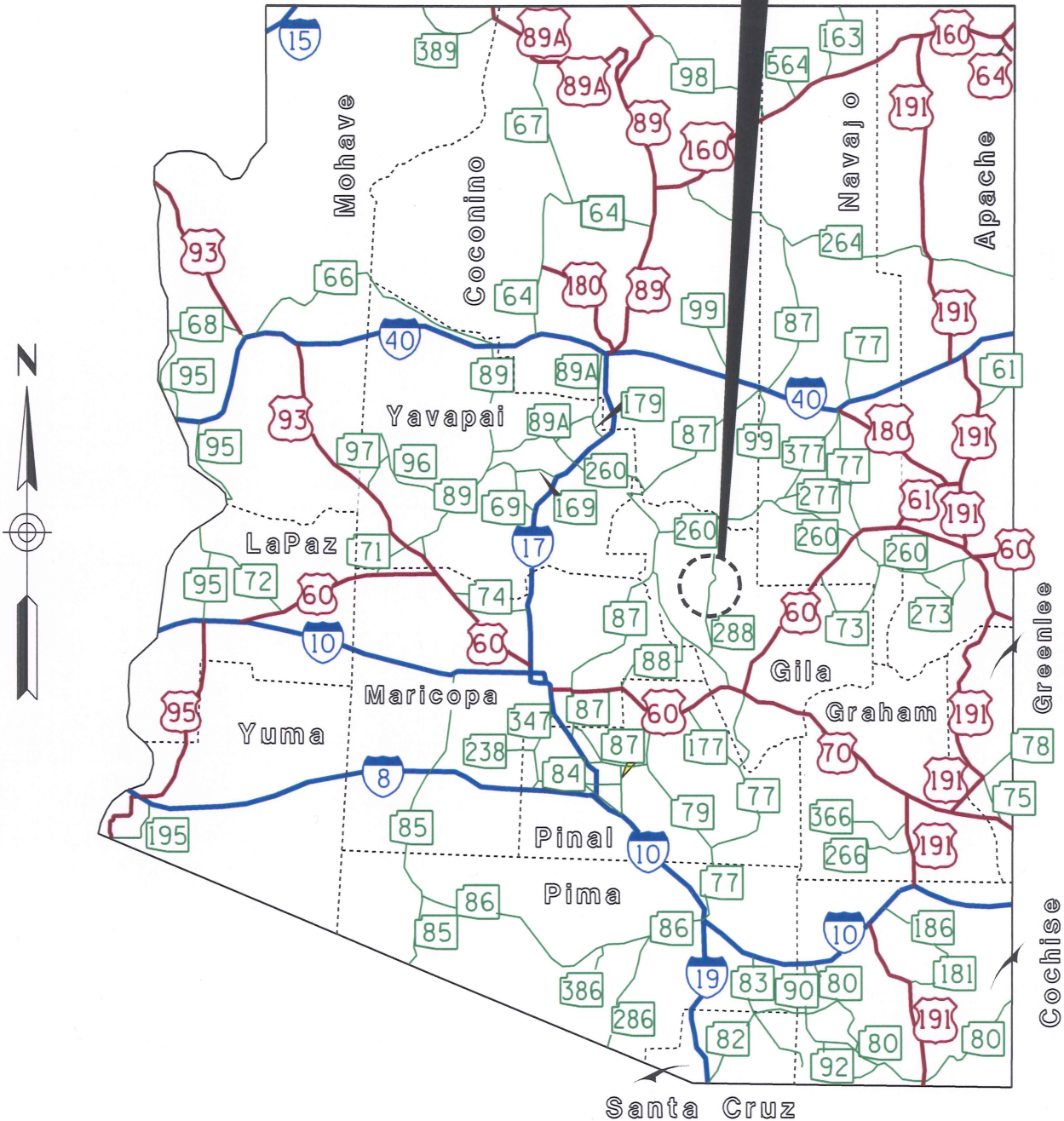


Assistant Attorney General
Attorney for Department
of Transportation

Date

2/29/16

AREA OF TEMPORARY
CONSTRUCTION
EASEMENT

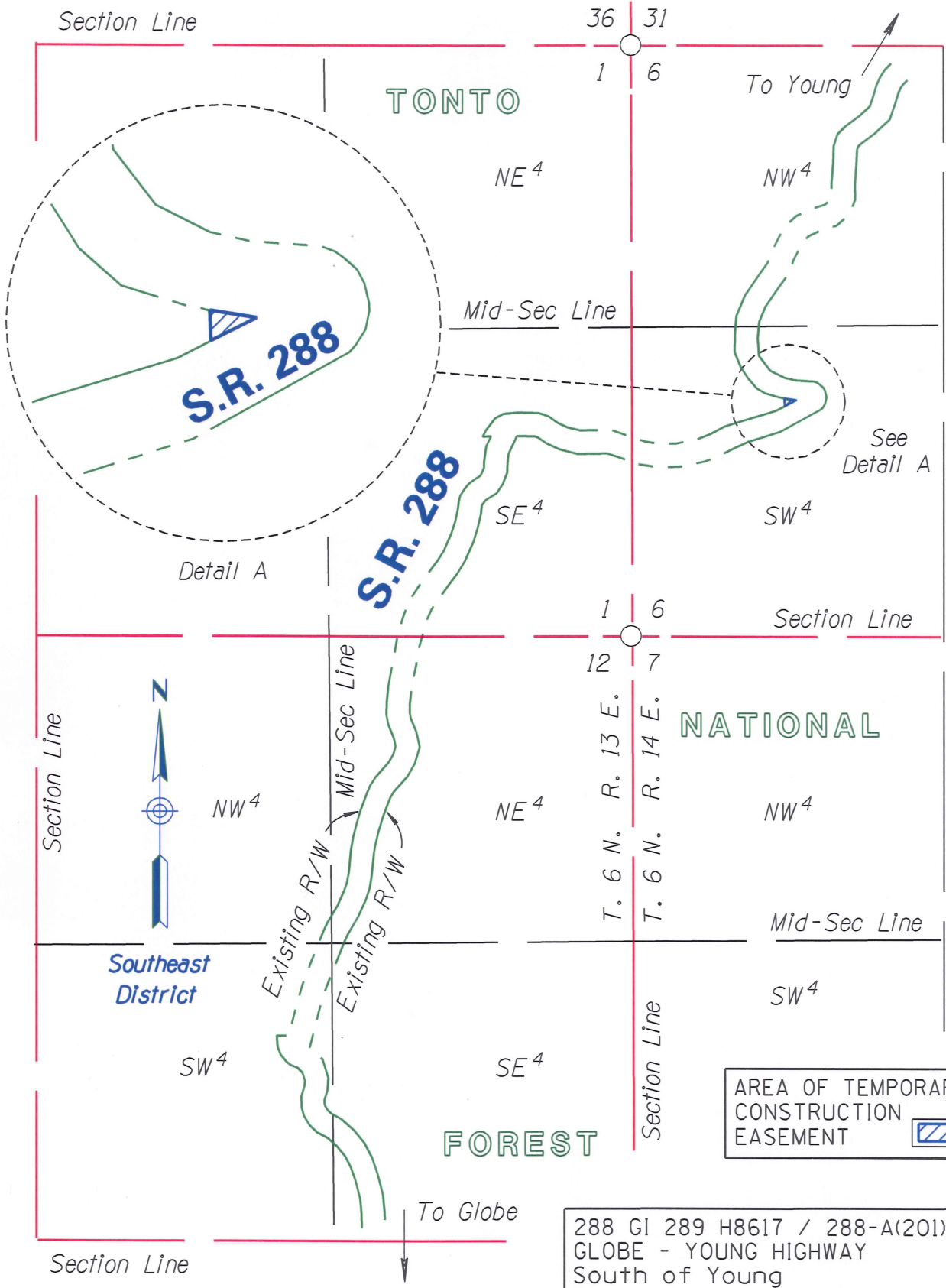


288 GI 289 H8617 / 288-A(201)T
GLOBE - YOUNG HIGHWAY
South of Young
Rockfall Mitigation Project
Gila County

2016-03-A-015

APPENDIX "A"

DATE: MARCH 18, 2016 SHEET 1 OF 2



288 GI 289 H8617 / 288-A(201)T
 GLOBE - YOUNG HIGHWAY
 South of Young
 Rockfall Mitigation Project
 Gila County

2016-03-A-015

APPENDIX "A"

DATE: MARCH 18, 2016 SHEET 2 OF 2

March 18, 2016

RES. NO. 2016-03-A-016
PROJECT: 060 MA 142 H8485 / 060-B(212)T
HIGHWAY: WICKENBURG - PHOENIX
SECTION: Bell Road T. I.
ROUTE NO.: U. S. Route 60
ENG. DIST.: Central
COUNTY: Maricopa

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the establishment of new right of way as a state route and state highway for the improvement of U. S. Route 60 within the above referenced project.

The existing alignment was established as a state route and state highway, designated U. S. Route 89, by Resolution of the Arizona State Highway Commission, dated September 09, 1927, as entered on Page 26 of its Official Minutes, and depicted on its Official Map of State Routes and State Highways. It was incorporated into the alignment of U. S. Route 60 by the October 29, 1930 Commission request, as shown on Page 36, and subsequent administrative redesignation by the American Association of State Highway Officials. Additional right of way for relocation and alteration was established as a state highway by the Resolution of May 23, 1941 on Page 202 of the Official Minutes. State Transportation Board Resolution 88-01-A-02, dated January 18, 1988, amended by Resolution 90-04-A-26 of April 20, 1990, established new right of way as a state route and state highway for roadway and drainage improvements. The overlapping designation of U. S. Route 89 was eliminated by Resolution 92-08-A-56, dated August 21, 1992. Additional right of way for widening improvements was established as a state route and state highway by Resolution 2009-07-A-051 of July 17, 2009. Advance acquisition of a specific parcel, and its establishment as a state route was authorized through Resolution 2014-11-A-046, dated November 14, 2014. Right of way was established as a state route for the above referenced project by Resolution 2015-04-A-021, dated April 17, 2015.

March 18, 2016

RES. NO. 2016-03-A-016
PROJECT: 060 MA 142 H8485 / 060-B(212)T
HIGHWAY: WICKENBURG - PHOENIX
SECTION: Bell Road T. I.
ROUTE NO.: U. S. Route 60
ENG. DIST.: Central
COUNTY: Maricopa

New right of way is now needed to accommodate design change and facilitate the imminent construction phase of the reconfiguration project for this high capacity traffic interchange to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state route and state highway for this improvement project.

The new right of way to be established as a state route and state highway and acquired for necessary improvements 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 of the WICKENBURG - PHOENIX HIGHWAY, Bell Road T. I., Project 060 MA 142 H8485 / 060-B(212)T".

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

I recommend the acquisition of the new right of way, pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094, an estate in fee, or such other interest as required, to include advance, future and early acquisition, exchanges, donations or such other interest as is required, including material for construction, haul roads and various easements necessary for or incidental to the improvements as delineated on said maps and plans.

March 18, 2016

RES. NO. 2016-03-A-016
PROJECT: 060 MA 142 H8485 / 060-B(212)T
HIGHWAY: WICKENBURG - PHOENIX
SECTION: Bell Road T. I.
ROUTE NO.: U. S. Route 60
ENG. DIST.: Central
COUNTY: Maricopa

I further recommend the immediate establishment of existing county, town and city roadways into the state highway system as a state route and state highway which are necessary for or incidental to the improvement as delineated on said maps and plans, to be effective upon signing of this recommendation. This resolution is considered the conveying document for such existing county, town and city roadways and no further conveyance is legally required.

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, AZ 85007-3212

March 18, 2016

RES. NO. 2016-03-A-016
PROJECT: 060 MA 142 H8485 / 060-B(212)T
HIGHWAY: WICKENBURG - PHOENIX
SECTION: Bell Road T. I.
ROUTE NO.: U. S. Route 60
ENG. DIST.: Central
COUNTY: Maricopa

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on March 18, 2016 presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment and acquisition of new right of way as a state route and state highway for the improvement of U. S. Route 60, as set forth in the above referenced project.

New right of way is now needed to accommodate design change and facilitate the imminent construction phase of the reconfiguration project for this high capacity traffic interchange to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state route and state highway for this improvement project.

The new right of way to be established as a state route and state highway and acquired for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "Right of Way Plans of the WICKENBURG - PHOENIX HIGHWAY, Bell Road T. I., Project 060 MA 142 H8485 / 060-B(212)T".

March 18, 2016

RES. NO. 2016-03-A-016
PROJECT: 060 MA 142 H8485 / 060-B(212)T
HIGHWAY: WICKENBURG - PHOENIX
SECTION: Bell Road T. I.
ROUTE NO.: U. S. Route 60
ENG. DIST.: Central
COUNTY: Maricopa

WHEREAS establishment as a state route and state highway, and acquisition of the new right of way as an estate in fee, or such other interest as required, is necessary for this improvement, with authorization pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094, to include advance, future and early acquisition, exchanges and donations, including material for construction, haul roads and various easements in any property necessary for or incidental to the improvements as delineated on said maps and plans; and

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended establishment and acquisition of the new right of way as a state route and state highway needed for this improvement; and

WHEREAS the existing county, town or city roadways as delineated on said maps and plans are hereby established as a state route and state highway by this resolution action and that no further conveying document is required; therefore, be it

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

RESOLVED that the right of way depicted in Appendix "A" is hereby designated a state route and state highway, to include any existing county, town or city roadways necessary for or incidental to the improvements as delineated on said maps and plans; be it further

March 18, 2016

RES. NO. 2016-03-A-016
PROJECT: 060 MA 142 H8485 / 060-B(212)T
HIGHWAY: WICKENBURG - PHOENIX
SECTION: Bell Road T. I.
ROUTE NO.: U. S. Route 60
ENG. DIST.: Central
COUNTY: Maricopa

RESOLVED that the Director is hereby authorized to acquire by lawful means, pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094, an estate in fee, or such other interest as required, to include advance, future and early acquisition, exchanges and donations, including material for construction, haul roads and various easements in any property necessary for or incidental to the improvements as delineated on said maps and plans; be it further

RESOLVED that written notice be provided to the County Board of Supervisors in accordance with Arizona Revised Statute 28-7043, and to the affected governmental jurisdictions for whose local existing roadways are being immediately established as a state route and state highway herein; be it further

RESOLVED that the Director secure an appraisal of the property to be acquired and that necessary parties be compensated - with the exception of any existing county, town or city roadways being immediately established herein as a state route and state highway. Upon failure to acquire said lands by other lawful means, the Director is authorized to initiate condemnation proceedings.

March 18, 2016


RES. NO. 2016-03-A-016
PROJECT: 060 MA 142 H8485 / 060-B(212)T
HIGHWAY: WICKENBURG - PHOENIX
SECTION: Bell Road T. I.
ROUTE NO.: U. S. Route 60
ENG. DIST.: Central
COUNTY: Maricopa

CERTIFICATION

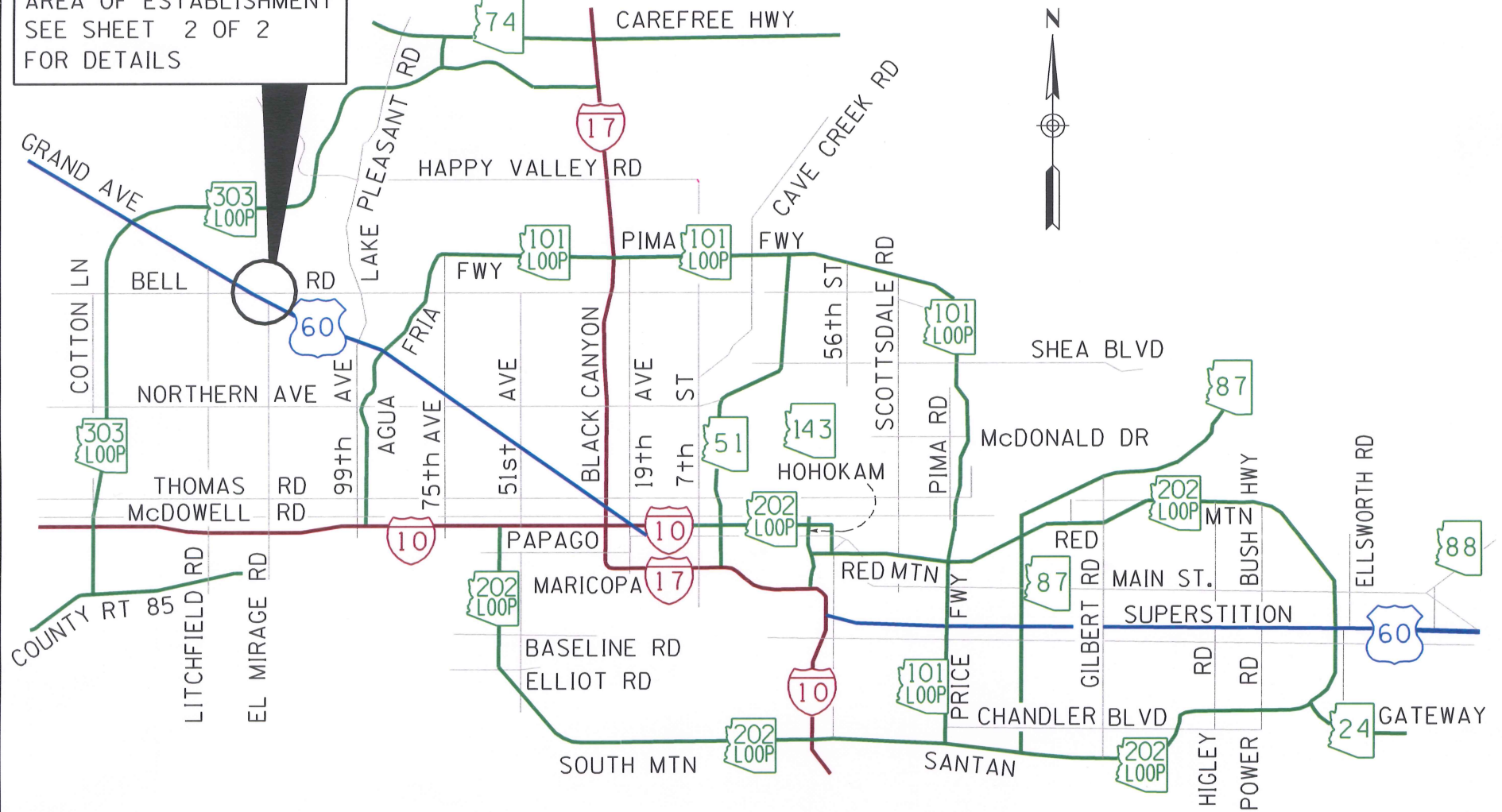
I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on March 18, 2016.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on March 18, 2016.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED

Assistant Attorney General
Attorney for Department
of Transportation
Date 2/29/16

AREA OF ESTABLISHMENT
SEE SHEET 2 OF 2
FOR DETAILS

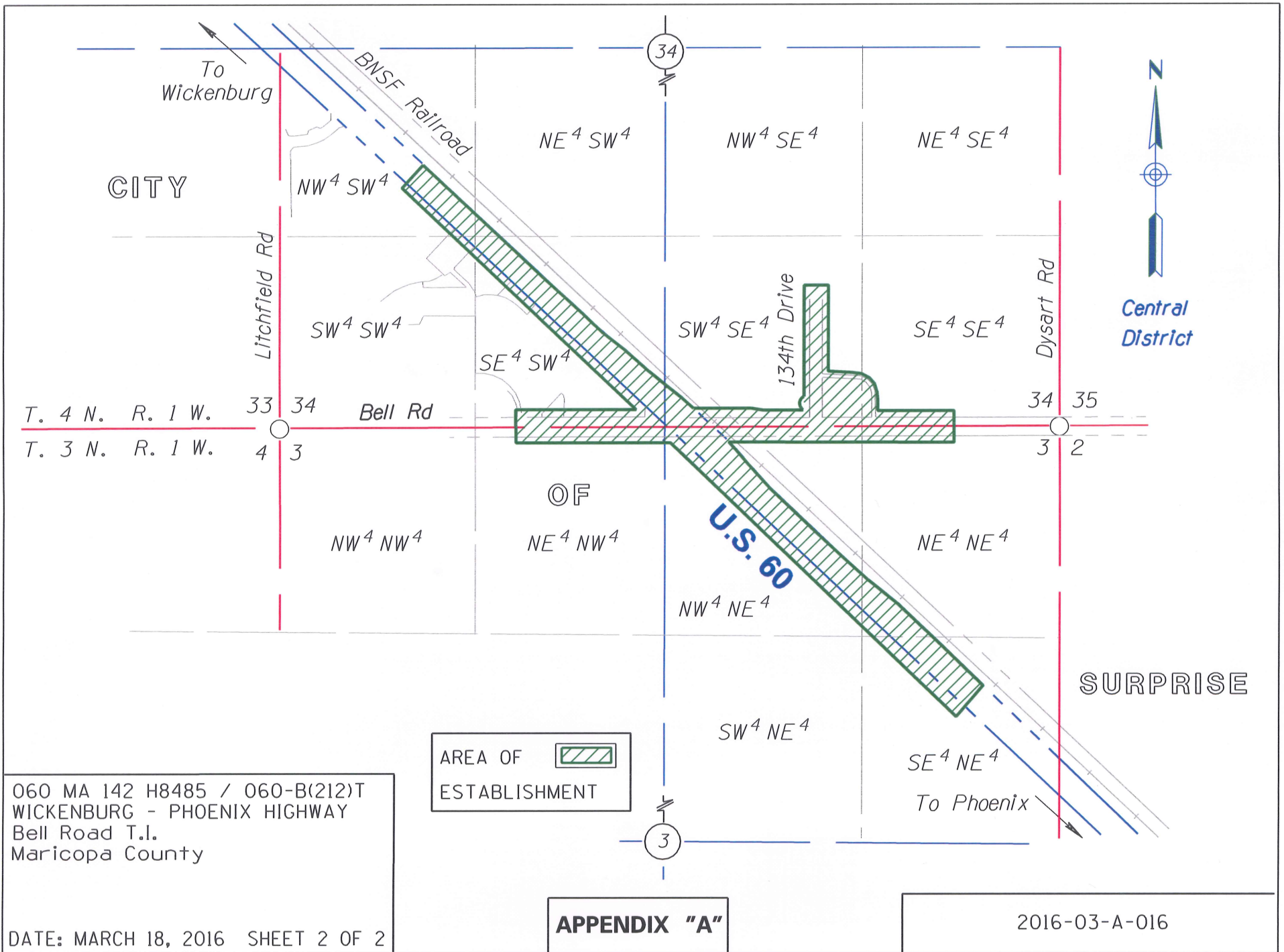


060 MA 142 H8485 / 060-B(212)T
WICKENBURG - PHOENIX HIGHWAY
Bell Road T.I.
Maricopa County

DATE: MARCH 18, 2016 SHEET 1 OF 2

APPENDIX "A"

2016-03-A-016



March 18, 2016

RES. NO. 2016-03-A-017
PROJECT: 017 MA 197 H8788 / 017-A(240)S
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: 19th Avenue - Arizona Canal Trail
ROUTE NO.: Interstate Route 17
ENG. DIST.: Central
COUNTY: Maricopa

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

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

This portion, originally known as Black Canyon Road, was first established as a state route and state highway by Resolution of the Arizona State Highway Commission, dated May 19, 1936, entered on Page 587 of its Official Minutes; and on the following day was designated as State Route 69, as set forth on Page 624 thereof. The Resolution dated September 05, 1946, shown on Page 17 of the Official Minutes, provided for the acquisition of additional right of way for the relocation and alteration of the Phoenix - Rock Springs Highway. The segment between Van Buren Street and Baseline Road was subsequently established as a state highway, and placed on the Federal Aid Primary, Interstate and Urban System by the Resolution dated September 11, 1954, shown on Page 70 of the Official Minutes. The width for this segment was established at 366 feet by Resolutions dated March 30, 1955, shown on Page 204; and dated May 23, 1955, on Page 259 of the Official Minutes, and became known as the Phoenix Controlled Access Highway. This alignment was established as a state highway under widening Project I 003-2 by Resolution 59-23, dated September 05, 1958, and therein became known as the Phoenix Interstate Highway. Numerous resolutions by the State Highway Commission, and thereafter the Arizona State Transportation Board, have established additional rights of way over subsequent years for improvements along this segment, now known as the Black Canyon Freeway portion of the Phoenix - Cordes Junction Highway.

March 18, 2016

RES. NO. 2016-03-A-017
PROJECT: 017 MA 197 H8788 / 017-A(240)S
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: 19th Avenue - Arizona Canal Trail
ROUTE NO.: Interstate Route 17
ENG. DIST.: Central
COUNTY: Maricopa

New right of way is now needed for upgraded pedestrian facilities in conjunction with a pavement preservation project to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state route and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and acquired for this improvement, including access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "60% Design Plans, dated March, 2016, PHOENIX - CORDES JUNCTION HIGHWAY, 19th Avenue - Arizona Canal Trail, Project 017 MA 197 H8788 / 017-A(240)S".

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

I further recommend the acquisition of the new right of way pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094, an estate in fee, or such other interest as required, including advance, future and early acquisition, access control, exchanges donations, and material for construction, haul roads and various easements necessary for or incidental to the improvements as delineated on said maps and plans.

March 18, 2016

RES. NO. 2016-03-A-017
PROJECT: 017 MA 197 H8788 / 017-A(240)S
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: 19th Avenue - Arizona Canal Trail
ROUTE NO.: Interstate Route 17
ENG. DIST.: Central
COUNTY: Maricopa

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, AZ 85007-3212

March 18, 2016

RES. NO. 2016-03-A-017
PROJECT: 017 MA 197 H8788 / 017-A(240)S
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: 19th Avenue - Arizona Canal Trail
ROUTE NO.: Interstate Route 17
ENG. DIST.: Central
COUNTY: Maricopa

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on March 18, 2016, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment and acquisition of new right of way for the improvement of Interstate Route 17, as set forth in the above referenced project.

New right of way is now needed for upgraded pedestrian facilities in conjunction with a pavement preservation project to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state route and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "60% Design Plans, dated March, 2016, PHOENIX - CORDES JUNCTION HIGHWAY, 19th Avenue - Arizona Canal Trail, Project 017 MA 197 H8788 / 017-A(240)S".

March 18, 2016

RES. NO. 2016-03-A-017
PROJECT: 017 MA 197 H8788 / 017-A(240)S
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: 19th Avenue - Arizona Canal Trail
ROUTE NO.: Interstate Route 17
ENG. DIST.: Central
COUNTY: Maricopa

WHEREAS establishment as a state route, and acquisition of the new right of way as an estate in fee, or such other interest as required, is necessary for this improvement, with authorization pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094 to include advance, future and early acquisition, access control, exchanges, donations and material for construction, haul roads and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans; and

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended establishment and acquisition of the new right of way needed for this improvement and that access to the highway be controlled as delineated on the maps and plans; therefore, be it

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

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

March 18, 2016

RES. NO. 2016-03-A-017
PROJECT: 017 MA 197 H8788 / 017-A(240)S
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: 19th Avenue - Arizona Canal Trail
ROUTE NO.: Interstate Route 17
ENG. DIST.: Central
COUNTY: Maricopa

RESOLVED that the Director is hereby authorized to acquire by lawful means pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094, an estate in fee, or such other interest as required, to include advance, future and early acquisition, access control, exchanges, donations and material for construction, haul roads, and various easements in any property necessary for or incidental to the improvements as delineated on said maps and plans; 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.

March 18, 2016

RES. NO. 2016-03-A-017
PROJECT: 017 MA 197 H8788 / 017-A(240)S
HIGHWAY: PHOENIX - CORDES JUNCTION
SECTION: 19th Avenue - Arizona Canal Trail
ROUTE NO.: Interstate Route 17
ENG. DIST.: Central
COUNTY: Maricopa

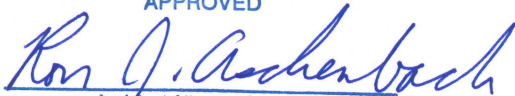
CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on March 18, 2016.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on March 18, 2016.

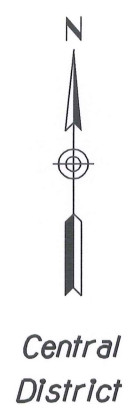
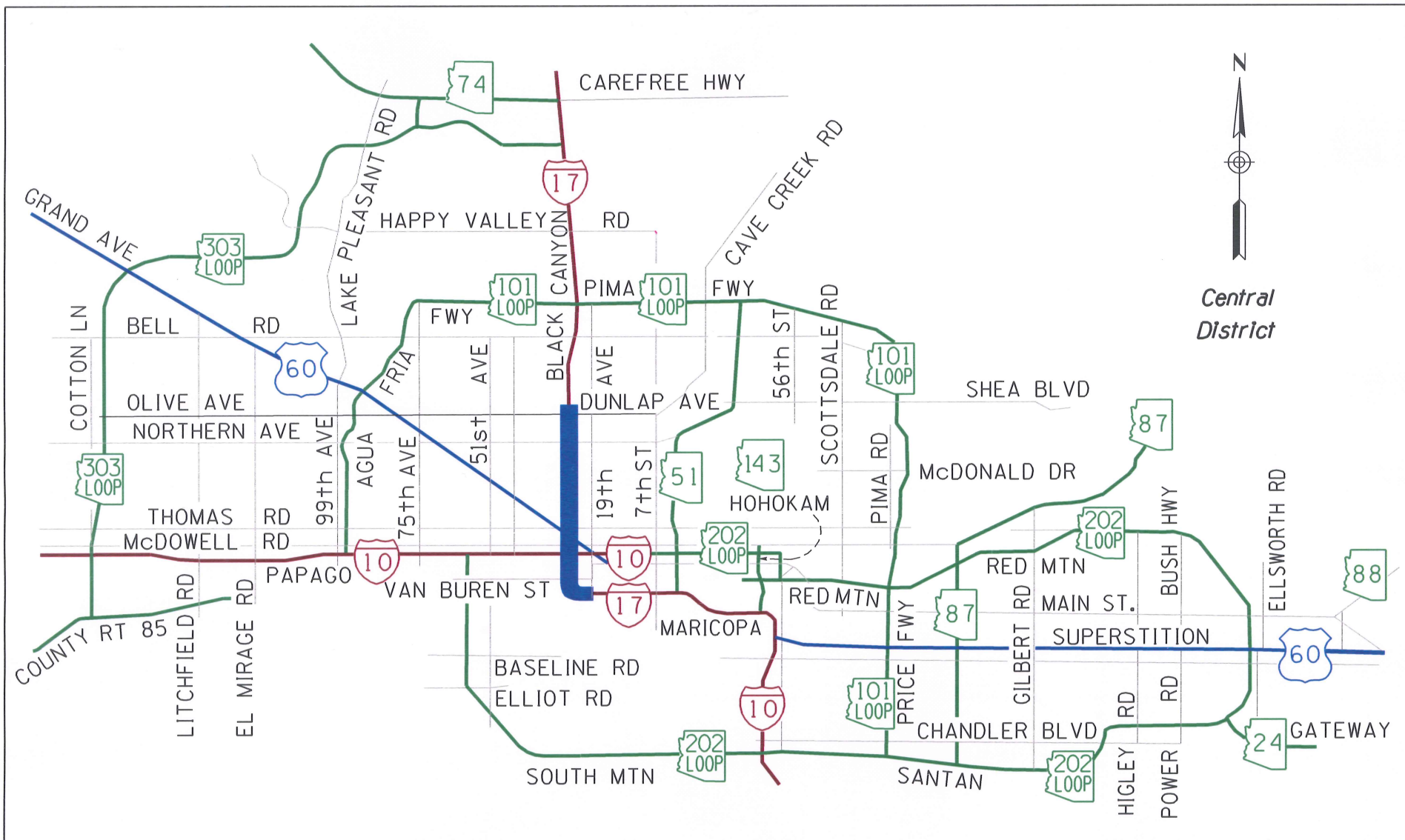
JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED



Assistant Attorney General
Attorney for Department
of Transportation

Date 3/8/16



AREA OF ESTABLISHMENT

017 MA 197 H8788 / 017-A(240)S
 PHOENIX - CORDES JUNCTION HIGHWAY
 19th Avenue - Arizona Canal Trail
 Maricopa County

2016-03-A-017

APPENDIX "A"

DATE: MARCH 18, 2016 SHEET 1 OF 1

March 18, 2016

RES. NO. 2016-03-A-018
PROJECT: 347 PN 172 H7007 / 347-A(204)T
HIGHWAY: MARICOPA ROAD
SECTION: Union Pacific Railroad Crossing
ROUTE NO.: State Route 347
ENG. DIST.: Central
COUNTY: Pinal

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the establishment and improvement of State Route 347 within the above referenced project.

The existing alignment was previously adopted and approved as the State Route Preliminary Transportation Corridor for Maricopa Road by Arizona State Transportation Board Resolution 89-04-A-32, dated April 21, 1989, which designated the alignment as State Route 347 in Maricopa and Pinal Counties. The route was thereafter established as a state highway by Resolution 97-05-A-031, dated May 16, 1997. Additional right of way for commercial ingress and egress was established as a state route and state highway by Resolution 2015-11-A-055, dated November 20, 2015.

New right of way is now needed for a grade separated railroad crossing to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state route and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and acquired for this improvement, including access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "Final Design Concept Report, Alternative H, dated March, 2015, SR 347 at Union Pacific Railroad, Project 347 PN 172 H7007 / 347-A(204)T".

March 18, 2016

RES. NO. 2016-03-A-018
PROJECT: 347 PN 172 H7007 / 347-A(204)T
HIGHWAY: MARICOPA ROAD
SECTION: Union Pacific Railroad Crossing
ROUTE NO.: State Route 347
ENG. DIST.: Central
COUNTY: Pinal

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

I further recommend the acquisition of the new right of way pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094, an estate in fee, or such other interest as required, including advance, future and early acquisition, access control, exchanges donations, and material for construction, haul roads and various easements necessary for or incidental to the improvements as delineated on said maps and plans.

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, AZ 85007-3212

March 18, 2016

RES. NO. 2016-03-A-018
PROJECT: 347 PN 172 H7007 / 347-A(204)T
HIGHWAY: MARICOPA ROAD
SECTION: Union Pacific Railroad Crossing
ROUTE NO.: State Route 347
ENG. DIST.: Central
COUNTY: Pinal

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on March 18, 2016, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes Section 28-7046, recommending the establishment and acquisition of new right of way for the improvement of State Route 347, as set forth in the above referenced project.

New right of way is now needed for a grade separated railroad crossing to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state route and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Intermodal Transportation Division, Phoenix, Arizona, entitled: "Final Design Concept Report, Alternative H, dated March, 2015, SR 347 at Union Pacific Railroad, Project 347 PN 172 H7007 / 347-A(204)T".

March 18, 2016

RES. NO. 2016-03-A-018
PROJECT: 347 PN 172 H7007 / 347-A(204)T
HIGHWAY: MARICOPA ROAD
SECTION: Union Pacific Railroad Crossing
ROUTE NO.: State Route 347
ENG. DIST.: Central
COUNTY: Pinal

WHEREAS establishment as a state route, and acquisition of the new right of way as an estate in fee, or such other interest as required, is necessary for this improvement, with authorization pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094 to include advance, future and early acquisition, access control, exchanges, donations and material for construction, haul roads and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans; and

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended establishment and acquisition of the new right of way needed for this improvement and that access to the highway be controlled as delineated on the maps and plans; therefore, be it

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

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

March 18, 2016

RES. NO. 2016-03-A-018
PROJECT: 347 PN 172 H7007 / 347-A(204)T
HIGHWAY: MARICOPA ROAD
SECTION: Union Pacific Railroad Crossing
ROUTE NO.: State Route 347
ENG. DIST.: Central
COUNTY: Pinal

RESOLVED that the Director is hereby authorized to acquire by lawful means pursuant to Arizona Revised Statutes Sections 28-7092 and 28-7094, an estate in fee, or such other interest as required, to include advance, future and early acquisition, access control, exchanges, donations and material for construction, haul roads, and various easements in any property necessary for or incidental to the improvements as delineated on said maps and plans; 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.

March 18, 2016

RES. NO. 2016-03-A-018
PROJECT: 347 PN 172 H7007 / 347-A(204)T
HIGHWAY: MARICOPA ROAD
SECTION: Union Pacific Railroad Crossing
ROUTE NO.: State Route 347
ENG. DIST.: Central
COUNTY: Pinal

CERTIFICATION

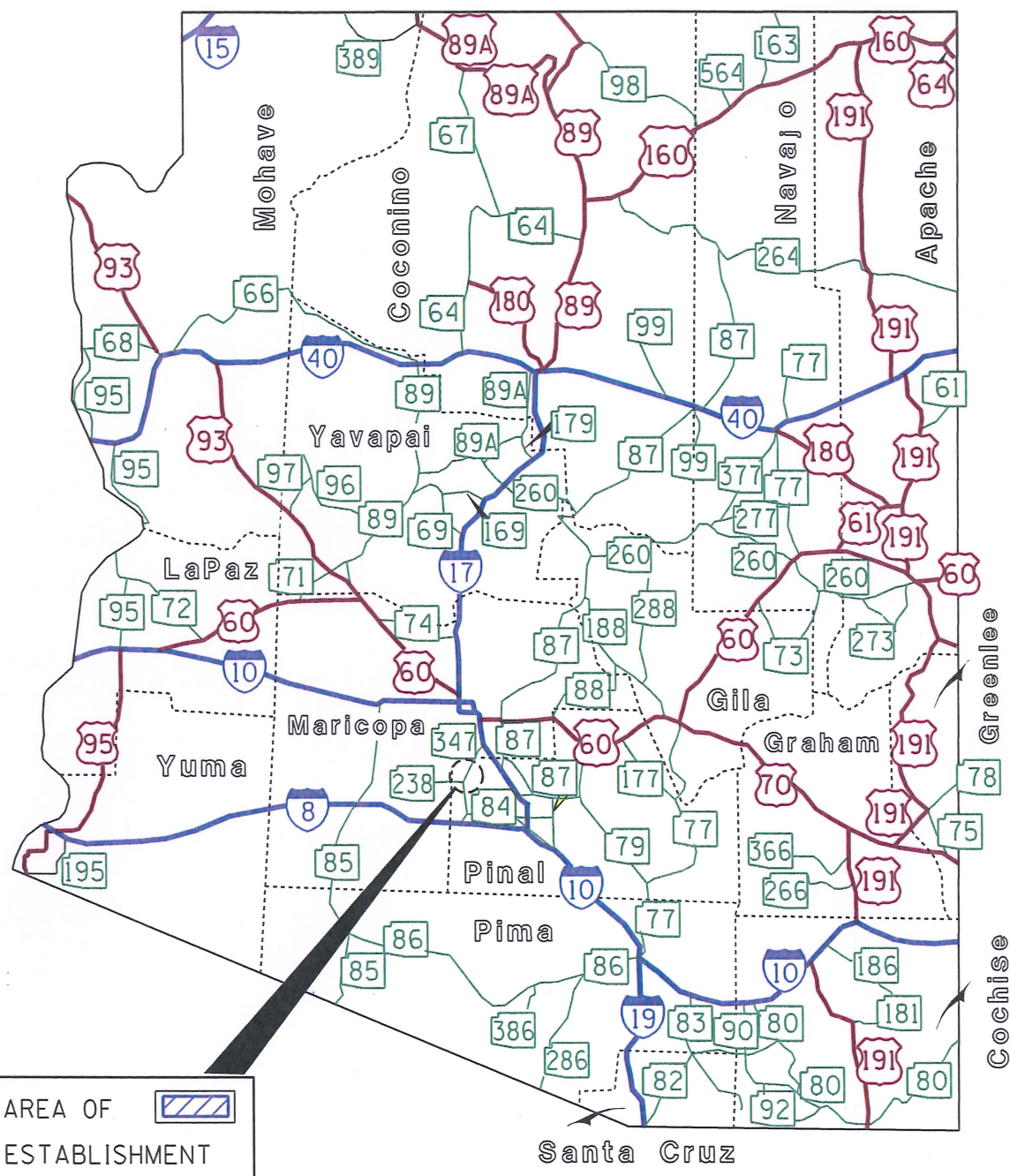
I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on March 18, 2016.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on March 18, 2016.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED

Assistant Attorney General
Attorney for Department
of Transportation
Date 2/29/16



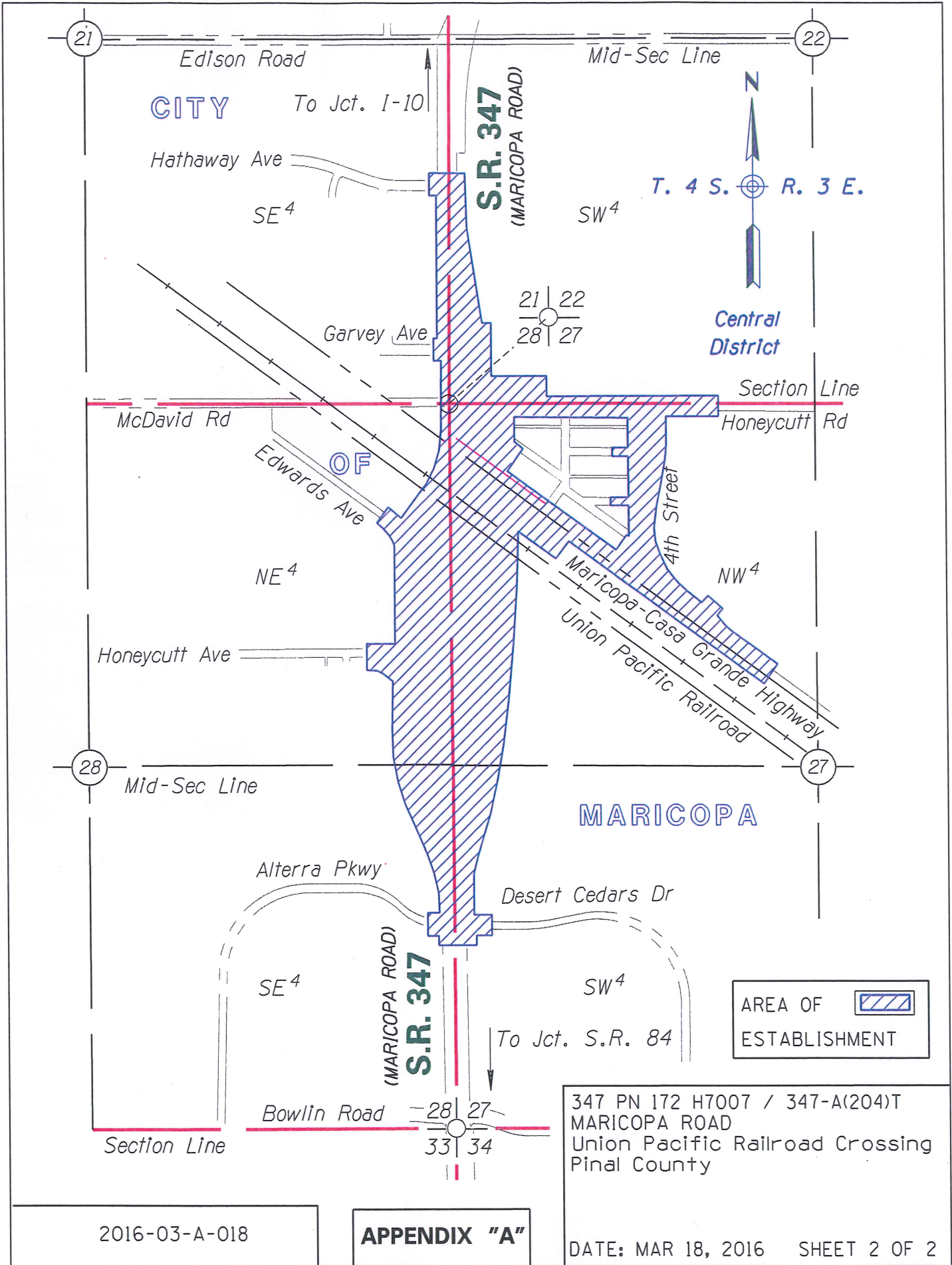
AREA OF ESTABLISHMENT

347 PN 172 H7007 / 347-A(204)T
MARICOPA ROAD
Union Pacific Railroad Crossing
Pinal County

2016-03-A-018

APPENDIX "A"

DATE: MAR 18, 2016 SHEET 1 OF 2



CITY

To Jct. I-10

S.R. 347
(MARICOPA ROAD)

T. 4 S. R. 3 E.

Central District

Garvey Ave

McDavid Rd

Section Line

Honeycutt Rd

OF

Edwards Ave

4th Street

NE⁴

NW⁴

Maricopa-Casa Grande Highway
Union Pacific Railroad

Honeycutt Ave

Mid-Sec Line

MARICOPA

Alterra Pkwy

Desert Cedars Dr

AREA OF ESTABLISHMENT

(MARICOPA ROAD)
S.R. 347

To Jct. S.R. 84

Bowlín Road

Section Line

347 PN 172 H7007 / 347-A(204)T
MARICOPA ROAD
Union Pacific Railroad Crossing
Pinal County

2016-03-A-018

APPENDIX "A"

DATE: MAR 18, 2016 SHEET 2 OF 2

ARIZONA TRANSPORTATION BOARD

SIXTH SUPPLEMENTAL RESOLUTION

Adopted March 18, 2016

Supplementing and Amending

MASTER RESOLUTION RELATING TO
TRANSPORTATION EXCISE TAX REVENUE BONDS
(MARICOPA COUNTY REGIONAL AREA ROAD FUND)

Adopted September 21, 2007

And Authorizing

**TRANSPORTATION EXCISE TAX REVENUE REFUNDING BONDS
(MARICOPA COUNTY REGIONAL AREA ROAD FUND)
2016 SERIES**

Squire Patton Boggs (US) LLP
Bond Counsel

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SIXTH SUPPLEMENTAL RESOLUTION

to the

MASTER RESOLUTION RELATING TO TRANSPORTATION EXCISE TAX REVENUE BONDS (MARICOPA COUNTY REGIONAL AREA ROAD FUND)

WHEREAS, the Legislature of the State of Arizona has passed the Act granting authority to the Arizona Transportation Board (the “Board”) to issue bonds payable from Transportation Excise Tax collections deposited into the Maricopa County Regional Area Road Fund to pay Bond Proceeds Account Costs and to refund bonds previously issued by the Board (all capitalized terms used herein and not defined herein shall have the meaning set forth in the Resolution, defined in Section 104 hereof); and

WHEREAS, on September 21, 2007, the Board adopted its Master Resolution Relating To Transportation Excise Tax Revenue Bonds (Maricopa County Regional Area Road Fund) (the “Master Resolution”); and

WHEREAS, on September 21, 2007, the Board adopted a First Supplemental Resolution pertaining to the authorization and issuance of its Transportation Excise Tax Revenue Bonds (Maricopa County Regional Area Road Fund) 2007 Series (the “2007 Series Bonds”), which were issued in an original aggregate principal amount of \$370,000,000; and

WHEREAS, on April 17, 2009, the Board adopted a Second Supplemental Resolution pertaining to the authorization and issuance of its Transportation Excise Tax Revenue Bonds (Maricopa County Regional Area Road Fund) 2009 Series (the “2009 Series Bonds”), which were issued in an original aggregate principal amount of \$440,000,000; and

WHEREAS, on September 16, 2010, the Board adopted a Third Supplemental Resolution pertaining to the authorization and issuance of its Transportation Excise Tax Revenue Bonds (Maricopa County Regional Area Road Fund) 2010 Series (the “2010 Series Bonds”), which were issued in an original aggregate principal amount of \$180,000,000; and

WHEREAS, on August 18, 2011, the Board adopted a Fourth Supplemental Resolution, which was amended on September 16, 2011, pertaining to the authorization and issuance of its Transportation Excise Tax Revenue Bonds (Maricopa County Regional Area Road Fund) 2011 Series (the “2011 Series Bonds”), which were issued in an original aggregate principal amount of \$159,460,000; and

WHEREAS, on October 10, 2014, the Board adopted a Fifth Supplemental Resolution pertaining to the authorization and issuance of its Transportation Excise Tax Revenue Refunding Bonds (Maricopa County Regional Area Road Fund) 2014 Series (the “2014 Series Bonds”), which were issued in an original aggregate principal amount of \$376,785,000; and

WHEREAS, the 2007 Series Bonds, 2009 Series Bonds, 2010 Series Bonds, 2011 Series Bonds and 2014 Series Bonds, and any additional bonds hereafter issued on a parity therewith are collectively referred to herein as “Senior Bonds,” and the Senior Bonds are payable from and

secured by a first lien on and pledge of the Pledged Funds, which consist of Transportation Excise Taxes deposited into the Bond Account, all as provided in the Master Resolution; and

WHEREAS, the Board has determined to authorize one or more Series of Senior Bonds as permitted under the Master Resolution and as provided herein; and

WHEREAS, the Board hereby finds and determines that its Transportation Excise Tax Revenue Refunding Bonds (Maricopa County Regional Area Road Fund) 2016 Series (the “2016 Series Bonds”) should be authorized as provided herein for the primary purpose of refunding all or a portion of the Outstanding Senior Bonds in a principal amount not exceeding the amount necessary to accomplish the refunding of any or all of such Bonds and the payment of any other cost or expense permitted under the Act, including costs of issuance thereof; and

WHEREAS, the Board now further determines: (a) to cause each Series of the 2016 Series Bonds to be issued and sold on a negotiated basis, to one or more investment banking firms designated in the Certificate of Award (as defined in Section 104) for each Series (collectively, the “Underwriters”), and (b) that those Outstanding Senior Bonds, which are designated in the applicable Certificate of Award as the “Bonds to be Refunded,” shall be optionally redeemed or refunded to their stated maturity, all as set forth in this Sixth Supplemental Resolution and the applicable Certificate of Award.

NOW, THEREFORE, BE IT RESOLVED by the Arizona Transportation Board as follows:

**ARTICLE I
DEFINITIONS AND AUTHORITY**

SECTION 101. Supplemental Resolution. This Sixth Supplemental Resolution is supplemental to the Master Resolution, as supplemented by the First Supplemental Resolution, Second Supplemental Resolution, Third Supplemental Resolution, Fourth Supplemental Resolution and Fifth Supplemental Resolution (collectively, with any subsequent amendment or supplement, the “Resolution”) and is adopted in accordance with Sections 302(2) and 1101(7) of the Master Resolution, and in accordance with the Act.

SECTION 102. No Amendment of Master Resolution. Except as expressly set forth herein, each and every term and condition contained in the Master Resolution shall apply to the 2016 Series Bonds with such omissions, variations and modifications thereof as may be appropriate to reflect the terms of the 2016 Series Bonds as set forth herein.

SECTION 103. Statutory Authority for this Sixth Supplemental Resolution. This Sixth Supplemental Resolution is adopted pursuant to the provisions of the Act.

SECTION 104. Definitions. All terms which are defined in Section 103 of the Master Resolution shall have the same meanings, respectively, in this Sixth Supplemental Resolution as such terms are given in said Section 103 of the Master Resolution.

In addition, the following terms shall have the following meanings:

“Bonds to be Refunded” means all or a portion of the Outstanding Senior Bonds, which are identified in the applicable Certificate of Award, as provided in Section 207 hereof.

“Certificate of Award” means the Certificate of Award required by Section 301(d) of this Sixth Supplemental Resolution to be executed for each Series of the 2016 Series Bonds.

“Chief Financial Officer” means (i) the Chief Financial Officer of the Department, or her or his successor performing the function of chief financial officer of the Department, or (ii) the person(s) designated in writing by the Chief Financial Officer.

“2016 Series Bonds” means (a) the Series of Senior Bonds issued under this Sixth Supplemental Resolution and (b) if the 2016 Series Bonds are issued in more than one Series, collectively all Series of the 2016 Series Bonds, unless the context clearly refers to one or more of the individual Series which may be issued under authority of this Sixth Supplemental Resolution.

ARTICLE II AUTHORIZATION AND ISSUANCE OF 2016 SERIES BONDS

SECTION 201. Principal Amount, Designation and Series.

(a) Pursuant to the provisions of the Master Resolution, one or more Series of Senior Bonds entitled to the benefit, protection and security of the Master Resolution are hereby authorized in the aggregate principal amount not exceeding the amount necessary to accomplish the refunding of any or all of the Outstanding Senior Bonds and to pay any other cost or expense permitted under the Act, including costs of issuance of the 2016 Series Bonds. Such Senior Bonds shall be issued in one or more Series as determined in the applicable Certificate of Award.

(b) The 2016 Series Bonds shall be designated as, and shall be distinguished from the Senior Bonds of all other Series, by the title “Transportation Excise Tax Revenue Refunding Bonds (Maricopa County Regional Area Road Fund) 2016 Series.” If the 2016 Series Bonds are issued in more than one Series, as herein permitted, each Series shall be distinguished by a consecutive letter of the alphabet, beginning alphabetically with the letter “A” (e.g., 2016A Series, 2016B Series, etc.).

SECTION 202. Purpose. The 2016 Series Bonds are issued to provide moneys for the following purposes: to refund the Bonds to be Refunded and to pay any other cost or expense permitted under the Act, including costs of issuance of the 2016 Series Bonds.

SECTION 203. Date, Maturities, Interest Rates; Deposit of Transaction Excise Tax Collections.

(a) The 2016 Series Bonds shall be dated the closing date thereof, or such other date specified in the applicable Certificate of Award, and shall bear interest from their date, except as otherwise provided in Section 401 of the Master Resolution.

(b) Each Series of the 2016 Series Bonds shall: (i) be in the aggregate principal amount; (ii) bear interest on January 1 and July 1 of each year commencing July 1,

2016 (or such other dates as are set forth in the applicable Certificate of Award), at the interest rate or rates per annum; and (iii) mature on July 1 in any or all of the years from 2016 through and including 2025 (or on such other dates as are set forth in the applicable Certificate of Award), but not later than July 1, 2025 and in the principal amounts, all as set forth in the applicable Certificate of Award; provided that the yield on each Series of the 2016 Series Bonds, as computed under the Code for arbitrage purposes, shall not exceed 6.00% per annum.

SECTION 204. Denomination, Numbers and Letters. The 2016 Series Bonds shall be issued in registered form in the denomination of \$5,000 or any integral multiple thereof. Unless the Board shall otherwise direct in the applicable Certificate of Award, each Series of the 2016 Series Bonds shall be numbered from one upward, preceded by the letter “R” prefixed to the number.

SECTION 205. Redemption Price and Terms.

(a) As set forth in the applicable Certificate of Award, each Series of the 2016 Series Bonds may be (i) not subject to optional redemption prior to maturity, or (ii) subject to optional redemption prior to maturity at the option of the Board at any time, on and after the earliest optional redemption date set forth in the applicable Certificate of Award, in whole or in part at the redemption price (expressed as a percentage of the principal amount redeemed) set forth in the applicable Certificate of Award (but not in excess of 3%), plus accrued interest to the date fixed for redemption.

(b) The applicable Certificate of Award shall also determine: (i) whether any of the 2016 Series Bonds shall be term bonds and subject to Sinking Fund Installments and the dollar amount and dates upon which such term bonds shall be subject to mandatory redemption pursuant to such Sinking Fund Installments and (ii) the method of selecting such term bonds for mandatory redemption.

SECTION 206. Paying Agent and Bond Registrar. A trust company or bank identified in the Certificate of Award shall serve as the initial Bond Registrar and Paying Agent for the 2016 Series Bonds, and shall perform the duties of the Bond Registrar and Paying Agent as set forth in the Resolution.

SECTION 207. Application of Proceeds; Refunding of Bonds to be Refunded; Escrow Agreement.

(a) The Board shall cause the Underwriters to pay, in accordance with the Certificate of Award, the proceeds of the sale of the 2016 Series Bonds as follows:

(i) For the Bonds to be Refunded, the amount set forth in the written direction of the Authorized Board Representative, which amount shall be paid by the Underwriters to the Escrow Trustee (identified below) and deposited by the Escrow Trustee into the escrow account (the “Escrow Account”) created under the Escrow Agreement identified below, which amount, together with any amounts held under the Master Resolution and available to be deposited into the Escrow Account as determined by the Authorized Board Representative, shall be sufficient to release, as of the time of

such deposit, the Bonds to be Refunded thereby pursuant to the terms of the Master Resolution; and

(ii) the balance, if any, shall be paid to the State Treasurer and deposited in the 2016 Series Subaccount in the Bond Proceeds Account.

(b) The State Treasurer shall create a separate 2016 Series Subaccount in the Bond Proceeds Account for each Series of the 2016 Series Bonds. Moneys in the 2016 Series Subaccount shall be used as provided in Section 603 of the Master Resolution to pay Bond Proceeds Account Costs upon written direction to the State Treasurer from the Chief Financial Officer, except that the bond issuance costs paid from such Subaccount shall be those relating to the 2016 Series Bonds. The Chief Financial Officer may direct the State Treasurer to use moneys in such Subaccount to pay all or any portion of any interest on the 2016 Series Bonds.

(c) If the Certificate of Award indicates that there are Bonds to be Refunded with proceeds of the 2016 Series Bonds, then any Authorized Board Representative is authorized and directed, upon behalf of the Board, to execute and deliver, upon behalf of the Board, an Escrow Agreement (the "Escrow Agreement"), between the Board and a bank or trust company therein identified as escrow trustee (the "Escrow Trustee"), to provide for the payment, redemption (if applicable) and defeasance of such Bonds to be Refunded in accordance with the provisions of the Master Resolution. The Escrow Agreement shall be substantially in the form of the Escrow Agreement, dated December 1, 2014, for the 2014 Series Bonds, with such modifications, changes and supplements as are necessary or appropriate, approval of any modifications, changes or supplements to be conclusively evidenced by the execution and delivery thereof. The Escrow Trustee shall meet the requirements, if any, for serving in such capacity set forth in the Master Resolution.

(d) The Escrow Trustee is hereby authorized and directed to subscribe, upon behalf of the Board, for the purchase of the State and Local Government Series Obligations, if any, that are to be acquired and held in the Escrow Account pursuant to the Escrow Agreement.

ARTICLE III
SALE OF 2016 SERIES BONDS; CERTIFICATE OF AWARD;
OTHER ACTIONS; AND EFFECTIVE DATE

SECTION 301. Approval of Preliminary Official Statement, Official Statement, Approval of Bond Purchase Agreement and Other Documents.

(a) In connection with the issuance and sale of the 2016 Series Bonds, there have been prepared and presented at this meeting and on file with the Secretary of the Board forms of the following:

(i) the Preliminary Official Statement (the "Preliminary Official Statement"), to be used in connection with the marketing of the 2016 Series Bonds; and

(ii) the Continuing Disclosure Undertaking by the Board and the Department for the beneficial owners of the 2016 Series Bonds (the "Disclosure

Undertaking”), relating to the Securities and Exchange Commission (“SEC”) Rule 15c2-12(b)(5).

(b) The use and distribution by the Underwriters of the Preliminary Official Statement in connection with the public offering and marketing of the 2016 Series Bonds, in the form presented at this meeting, is hereby authorized, with such changes, insertions or omissions from such form as are appropriate to reflect the terms of the 2016 Series Bonds and otherwise as are approved by the Chair or Vice-Chair of the Board, the Director or the Chief Financial Officer, in their official capacity (each an “Authorized Board Representative”). Any Authorized Board Representative, in their official capacity, is authorized to deem “final” such Preliminary Official Statement, with such modifications, changes and supplements deemed necessary or desirable and permitted under SEC Rule 15c2-12, for the purposes of SEC Rule 15c2-12.

(c) The Department, on behalf of the Board, is hereby authorized to prepare a final Official Statement, in substantially the form of the deemed “final” Preliminary Official Statement, for use in connection with the public offering and sale of the 2016 Series Bonds, with such changes, insertions and omissions as may be approved by an Authorized Board Representative, in his official capacity. The Chair or Vice-Chair of the Board and the Director are each hereby authorized and directed, in their official capacities, to execute the Official Statement and any amendment or supplement thereto, in the name of and on behalf of the Board and the Department, with such changes, insertions and omissions as shall be approved by an Authorized Board Representative, and thereupon to cause the Official Statement and any such amendment or supplement to be delivered to the Underwriters, with approval of any changes, insertions or omissions to be conclusively evidenced by execution and delivery thereof to the Underwriters by the Chair or Vice-Chair of the Board and the Director.

(d) The 2016 Series Bonds (or each Series of the 2016 Series Bonds, if there are more than one Series) shall be sold by negotiated sale at the purchase price set forth in the applicable Bond Purchase Agreement (as defined in (e) below), which purchase price shall not be less than 99% of the principal amount of such Series (exclusive of any original issue discount), plus accrued interest, if any, to the date of issuance and delivery.

The award and sale of each Series of the 2016 Series Bonds shall be evidenced by a Certificate of Award signed by the Director or Chief Financial Officer, which shall be consistent with the provisions of this Sixth Supplemental Resolution and shall specify with respect to each Series of the 2016 Series Bonds the following: whether there shall be one or more Series and the designation (A, B, C, etc.) of the Series if there are more than one Series; the interest rate or rates; the maturity date or dates; the Underwriters; the provisions for redemption prior to their stated maturity dates; the method of selecting the bonds to be redeemed, if different from the procedures in the Master Resolution; the date for the delivery and payment of such Series (which date may be changed as provided in the Certificate of Award); together with such additional information as required by Section 202 of the Master Resolution and provisions of this Sixth Supplemental Resolution.

(e) The 2016 Series Bonds (or each Series of 2016 Series Bonds, if there is more than one Series) shall be sold under a bond purchase agreement (the “Bond Purchase Agreement”) between the Board and the Underwriters, which Bond Purchase Agreement shall be

substantially in the form of the Bond Purchase Agreement, dated November 18, 2014, for the 2014 Series Bonds, with such changes therein as shall be approved by the Chair or Vice Chair of the Board or, if the Chair or Vice Chair is not available to sign at the time of the sale, by the Director or Chief Financial Officer, acting singly, with the approval of any changes, insertions or omissions to be conclusively evidenced by the execution and delivery thereof.

(f) The Chair or Vice-Chair of the Board and the Director are each hereby authorized and directed to execute and deliver the Disclosure Undertaking for each Series, which shall be substantially in the form of the draft Disclosure Undertaking presented at this meeting and on file with the Secretary of the Board, with such changes, insertions and omissions as they may approve, said execution and delivery being conclusive evidence of such approval.

(g) The Chair, the Vice-Chair and each officer of the Board and the Director (each, an “Authorized Officer”), acting singly shall be, and each of them hereby is, authorized and directed to execute and deliver any and all documents and instruments, and the Authorized Officers and the Chief Financial Officer and each other appropriate official of the Department acting singly is authorized and directed to do and cause to be done any and all acts and things, necessary or proper for carrying out the transactions contemplated by the Resolution, this Sixth Supplemental Resolution, the Official Statement, the Bond Purchase Agreement, the Certificate of Award, the Disclosure Undertaking, the Escrow Agreement, the Tax Certificate and Agreement (identified in Section 303 of this Sixth Supplemental Resolution) and the letter of representation to The Depository Trust Company.

(h) All actions taken by the Director, Chief Financial Officer or the staff or agents of the Department or the Board preparatory to the offering, sale, issuance and delivery of the 2016 Series Bonds are hereby ratified and confirmed.

SECTION 302. Form of 2016 Series Bonds, Bond Registrar’s Certificate of Authentication. The form of the 2016 Series Bonds and the Bond Registrar’s Certificate of Authentication thereon shall be substantially in the form of Exhibit A hereto, with such variations, omissions and insertions as are required or permitted by the Resolution.

SECTION 303. Tax Covenant Relating to the Internal Revenue Code of 1986, as amended

(a) The Board covenants that it will use, and will restrict the use and investment of, the proceeds of the 2016 Series Bonds in such manner and to such extent as may be necessary so that (i) the 2016 Series Bonds will not (1) constitute private activity bonds, arbitrage bonds or hedge bonds under Section 141, 148 or 149 of the Code; or (2) be treated other than as bonds to which Section 103(a) of the Code applies, and (ii) the interest thereon will not be treated as a preference item under the Code for purposes of the federal alternative minimum tax.

(b) The Board further covenants (i) that it will take or cause to be taken such actions that may be required of it for the interest on the 2016 Series Bonds which are issued as tax-exempt to be and remain excluded from gross income for federal income tax purposes, (ii) that it will not take or authorize to be taken any actions that would adversely affect that

exclusion, and (iii) that it, or persons acting for it, will, among other acts of compliance, (1) apply the proceeds of the 2016 Series Bonds to the governmental purposes of the borrowing, (2) restrict the yield on investment property, (3) make timely and adequate payments to the federal government as required under the Tax Certificate and Agreement of the Board and the Department relating to the 2016 Series Bonds and all exhibits thereto (the “Tax Certificate and Agreement”), (4) maintain books and records and make calculations and reports, and (5) refrain from certain uses of those proceeds and, as applicable, of property financed with such proceeds, all in such manner and to the extent necessary to assure such exclusion of that interest under the Code.

(c) The Director or Chief Financial Officer is hereby authorized, on behalf of the Board, (i) to make or effect any election, selection, designation, choice, consent, approval, or waiver, on behalf of the Board, with respect to the 2016 Series Bonds as the Board is permitted or required to make or give under the federal income tax laws, including, without limitation thereto, any of the elections provided for in Section 148(f)(4)(B) and (C) of the Code or available under Section 148 of the Code, for the purpose of assuring, enhancing or protecting favorable tax treatment or status of the 2016 Series Bonds or interest thereon or assisting compliance with requirements for that purpose, reducing the burden or expense of such compliance, reducing the rebate amount or payments of penalties, or making payments of special amounts in lieu of making computations to determine, or paying, Rebate Amount (as defined in the Tax Certificate and Agreement) as rebate, or obviating those amounts or payments, as determined by the Director or Chief Financial Officer, which action shall be in writing and signed by the Director or Chief Financial Officer, (ii) to take any and all other actions, make or obtain calculations, make payments, and make or give reports, covenants and certifications of and on behalf of the Board, as may be appropriate to assure the exclusion of interest from gross income and the intended tax status of the 2016 Series Bonds, and (iii) to give one or more appropriate certificates of the Board, for inclusion in the transcript of proceedings for the 2016 Series Bonds, setting forth the reasonable expectations of the Board regarding the amount and use of all the proceeds of the 2016 Series Bonds, the facts, circumstances and estimates on which they are based, and other facts and circumstances relevant to the tax treatment of the interest on and the tax status of the 2016 Series Bonds.

(d) The Board may create, or may direct the State Treasurer to create, such accounts or subaccounts as it shall deem necessary or advisable in order to comply with the foregoing covenants and the Tax Certificate and Agreement.

SECTION 304. Notice of Intention to Issue Bonds. The publication of the notice of intention to issue the 2016 Series Bonds, as required by the Act, is hereby ratified and confirmed and there is hereby authorized the publication of any other notice required by the Act in connection with the matters contemplated herein.

SECTION 305. Effective Date. This Sixth Supplemental Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED ON MARCH 18, 2016.

ARIZONA TRANSPORTATION BOARD

Chair

ATTEST:

Director, Arizona Department of Transportation

EXHIBIT A

FORM OF 2016 SERIES BOND

UNLESS THIS 2016 SERIES BOND IS PRESENTED BY AN AUTHORIZED REPRESENTATIVE OF THE DEPOSITORY TRUST COMPANY, A NEW YORK CORPORATION (“DTC”), TO THE BOND REGISTRAR FOR REGISTRATION OF TRANSFER, EXCHANGE, OR PAYMENT, AND ANY 2016 SERIES BOND ISSUED IS REGISTERED IN THE NAME OF CEDE & CO. OR IN SUCH OTHER NAME AS IS REQUESTED BY AN AUTHORIZED REPRESENTATIVE OF DTC (AND ANY PAYMENT IS MADE TO CEDE & CO. OR TO SUCH OTHER ENTITY AS IS REQUESTED BY AN AUTHORIZED REPRESENTATIVE OF DTC), ANY TRANSFER, PLEDGE, OR OTHER USE HEREOF FOR VALUE OR OTHERWISE BY OR TO ANY PERSON IS WRONGFUL INASMUCH AS THE REGISTERED OWNER HEREOF, CEDE & CO., HAS AN INTEREST HEREIN.

ARIZONA TRANSPORTATION BOARD

**TRANSPORTATION EXCISE TAX REVENUE REFUNDING BOND
(MARICOPA COUNTY REGIONAL AREA ROAD FUND)
2016 SERIES**

No. R -

<u>Interest Rate</u>	<u>Maturity Date</u>	<u>Dated Date</u>	<u>CUSIP</u>
		_____, 2016	

Registered Owner: Cede & Co.

Principal Sum:

ARIZONA TRANSPORTATION BOARD (herein called the “Board”), for value received, hereby promises to pay, but solely from the Pledged Funds hereinafter identified, to the Registered Owner stated hereon or registered assigns on the Maturity Date stated hereon, unless earlier redeemed, the Principal Sum stated herein and to pay from those sources interest thereon at the Interest Rate stated above on January 1 and July 1 in each year commencing July 1, 2016 (each an “Interest Payment Date”), until such Principal Sum shall have been paid or duly provided for pursuant to the Resolution (defined below). This 2016 Series Bond will bear interest from the most recent date to which interest has been paid or duly provided for or, if no interest has been paid or duly provided for, from its date of authentication.

The principal of and any premium on this 2016 Series Bond are payable upon presentation and surrender of this Bond at the designated office of the paying agent, initially _____ (the “Paying Agent”). Interest is payable on each Interest Payment Date to the person in whose name this 2016 Series Bond (or one or more predecessor bonds) is registered (the “Registered Owner”) at the close of business on the 15th day of the calendar month next preceding that Interest Payment Date (the “Record Date”) on the registration books for this issue maintained by the bond registrar, initially _____ (the “Bond Registrar”), at the address appearing therein. If the Registered Owner hereof shall be the Registered Owner of 2016 Series Bonds in the aggregate principal amount of \$1,000,000 or more, interest and principal and premium, if any, will be paid by wire transfer to a bank account

in the continental United States, at the expense of such Registered Owner, if the Registered Owner has requested payment in such manner at such wire address as shall have been furnished by the Registered Owner to the Bond Registrar in writing on or prior to the Record Date preceding the Interest Payment Date, which request shall remain effective until changed by the Registered Owner. Any interest which is not timely paid or duly provided for shall cease to be payable to the Registered Owner hereof (or of one or more predecessor bonds) as of the Record Date, and shall be payable to the Registered Owner hereof (or of one or more predecessor bonds) at the close of business on a Special Record Date (as defined in the Resolution) to be fixed by the Bond Registrar for the payment of that overdue interest. Notice of the Special Record Date shall be mailed to the Registered Owner not less than 10 days prior thereto. The principal of, premium, if any, and interest on this 2016 Series Bond are payable in lawful money in the United States of America, without deduction for the services of the Paying Agent.

This Bond is one of a duly authorized Series of Bonds of the Board designated "Transportation Excise Tax Revenue Refunding Bonds (Maricopa County Regional Area Road Fund) 2016 Series" (herein called the "2016 Series Bonds"), in the aggregate principal amount of \$_____, issued under and in full compliance with the Constitution and statutes of the State of Arizona, including, without limitation, the Regional Area Road Fund Bond Law (Arizona Revised Statutes Sections 28-7561 through 28-7573, as amended, and Sections 28-6301 through 28-6313, as amended, herein called the "Act"), and a resolution adopted by the Board on September 21, 2007, entitled "Master Resolution Relating To Transportation Excise Tax Revenue Bonds (Maricopa County Regional Area Road Fund)," as supplemented by the First Supplemental Resolution adopted on September 21, 2007, authorizing the 2007 Series Bonds, the Second Supplemental Resolution adopted on April 17, 2009, authorizing the 2009 Series Bonds, the Third Supplemental Resolution adopted on September 16, 2010, authorizing the 2010 Series Bonds, the Fourth Supplemental Resolution adopted on August 18, 2011, as amended, authorizing the 2011 Series Bonds, the Fifth Supplemental Resolution adopted on October 10, 2014, authorizing the 2014 Series Bonds and the Sixth Supplemental Resolution adopted on March 18, 2016, authorizing the 2016 Series Bonds (said resolution as so supplemented, and as it may be subsequently supplemented, being herein called the "Resolution"). The 2016 Series Bonds are issued to refund certain outstanding bonds of the Board and pay any other cost and expense permitted under the Act, including costs of issuance of the 2016 Series Bonds.

Capitalized terms not defined herein have the meaning set forth in the Resolution.

As provided in the Master Resolution, the 2007 Series Bonds, the 2009 Series Bonds, the 2010 Series Bonds, the 2011 Series Bonds, the 2014 Series Bonds and the 2016 Series Bonds and all additional Senior Bonds that may subsequently be issued under the Master Resolution on a parity with the 2016 Series Bonds (herein collectively called the "Senior Bonds"), are special obligations of the Board. The Senior Bonds are payable solely from, and secured as to payment of the principal and redemption price thereof and interest thereon ("debt service") by a pledge solely of, the Pledged Funds, which include money on deposit in the Bond Account, all in accordance with the provisions of the Master Resolution and subject to the provisions of the Master Resolution permitting the application thereof for the purposes and on the terms and conditions set forth in the Master Resolution. The Board has previously issued Senior Bonds which are Outstanding as of the date of the original issuance of this Bond in the aggregate principal amount of \$_____.

As provided in the Master Resolution, Senior Bonds and additional Subordinated Bonds may be issued from time to time pursuant to Supplemental Resolutions in one or more Series, in various principal amounts, may mature at different times, may bear interest at different rates and may otherwise vary, as in the Master Resolution provided. The aggregate principal amount of additional Senior Bonds and additional Subordinated Bonds which may be issued under the Master Resolution is not limited and all additional Senior Bonds issued and to be issued under the Master Resolution are and will be equally secured with the 2016 Series Bonds by the pledge and covenants made therein, except as otherwise expressly provided or permitted in the Master Resolution.

Copies of the Resolution are on file at the office of the Board and at the designated corporate trust office of the Bond Registrar. Reference is hereby made to the Act, to the Resolution and any and all supplements thereto and modifications and amendments thereof, for a description of: the pledge and covenants securing the Senior Bonds; the nature, priority, extent and manner of enforcement of such pledge and the rights of the Registered Owners of the 2016 Series Bonds with respect thereto; the terms and conditions upon which the 2016 Series Bonds are issued and may be issued thereunder; the terms and provisions upon which this 2016 Series Bond shall cease to be entitled to any lien, benefit or security under the Resolution; and for the other terms and provisions thereof, to all of which the Registered Owner assents, by acceptance hereof. All covenants, agreements and obligations of the Board under the Resolution may be discharged and satisfied at or prior to the maturity of this Bond if moneys or certain specified securities shall have been deposited in a separate trust to provide for payment thereof, as provided in the Resolution.

THE DEBT SERVICE ON THIS 2016 SERIES BOND IS A SPECIAL OBLIGATION OF THE BOARD AND IS PAYABLE SOLELY FROM THE PLEDGED FUNDS AND THE AMOUNTS ON DEPOSIT IN THE BOND ACCOUNT AS IS PROVIDED IN THE MASTER RESOLUTION, AND IS NOT AN OBLIGATION GENERAL, SPECIAL OR OTHERWISE OF THE STATE OF ARIZONA, MARICOPA COUNTY OR ANY AGENCY OR POLITICAL SUBDIVISION THEREOF. THIS 2016 SERIES BOND DOES NOT CONSTITUTE A DEBT OF THE STATE OF ARIZONA OR MARICOPA COUNTY OR ANY AGENCY OR POLITICAL SUBDIVISION THEREOF, AND IS NOT ENFORCEABLE AGAINST SAID STATE OR SAID COUNTY OR THE BOARD OUT OF ANY MONEYS OTHER THAN SUCH PLEDGED FUNDS.

Except as provided in the Resolution, the 2016 Series Bonds are issuable only in the form of fully registered bonds without coupons in the denomination of \$5,000 or any integral multiple of \$5,000 (the "Authorized Denominations") and in printed or typewritten form, registered in the name of Cede & Co. as nominee of The Depository Trust Company ("DTC"), which shall be considered to be the Registered Owner for all purposes of the Resolution, including, without limitation, payment by the Board of debt service on this Bond, and receipt of notices and exercise of rights by Registered Owners. There shall be a single 2016 Series Bond representing each maturity which shall be immobilized in the custody of DTC with the owners of beneficial interests having no right to receive bonds in the form of physical securities or certificates. Ownership of beneficial interests in the 2016 Series Bonds shall be shown by book entry on the system maintained and operated by DTC and its participants, and transfers of ownership of beneficial interests shall be made only by DTC and its participants by book entry, the Board and

the Bond Registrar having no responsibility for such book entry system or such transfers. DTC is expected to maintain records of the positions of participants in the 2016 Series Bonds, and the participants and persons acting through participants are expected to maintain records of the purchasers of beneficial interest in the 2016 Series Bonds. The 2016 Series Bonds shall not be transferable or exchangeable, except as provided in the Resolution.

The Board, the Bond Registrar and the Paying Agent may deem and treat the Registered Owner of this 2016 Series Bond as the absolute owner hereof for the purpose of receiving payment of, or on account of, the principal or redemption price hereof and interest due hereon and for all other purposes.

To the extent and in the manner permitted by the terms of the Resolution, the provisions of the Resolution, or any resolution amendatory thereof or supplemental thereto, may be modified or amended by the Board, with the written consent of the Registered Owners of at least a majority in principal amount of the affected Senior Bonds, Subordinated Bonds and Third Lien Bonds (collectively "Bonds") Outstanding under the Resolution at the time such consent is given, as provided in the Resolution; and, in case less than all of the several Series of the Bonds then Outstanding are affected thereby, with such consent of at least a majority in principal amount of such Bonds of each Series so affected and Outstanding; provided, however, that if such modification or amendment will, by its terms, not take effect so long as any such affected Bonds of any specified like Series and maturity remain Outstanding under the Resolution, the consent of the Registered Owners of such Bonds shall not be required and such Bonds shall not be deemed to be Outstanding for the purpose of the calculation of Outstanding Bonds. No such modification or amendment shall permit a change in the terms of redemption (including Sinking Fund Installments) or maturity of the principal of any Outstanding Bond or of any installment of interest thereon or a reduction in the principal amount or redemption price thereof or in the rate of interest thereon without the consent of the Registered Owner of such Bond, or shall reduce the percentages or otherwise affect the classes of Bonds the consent of the Registered Owners of which is required to effect any such modification or amendment, or shall change or modify any of the rights or obligations of any Fiduciary under the Resolution without its written assent thereto.

[INSERT REDEMPTION FEATURES DESCRIBED IN THE CERTIFICATE OF AWARD]

The 2016 Series Bonds are payable upon redemption at the designated office of the Paying Agent. Notice of redemption, setting forth the place of payment, shall be mailed by the Bond Registrar, first-class postage prepaid, not less than 30 days prior to the redemption date, to the Registered Owners of any 2016 Series Bonds or portions of such 2016 Series Bonds which are to be redeemed, at their last addresses, if any, appearing upon the registration books of the Board maintained by the Bond Registrar, all in the manner and upon the terms and conditions set forth in the Resolution. If notice of redemption shall have been mailed as aforesaid, the 2016 Series Bonds or portions thereof specified in said notice shall become due and payable on the redemption date therein fixed (unless the notice otherwise provides), and if, on the redemption date, moneys for the redemption of all the 2016 Series Bonds and portions thereof to be redeemed, together with interest to the redemption date, shall be available for such payment on said date, then from and after the redemption date interest on such bonds or portions thereof so called for redemption shall cease to accrue and be payable. Any failure to mail or any defect in

the notice to the Registered Owner of any 2016 Series Bonds which are to be redeemed shall not affect the validity of the proceedings for the redemption of any other 2016 Series Bonds for which notice is properly given. Any notice of redemption which is mailed in the manner provided above shall be conclusively presumed to have been given whether or not the Registered Owner hereof receives the notice.

It is hereby certified and recited that all conditions, acts and things required by law and the Resolution to exist, to have happened and to have been performed precedent to and in the issuance of this 2016 Series Bond, exist, have happened and have been performed and that the Series of 2016 Series Bonds of which this is one complies in all respects with the applicable laws of the State of Arizona, including, particularly, the Act.

This 2016 Series Bond shall not be entitled to any benefit under the Resolution or be valid or become obligatory for any purpose until this 2016 Series Bond shall have been authenticated by the execution by the Bond Registrar of the Bond Registrar's Certificate of Authentication hereon.

IN WITNESS WHEREOF, THE ARIZONA TRANSPORTATION BOARD has caused this 2016 Series Bond to be executed in its name and on its behalf by the facsimile signature of its Chair, and its seal to be impressed, imprinted, engraved or otherwise reproduced hereon, and attested by the facsimile signature of the Director of the Arizona Department of Transportation, all as of the Dated Date hereof.

ARIZONA TRANSPORTATION BOARD

By: (Facsimile)
Chair of the Board

Attest:

(Facsimile)
Director, Arizona Department of Transportation

BOND REGISTRAR'S CERTIFICATE OF AUTHENTICATION

This Bond is one of the 2016 Series Bonds delivered pursuant to the within mentioned Resolution.

_____,
as Bond Registrar

Date of Authentication:

By: _____
Authorized Officer

ATTORNEY GENERAL CERTIFICATION

I hereby certify that I have examined the validity of the issue of 2016 Series Bonds of which this 2016 Series Bond is one of and all proceedings in connection therewith. From such examination, I hereby certify that all Bonds of this issue of 2016 Series Bonds are issued in accordance with the Constitution and laws of the State of Arizona.

(Facsimile)
Attorney General of the State of Arizona

The following abbreviations, when used in the inscription on the face of the within Bond, shall be construed as though they were written out in full according to applicable laws or regulations:

TEN COM - as tenants in common

TEN ENT - as tenants by the entireties

JT TEN - as joint tenants with right of survivorship and not as tenants in common

UNIF GIFT/TRANS MIN ACT - _____ Custodian for
(Cust.)

_____ under Uniform Gifts/Transfers to Minors Act of
(Minor)

(State)

ASSIGNMENT

FOR VALUE RECEIVED, the undersigned _____
(the "Transferor"), hereby sells, assigns and transfers unto

_____ (the "Transferee"), whose address
is _____ and whose social security number (or other
federal tax identification number) is

PLEASE INSERT SOCIAL SECURITY OR OTHER
IDENTIFYING NUMBER OF TRANSFEREE

the within Bond and all rights thereunder, and hereby irrevocably constitutes and appoints
_____ as attorney to register the transfer of the
within Bond on the books kept for registration of transfer thereof, with full power of substitution
in the premises.

Date: _____

Signature Guaranteed by:

NOTICE: No transfer will be registered and no new Bond will be issued in the name of the Transferee, unless the signature(s) to this assignment correspond(s) with the name as it appears upon the face of the within Bond in every particular, without alteration or enlargement or any change whatever and name, address and the Social Security Number or federal employee identification number of the Transferee is supplied.

NOTICE: Signature(s) must be guaranteed by a signature guarantor institution that is a participant in a signator guarantor program recognized by the Bond Registrar.

ARIZONA TRANSPORTATION BOARD

BOND RESOLUTION

Adopted March 18, 2016

Supplementing the

RESOLUTION

Adopted May 1, 1980

Authorizing

**HIGHWAY REVENUE REFUNDING BONDS
SERIES 2016**

Squire Patton Boggs (US) LLP
Bond Counsel

RESOLUTION

RESOLUTION AUTHORIZING THE ISSUANCE OF ARIZONA TRANSPORTATION BOARD, HIGHWAY REVENUE REFUNDING BONDS, SERIES 2016; PRESCRIBING THE FORM OF THE BONDS; PRESCRIBING CERTAIN TERMS AND CONDITIONS AND MAKING CERTAIN COVENANTS PERTAINING TO THE BONDS; ORDERING THE SALE OF THE BONDS; AUTHORIZING THE REFUNDING OF ALL OR A PORTION OF THE BOARD’S SENIOR AND SUBORDINATED BONDS; SUPPLEMENTING THE RESOLUTION OF MAY 1, 1980, AS SUPPLEMENTED TO DATE; AND APPROVING CERTAIN OTHER MATTERS RELATING THERETO.

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* This Table of Contents is not part of the 2016 Resolution as adopted, but is provided for convenience of reference only.

RESOLUTION

RESOLUTION AUTHORIZING THE ISSUANCE OF ARIZONA TRANSPORTATION BOARD, HIGHWAY REVENUE REFUNDING BONDS, SERIES 2016; PRESCRIBING THE FORM OF THE BONDS; PRESCRIBING CERTAIN TERMS AND CONDITIONS AND MAKING CERTAIN COVENANTS PERTAINING TO THE BONDS; ORDERING THE SALE OF THE BONDS; AUTHORIZING THE REFUNDING OF ALL OR A PORTION OF THE BOARD'S SENIOR AND SUBORDINATED BONDS; SUPPLEMENTING THE RESOLUTION OF MAY 1, 1980, AS SUPPLEMENTED TO DATE; AND APPROVING CERTAIN OTHER MATTERS RELATING THERETO.

WHEREAS, the Legislature of the State of Arizona has passed legislation granting authority to the Arizona Transportation Board (the "Board") to issue bonds to provide funds for highway purposes and to issue refunding bonds when deemed expedient by the Board to refund any bonds previously issued by the Board (all capitalized terms used in these preambles and not defined herein shall have the meaning set forth in Section 1 hereof); and

WHEREAS, (a) on May 1, 1980, the Board adopted a certain Resolution (the "1980 Resolution") pertaining to the authorization and issuance of \$50,000,000 aggregate principal amount of Arizona Highway Improvement Bonds, Project of 1980 (the "Project of 1980 Bonds") and which Project of 1980 Bonds are no longer outstanding, and (b) on March 18, 2005, the Board adopted a certain Resolution (the "2005A Resolution") pertaining to the authorization and issuance of \$147,400,000 aggregate principal amount of Arizona Transportation Board, Highway Revenue Refunding Bonds, Series 2005A (the "Series 2005A Bonds"), and (c) on August 18, 2006, the Board adopted a certain Resolution (the "2006 Resolution") pertaining to the authorization and issuance of \$325,000,000 aggregate principal amount of Arizona Transportation Board, Highway Revenue Bonds, Series 2006 (the "Series 2006 Bonds"), and (d) on October 10, 2014, the Board adopted a certain Resolution (the "2015 Resolution") pertaining to the authorization and issuance of \$377,500,000 aggregate principal amount of Arizona Transportation Board, Highway Revenue Refunding Bonds, Series 2015 (the "Series 2015 Bonds") (the 1980 Resolution, as supplemented by the 2005A Resolution, the 2006 Resolution, the 2015 Resolution and this 2016 Resolution is collectively referred to herein as the "Senior Bond Resolution"); and

WHEREAS, the Series 2005A Bonds, the Series 2006 Bonds, the Series 2015 Bonds, the Series 2016 Bonds (as hereinafter defined) and any additional bonds issued on a parity therewith are collectively referred to as "Senior Bonds" and the Senior Bonds are payable from and secured by a first lien on and pledge of "Pledged Revenues" (as hereinafter defined); and

WHEREAS, (a) on September 27, 1991, the Board adopted a certain Resolution (the "1991 Subordinated Resolution"), pertaining to the authorization and issuance of \$171,140,000 aggregate principal amount of Arizona Transportation Board, Subordinated Highway Revenue Bonds, Series 1991A (the "Series 1991A Subordinated Bonds") which Series 1991A Subordinated Bonds are no longer outstanding, and (b) on October 21, 2011, the Board adopted a certain Resolution pertaining to the authorization and issuance of \$485,230,000 aggregate principal amount of Arizona Transportation Board, Subordinated Highway Revenue Bonds,

Series 2011A (the “Series 2011A Subordinated Bonds”) and of \$70,670,000 aggregate principal amount of Arizona Transportation Board, Subordinated Highway Revenue Bonds, Taxable Series 2011B (the “Series 2011B Taxable Subordinated Bonds”), and (c) on December 14, 2012, the Board adopted a certain Resolution pertaining to the authorization and issuance of \$602,765,000 aggregate principal amount of Arizona Transportation Board, Subordinated Highway Revenue Bonds, Tax-Exempt Series 2013A (the “Series 2013A Subordinated Bonds”) and of \$112,705,000 aggregate principal amount of Arizona Transportation Board, Subordinated Highway Revenue Bonds, Taxable Series 2013B (the “Series 2013B Taxable Subordinated Bonds”), all as Additional Subordinated Bonds under the 1991 Subordinated Resolution; and

WHEREAS, it is essential to the well-being of the people of the State of Arizona to have an adequate highway system and current revenues available for such purpose are insufficient to pay costs of the ongoing construction of such system and the Board is permitted under the Senior Bond Resolution, as supplemented by the 1991 Subordinated Resolution, to issue additional Senior Bonds on the terms and conditions therein set forth; and

WHEREAS, the Board has determined to authorize additional Senior Bonds as permitted under the Senior Bond Resolution, as supplemented by the 1991 Subordinated Resolution, to refund all or part of its Senior and Subordinated Bonds; and

WHEREAS, the Board desires, if it is financially advantageous to do so, to refund all or part of its Senior and Subordinated Bonds (such portions which may be refunded to be referred to herein as the “Bonds to be Refunded”) as identified and set forth in the Certificate of Award (hereinafter defined); and

WHEREAS, the Board now determines that its Highway Revenue Refunding Bonds, Series 2016 (hereinafter referred to as the “Series 2016 Bonds”), should be authorized in one or more series, as provided in this 2016 Resolution, for the purpose of, and in a principal amount not exceeding the amount necessary for, (a) refunding the Bonds to be Refunded, and (b) paying any bond related expenses and bond related obligations which are permitted under the Act; and

WHEREAS, the Board now further determines: (a) to cause its Series 2016 Bonds to be issued and sold on a negotiated basis to one or more investment banking firms designated in the Certificate of Award (collectively, the “Underwriters”); (b) that the Series 2016 Bonds shall have such maturities and interest rates, be secured by and payable from Pledged Revenues, and have such other terms, all as set forth in this 2016 Resolution and the Certificate of Award; and (c) that those Senior and/or Subordinated Bonds which are designated in the Certificate of Award as the “Bonds to be Refunded,” shall be optionally redeemed or refunded to stated maturity, all as set forth in this 2016 Resolution and the Certificate of Award.

NOW, THEREFORE, BE IT RESOLVED BY THE ARIZONA TRANSPORTATION BOARD AS FOLLOWS:

Section 1. Definitions. In addition to words and terms defined in the preambles and elsewhere in this 2016 Resolution, the following terms have the following meanings in this 2016 Resolution, unless the context or use indicates clearly another meaning or intent:

“2016 Resolution” shall mean this Resolution, as amended or supplemented from time to time in accordance with its terms.

“Act” shall mean Title 28, Chapter 21, Article 1, Arizona Revised Statutes, as amended.

“Additional Senior Bonds” shall mean any series of Senior Bonds or other obligations that may be issued after the Series 2016 Bonds by the Board pursuant to applicable law, in accordance with the Senior Bond Resolution, as supplemented by the 1991 Subordinated Resolution, on a parity with the Senior Bonds then Outstanding.

“Authorized Board Representative” shall mean the Chair of the Board, the Director of the Department, the Chief Financial Officer, or any other person or persons at the time designated to act on behalf of the Board by written certificate furnished to the Bond Registrar and the Paying Agent containing the specimen signatures of such person or persons and signed on behalf of the Board by its Chair or other duly authorized agent.

“Board” shall mean the Arizona Transportation Board, or the Department acting on behalf of the Arizona Transportation Board pursuant to law.

“Book Entry Only Form” or “Book Entry Only System” means, for the Series 2016 Bonds, a form or system, as applicable, under which (i) physical bond certificates in fully registered form are issued only to a Depository or its nominee as Owner, with the physical bond certificates “immobilized” in the custody of, or on behalf of, the Depository and (ii) the ownership of book entry interests in the Series 2016 Bonds and principal of, premium, if any, and interest thereon may be transferred only through a book entry made by entities other than the Board or the Bond Registrar. The records maintained by entities other than the Board and the Bond Registrar constitute the written record that identifies the owners, and records the transfer, of such book entry interests in the Series 2016 Bonds and principal of, premium, if any, and interest thereon.

“Bond Registrar” means such trust company or bank identified in the Certificate of Award and any lawful successors or assigns and meeting the requirements of Section 8 hereof.

“Certificate of Award” means the Certificate of Award to be executed pursuant to Section 4 hereof, setting forth certain terms of each series of the Series 2016 Bonds.

“Chief Financial Officer” means the Chief Financial Officer of the Department.

“Code” means the Internal Revenue Code of 1986, the regulations (whether temporary or final) under that Code or the statutory predecessor of that Code, and any amendments of, or successor provisions to, the foregoing and any official rulings, announcements, notices, procedures and judicial determinations regarding any of the foregoing, all as and to the extent applicable. Unless otherwise indicated, reference to a Section means that Section of the Code, including any applicable successor section or provision and such applicable Treasury regulations, rulings, announcements, notices, procedures and determinations pertinent to that Section.

“Department” means the Arizona Department of Transportation.

“Depository” means, for the Series 2016 Bonds, The Depository Trust Company (a limited purpose trust company), New York, New York, until a successor Depository shall have been appointed pursuant to the applicable provisions of Section 6(a) hereof and, thereafter, Depository shall mean the successor Depository. Any Depository shall be a securities depository that is a clearing agency under federal law operating and maintaining, with its participants or otherwise, a Book Entry System to record ownership of beneficial interests in the Series 2016 Bonds or principal of, premium, if any, and interest thereon, and to effect transfers of such Bonds in Book Entry Form.

“Director” means the Director of the Department.

“Highway Bond Proceeds Fund” shall mean the Highway Bond Proceeds Fund established by the 1980 Resolution and the Act, including all accounts therein.

“Outstanding” shall mean:

(a) when used with respect to the Series 2005A Bonds, the Series 2006 Bonds and the Series 2015 Bonds as of any date, such Senior Bonds which have been issued and remain unpaid except for those Senior Bonds that have been paid or provided for or are otherwise no longer outstanding under the 2005A Resolution, the 2006 Resolution or the 2015 Resolution, as applicable; and

(b) when used with reference to the Series 2016 Bonds, as of any date, the Series 2016 Bonds theretofore or thereupon being authenticated and delivered under this 2016 Resolution, except: (i) such Series 2016 Bonds cancelled pursuant to this 2016 Resolution at or prior to such date; (ii) such Series 2016 Bonds (or portions thereof) for the payment or redemption or purchase for cancellation of which sufficient moneys shall be held in trust under this 2016 Resolution and set aside for such purpose (whether at or prior to the maturity or redemption date), provided that if such Series 2016 Bonds (or portions thereof) are to be redeemed, notice of such redemption shall have been given or provision satisfactory to the Bond Registrar shall have been made for the giving of the notice of redemption; (iii) such Series 2016 Bonds in lieu of or in substitution for which other Bonds shall have been authenticated and delivered hereunder; and (iv) such Series 2016 Bonds deemed to have been paid as provided in Section 19 hereof.

“Owner” shall mean any person in whose name any Senior Bond is registered on the bond register maintained by the bond registrar for such Senior Bond.

“Paying Agent” means such trust company or bank identified in the Certificate of Award and any lawful successors and assigns and meeting the requirements of Section 8 hereof.

“Pledged Revenues” shall mean:

(a) all moneys paid into the State Highway Fund from (i) fees, excises, or license taxes relating to the registration, operation or use of vehicles on the public highways, or to fuel used for the propulsion of such vehicles, as prescribed by Article IX, Section 14 of the Constitution of the State of Arizona, and (ii) the monies distributed pursuant to Section 28-5808, Arizona Revised Statutes; and

(b) to the extent permitted by law, including the Act and the Constitution of the State of Arizona, such additional or other money as the Board may, by a subsequent resolution, add to the definition of Pledged Revenues.

“Senior Bonds” shall mean, collectively, the Outstanding Series 2005A Bonds, Series 2006 Bonds, Series 2015 Bonds, Series 2016 Bonds and any Additional Senior Bonds that may be subsequently issued.

“Senior Bond Fund” shall mean the Bond Fund established under the 1980 Resolution for payment of principal of, premium, if any, and interest on the Senior Bonds.

“Senior Bond Resolutions” shall mean the 1980 Resolution, the 2005A Resolution, the 2006 Resolution, the 2015 Resolution, this 2016 Resolution and any subsequent resolution authorizing Additional Senior Bonds, in each case as amended or supplemented from time to time in accordance with the respective terms thereof; provided, however, that when Series 2005A Bonds, the Series 2006 Bonds, the Series 2015 Bonds and the Series 2016 Bonds, have been paid or provided for as provided under the terms of the 2005A Resolution, the 2006 Resolution, the 2015 Resolution or this 2016 Resolution, as applicable, then the provisions of such Senior Bond Resolution shall have no further effect except with respect to such Series of Senior Bonds that were issued under such Senior Bond Resolution and that remain unpaid.

“State Highway Fund” shall mean the State Highway Fund established by Section 28-6991, Arizona Revised Statutes.

“Underwriters” shall mean the investment banking firms designated by the Board in the Certificate of Award.

Section 2. Authority for this 2016 Resolution; No Other Amendments of Existing Senior Bond Resolutions.

(a) This 2016 Resolution is adopted pursuant to the provisions of the Act.

(b) This 2016 Resolution shall be deemed to supplement the existing Senior Bond Resolutions to provide for the issuance of the Series 2016 Bonds.

No portion of this 2016 Resolution is intended, nor shall be deemed, to amend, change or alter the 1980 Resolution, the 2005A Resolution, the 2006 Resolution, the 2015 Resolution or the 1991 Subordinated Resolution, and the Board hereby declares that each of the 1980 Resolution, the 2005A Resolution, the 2006 Resolution, the 2015 Resolution and the 1991 Subordinated Resolution are and shall remain in full force and effect.

(c) The Series 2016 Bonds shall constitute (i) “Bonds” and additional parity bonds under the existing Senior Bond Resolutions and (ii) Senior Bonds under the 1991 Subordinated Resolution.

(d) All funds and accounts created by the 1980 Resolution and 1991 Subordinated Resolution for the benefit of the Senior Bonds shall be kept in full force and effect and shall in

every respect be used to service the Series 2016 Bonds in the same manner and with the same effect as the other Senior Bonds.

Section 3. Authorization, Purpose and Terms of Series 2016 Bonds.

(a) Authorization and Designation. One or more series of Senior Bonds, which are entitled to the benefit, protection and security of the 1980 Resolution, is hereby authorized in an aggregate principal amount not exceeding the amount necessary to accomplish the refunding of any or all of the Board's Senior and Subordinated Bonds and to pay any bond related expenses which are permitted under the Act. Such series of Senior Bonds shall be designated as, and shall be distinguished from the Senior Bonds of all other series by the title, "Arizona Transportation Board, Highway Revenue Refunding Bonds, Series 2016." If the Series 2016 Bonds are issued in more than one series, each series shall be identified by the addition of the letter A, B, C, etc. in the name "Series 2016-____." The Series 2016 Bonds may be issued as tax-exempt or taxable bonds. The Series 2016 Bonds shall be sold as provided in Section 4.

(b) Purpose. The purpose for which the Series 2016 Bonds are issued is (i) to refund the Bonds to be Refunded and (ii) to pay costs of any highway purpose, bond related expense or bond related obligation, permitted under the Act, including, without limitation, paying interest on bonds or notes issued by the Board for highway purposes.

(c) Date, Maturity and Interest. The Series 2016 Bonds shall be dated as of their date of issuance as specified in the Certificate of Award, and shall bear interest from the most recent date to which interest has been paid or duly provided for, or, if no interest has been paid, from their dated date, until the principal sum thereof has been paid or duly provided for.

The Series 2016 Bonds shall bear interest payable on January 1 and July 1 of each year commencing, July 1, 2016, or such other date as specified in the Certificate of Award (the "Interest Payment Dates"), at the interest rate or rates and shall mature on July 1 in any or all of the years 2016 through 2038 and in the principal amounts, as set forth in the Certificate of Award for each series; provided that the stated interest rate shall not exceed 6.0%. The interest on the Series 2016 Bonds shall be computed on the basis of a 360-day year consisting of twelve 30-day months.

(d) Denomination, Numbers and Letters. The Series 2016 Bonds shall be issued in registered form, without coupons, in the denomination of \$5,000 or any integral multiple thereof. Unless the Board shall otherwise direct, each series of the Series 2016 Bonds shall be numbered from one upward, preceded by the letter "R" prefixed to the number.

Section 4. Sale of Series 2016 Bonds; Approval of Bond Purchase Agreement, Official Statement and Other Documents.

(a) In connection with the issuance, securing and sale of the Series 2016 Bonds, the Director and Chief Financial Officer shall cause to be prepared forms of the following:

(i) a Preliminary Official Statement (the "Preliminary Official Statement") of the Board to be used in connection with the marketing of the Series 2016 Bonds, which shall be substantially in the form of the draft Preliminary Official Statement on file with the Secretary of

the Board, with changes as are necessary or appropriate, consistent with this Series 2016 Resolution, to reflect the terms of the Series 2016 Bonds and their security, with the approval of any such changes to be conclusively evidenced by the execution of the Deemed Final Certificate described in (b) below;

(ii) a Continuing Disclosure Undertaking by the Board and the Department for the beneficial owners of the Series 2016 Bonds (the “Disclosure Undertaking”), concerning disclosure obligations under Securities and Exchange Commission (“SEC”) Rule 15c2-12(b)(5), which shall be substantially in the form of the draft Continuing Disclosure Undertaking on file with the Secretary of the Board, with changes necessary or appropriate to reflect the terms of the Series 2016 Bonds; and

(iii) an Escrow Agreement (the “2016 Escrow Agreement”) between the Board and the bank or trust company designated in the Certificate of Award, as escrow agent (the “2016 Escrow Agent”), which shall be substantially in the form of the draft 2016 Escrow Agreement on file with the Secretary of the Board, with changes necessary or appropriate to reflect the terms of the Bonds to be Refunded.

(b) The use and distribution by the Underwriters of the Preliminary Official Statement, described in subsection (a)(i) above, is hereby authorized. The Board’s Chair or Vice Chair or the Director or the Chief Financial Officer is authorized to deem such Preliminary Official Statement “final,” for the purposes of SEC Rule 15c2-12, with approval of any changes conclusively evidenced by the execution of the Bond Purchase Agreement (described in (d) below) or of a separate certificate (collectively referred to as the “Deemed Final Certificate”).

(c) The Department is hereby authorized to prepare, on behalf of the Board, a final Official Statement for the Series 2016 Bonds, which shall be substantially in the form of the deemed “final” Preliminary Official Statement, for use in connection with the public offering and sale of the Series 2016 Bonds, with such changes, insertions and omissions as may be approved by an Authorized Board Representative, in his official capacity. The Chair or Vice Chair of the Board and the Director are each hereby authorized and directed, in their official capacities, to execute the Official Statement and any amendment or supplement thereto, in the name of and on behalf of the Board and the Department, with such changes therein, consistent with this Series 2016 Resolution, as shall be approved by an Authorized Board Representative, and thereupon to cause the Official Statement and any such amendment or supplement to be delivered to the Underwriters, with approval of any changes, insertions or omissions to be conclusively evidenced by an Authorized Board Representative’s execution and delivery thereof.

(d) The Series 2016 Bonds (or each series of the Series 2016 Bonds, if there are more than one series) shall be sold under a bond purchase agreement (the “Bond Purchase Agreement”) with the Underwriters, which Bond Purchase Agreement shall be substantially in the form of the Bond Purchase Agreement, dated December 16, 2014, for the Series 2015 Bonds, with such changes therein as shall be approved by the Chair or Vice Chair of the Board, or if the Chair or Vice Chair is not available to sign at the time of the sale, by the Director or Chief Financial Officer, with the approval of any changes, insertions or omissions to be conclusively evidenced by the execution and delivery thereof.

(e) At any time after the Underwriters are selected, the Series 2016 Bonds (or each series of the Series 2016 Bonds) may be sold to the Underwriters in a negotiated sale at the purchase price set forth in the Bond Purchase Agreement, which purchase price shall not be less than 99% of the principal amount of such series (exclusive of any original issue discount) plus accrued interest to the date of issuance and delivery.

The sale of each series of the Series 2016 Bonds shall be evidenced by a Certificate of Award signed by the Chair or Vice Chair of the Board, or if the Chair or Vice Chair is not available to sign at the time of the sale, by the Director or Chief Financial Officer, which shall be consistent with the provisions of this 2016 Resolution and shall specify with respect to each series of the Series 2016 Bonds as follows: whether there shall be one or more series and the designation (A, B, C, etc.) of the series if there are more than one series; the Underwriters; the interest rate or rates; the maturity date or dates; whether any of the Series 2016 Bonds will be issued as taxable bonds; which Outstanding Senior Bonds will constitute the Bonds to be Refunded; the provisions for redemption prior to their stated maturity dates; the date for the delivery and payment of such series (which date may be changed as provided in the Bond Purchase Agreement); the name of the Paying Agent and Bond Registrar for the Series 2016 Bonds; together with such additional information as required by the terms of this 2016 Resolution.

(f) The Chair or Vice Chair of the Board and the Director, as applicable, are each hereby authorized and directed to execute and deliver the Disclosure Undertaking and the Escrow Agreement, with such changes, insertions and omissions from the draft Disclosure Undertaking and the draft Escrow Agreement, respectively, as are approved, said execution being conclusive evidence of such approval.

(g) The Chair, the Vice Chair and each officer of the Board and the Director (the "Authorized Officers"), acting singly shall be, and each of them hereby is, authorized and directed to execute and deliver any and all documents and instruments, and the Authorized Officers and the Chief Financial Officer and each other appropriate official of the Department acting singly is authorized and directed to do and cause to be done any and all acts and things necessary or proper for carrying out the transactions contemplated by this 2016 Resolution, the Official Statement, the Bond Purchase Agreement, the Escrow Agreement, the Certificate of Award, the Disclosure Undertaking, the Tax Compliance Certificate (identified in Section 16(b)), the letter of representations to The Depository Trust Company and any agreement with the provider of municipal bond insurance securing the payment of principal and interest on the Series 2016 Bonds.

(h) All actions taken by the Director, Chief Financial Officer or the staff or agents of the Department or the Board preparatory to the offering, sale, issuance and delivery of the Series 2016 Bonds are hereby ratified and confirmed.

(i) The publication of the notice of intention to issue the Series 2016 Bonds, as required by the Act, is hereby authorized, ratified and confirmed and there is hereby authorized the publication of any other notice required by the Act in connection with the matters contemplated herein.

Section 5. Redemption of Series 2016 Bonds.

(a) Optional Redemption. As set forth in the Certificate of Award, the Series 2016 Bonds shall either (i) not be subject to optional redemption prior to maturity, or (ii) be subject to redemption prior to maturity at the option of the Board, at any time on or after the earliest optional redemption date set forth in the Certificate of Award, in whole or in part at the redemption price (expressed as a percentage of the principal amount redeemed) set forth in the Certificate of Award (but not exceeding 103%), plus accrued interest to the date fixed for redemption.

If the Series 2016 Bonds are subject to optional redemption, the Board shall give written notice to the Bond Registrar (appointed pursuant to Section 8) of its election to optionally redeem such Series 2016 Bonds, of the redemption date and of the principal amounts of each maturity to be redeemed. Such notice shall be given at least 40 days prior to the redemption date or such shorter period (but not less than 30 days prior to such redemption date) as shall be acceptable to the Bond Registrar.

(b) Mandatory Sinking Fund Redemption. The Certificate of Award shall also determine whether any of the Series 2016 Bonds shall be term bonds and subject to mandatory sinking fund redemption, as provided in this subsection (b), and shall determine the dollar amount and the July 1 in the years upon which such term bond or bonds shall be subject to mandatory sinking fund redemption.

Each Series 2016 Bond that is a term bond shall be subject to mandatory redemption, by lot, prior to maturity pursuant to the mandatory sinking fund requirements on July 1 in the years set forth in the Certificate of Award.

The Board shall have the option to deliver for cancellation to the Bond Registrar any Series 2016 Bonds which are term bonds, in any aggregate principal amount, and to receive a credit therefor against the mandatory sinking fund requirement (and corresponding mandatory redemption obligation) in the year or years designated by the Board to the Bond Registrar. That option shall be exercised by the Board on or before the 35th day preceding a mandatory redemption date, by furnishing to the Bond Registrar a certificate, executed by the Authorized Board Representative, setting forth the extent of the credit to be applied with respect to the mandatory sinking fund requirement(s) in the year or years designated in the certificate. If the certificate is not furnished timely to the Bond Registrar, no credit shall be made against the next mandatory sinking fund requirement (and corresponding mandatory redemption obligation), although credits may be available against subsequent mandatory sinking fund requirements.

To the extent not applied theretofore as a credit against any mandatory sinking fund requirement, a credit against the mandatory sinking fund requirement (and the corresponding mandatory redemption obligation) described in the preceding paragraph shall also be received by the Board for any Series 2016 Bonds which mature on the applicable term maturity date and which prior thereto have been purchased or redeemed other than through the operation of the mandatory sinking fund requirements or have been purchased for cancellation and cancelled by the Bond Registrar.

If the Board fails to designate which year's mandatory sinking fund requirement should receive the credit for Series 2016 Bonds that are term bonds so delivered to the Bond Registrar, then the credit shall be applied to the requirement next following delivery of such Series 2016 Bonds.

Each Series 2016 Bond that is a term bond so delivered, redeemed previously, or purchased and cancelled, shall be credited by the Bond Registrar at 100 percent of the principal amount thereof against the mandatory sinking fund requirement, subject to the completion of the procedures described above.

(c) Board Payment of Redemption Price. In the event notice of redemption shall have been given as provided in subsection (e) and subject to subsection (e)(iii), the Board shall, on or prior to such redemption date, deposit with the State Treasurer in the Redemption Account of the Senior Bond Fund moneys, from any lawfully available source, that are sufficient, together with moneys in the Interest Account and the Principal Account of the Senior Bond Fund and available for such purpose, to pay the principal of, premium, if any, and interest on such Series 2016 Bonds to be redeemed. The Board directs the State Treasurer to pay from the Redemption Account, on or prior to the redemption date, to the Paying Agent (appointed pursuant to Section 8) an amount in cash which, in addition to other moneys, if any, available therefor held by such Paying Agent, will be sufficient to redeem on the redemption date at the redemption price thereof, plus interest accrued and unpaid to the redemption date, all of the Series 2016 Bonds to be redeemed. The State Treasurer shall promptly notify the Board in writing of all such payments by it to such Paying Agent.

(d) Selection of Series 2016 Bonds to be Redeemed. If less than all Outstanding Series 2016 Bonds are called for optional redemption, the maturity or maturities of Series 2016 Bonds to be redeemed shall be selected by the Board; and within any maturity so selected for optional redemption and for any term bond subject to mandatory sinking fund redemption, the bonds to be redeemed shall be selected by the Bond Registrar at random within such maturity in any manner which the Bond Registrar deems fair and appropriate.

(e) Notice of Redemption.

(i) When the Bond Registrar shall receive notice from the Board of its election to optionally redeem Series 2016 Bonds pursuant to subparagraph (a), and when Series 2016 Bonds that are term bonds are subject to mandatory sinking fund redemption pursuant to subparagraph (b), the Bond Registrar shall give notice, in the name of the Board, of the redemption of such Bonds, which notice shall specify: the maturities to be redeemed, the redemption date and the place or places where amounts due upon such redemption will be payable and, if less than all of the Series 2016 Bonds of any maturity are to be redeemed, the letters and numbers or other distinguishing marks of such Bonds so to be redeemed, and, in the case of Series 2016 Bonds to be redeemed in part only, such notice shall also specify the respective portions of the principal amount thereof to be redeemed. Such notice shall further state that on such redemption date there shall become due and payable upon each Series 2016 Bond to be redeemed the redemption price thereof, or the redemption price of the specified portions of the principal thereof in the case of Series 2016 Bonds to be redeemed in part only,

together with interest accrued to the redemption date, and that from and after such date interest thereon shall cease to accrue and be payable.

Such notice shall be mailed by the Bond Registrar, first class postage prepaid, not less than 30 days prior to the redemption date, to the Owners of any Series 2016 Bonds or portions thereof which are to be redeemed, at their last addresses appearing upon the bond register of the Board maintained by the Bond Registrar.

The failure of the Bond Registrar to mail any notice or any defect in the notice to the Owner of any Series 2016 Bonds which are to be redeemed shall not affect the validity of the proceedings for the redemption of any other Series 2016 Bonds for which notice is properly given. Any notice which is mailed in the manner herein provided shall be conclusively presumed to have been duly given, whether or not the Owner receives the notice.

(ii) In addition to the notice specified in (i), further notice shall be given by the Bond Registrar and record of payment of redemption price made as set out below, but no defect in said further notice or record nor any failure to give all or any portion of such further notice shall in any manner defeat the effectiveness of a call for redemption if notice thereof is given as prescribed in (i) above.

(A) Each further notice of redemption given hereunder shall contain the information required in (i) above for an official notice of redemption plus: (I) the CUSIP numbers of all Series 2016 Bonds being redeemed; (II) the date of issue of such Bonds as originally issued; (III) the rate of interest borne by each such Bond being redeemed; (IV) the maturity date of each such Bond being redeemed; and (V) any other descriptive information needed to identify accurately such Bonds being redeemed.

(B) Each further notice of redemption shall be sent at least 30 days before the redemption date by registered or certified mail or overnight delivery service (at the expense of the addressee) to the recognized national information services that disseminate notices of redemption of obligations such as the Series 2016 Bonds.

(C) Upon the payment of the redemption price of such Bonds being redeemed, each check or other transfer of funds issued for such purpose shall bear the CUSIP number identifying, by issue and maturity, the Series 2016 Bonds being redeemed with the proceeds of such check or other transfer.

(iii) If at the time of mailing of notice of an optional redemption of the Series 2016 Bonds there has not been deposited with the State Treasurer in a subaccount in the Senior Bond Fund moneys or Defeasance Securities (as defined in Section 19(c) and maturing on or before the redemption date) sufficient to redeem all the Series 2016 Bonds called for optional redemption, then such notice shall state that the optional redemption is conditional upon the deposit of moneys or such Defeasance Obligations sufficient for the redemption with the State Treasurer not later than the opening of business on the redemption date, and such notice will be of no effect and such Series 2016 Bonds shall not be optionally redeemed unless such moneys or Defeasance Obligations are so deposited.

(f) Payment of Redeemed Series 2016 Bonds. Notice having been given in the manner provided in subsection (e)(i), the Series 2016 Bonds or portions thereof so called for redemption shall become due and payable on the redemption date so designated at the redemption price (subject to (e)(iii) above), plus interest accrued and unpaid to the redemption date, and, upon presentation and surrender thereof at the office specified in such notice, such Bonds, or portions thereof, shall be paid at the redemption price, plus interest accrued and unpaid to the redemption date. If there shall be called for redemption less than all of a particular Series 2016 Bond, the Board shall execute and the Bond Registrar shall authenticate and deliver, upon the surrender of such Bond, without charge to the Owner thereof, for the unredeemed balance of the principal amount thereof so surrendered, Series 2016 Bond or Bonds in any of the authorized denominations of the same maturity date.

If, on the redemption date, moneys for the redemption of all Series 2016 Bonds being redeemed or portions thereof, together with interest to the redemption date, shall be held by the Paying Agent so as to be available therefor on said date and if notice of redemption shall have been given as provided in subsection (e)(i), then, from and after the redemption date interest on the Series 2016 Bonds or portions thereof so called for redemption shall cease to accrue and become payable. If said moneys shall not be so available on the redemption date, such Bonds or portions thereof shall continue to bear interest until paid at the same rate as they would have borne had they not been called for redemption.

All moneys held by the Paying Agent for the redemption of particular Series 2016 Bonds, including accrued interest to the redemption date, shall be held in a separate fund on its books and held in trust solely for the account of the Owners thereof and shall be paid to them, respectively, upon presentation and surrender of those Bonds, except that any interest earned on such moneys, subsequent to any redemption date as to which proper notice of redemption has been given, shall be retained by the Paying Agent and paid to the Board and will not be payable to the Owners.

(g) Purchase of Series 2016 Bonds in Lieu of Redemption. If any Series 2016 Bond is called for optional redemption in whole or in part, the Board may elect, as provided in this Subsection (g), to have such Bond purchased in lieu of redemption in accordance with this Subsection (g).

(i) Purchase in Lieu of Redemption. Purchase in lieu of redemption shall be available to all Series 2016 Bonds called for optional redemption or for such lesser portion of such Series 2016 Bonds as constitute authorized denominations. The Authorized Board Representative may direct the Paying Agent, or another agent appointed by the Authorized Board Representative to make such purchase, to purchase all or such lesser portion of the Series 2016 Bonds called for optional redemption. Any such direction to the Paying Agent must: (A) be in writing; (B) state either that all the Series 2016 Bonds called for redemption are to be purchased or, if less than all of the Series 2016 Bonds called for redemption are to be purchased, identify those Series 2016 Bonds to be purchased by maturity date and outstanding principal amount in authorized denominations; and (C) be received by the Paying Agent no later than 12:00 noon one Business Day prior to the scheduled redemption date thereof.

If so directed, the Paying Agent shall purchase such Series 2016 Bonds on the date which otherwise would be the redemption date of such Series 2016 Bonds. Any of the Series 2016 Bonds called for redemption that are not purchased in lieu of redemption shall be redeemed as otherwise required by this 2016 Resolution on such redemption date.

(ii) Withdrawal of Direction to Purchase. On or prior to the scheduled redemption date, any direction given to the Paying Agent pursuant to this Subsection (g) may be withdrawn by the Authorized Board Representative by written notice to the Paying Agent. Subject generally to this 2016 Resolution, should a direction to purchase be withdrawn, the scheduled redemption of such Series 2016 Bonds shall occur.

(iii) Purchaser. If the purchase is directed by the Authorized Board Representative, the purchase shall be made for the account of the Board or its designee.

(iv) Purchase Price. The purchase price of the Series 2016 Bonds shall be equal to the outstanding principal of, accrued and unpaid interest on and the redemption premium, if any, which would have been payable on such Series 2016 Bonds on the scheduled redemption date for such redemption. To pay the purchase price of such Series 2016 Bonds, the Paying Agent shall use: (A) money, if any, deposited by the Department with the Paying Agent for such purpose; and (B) money, if any, in the Redemption Account of the Senior Bond Fund that the State Treasurer, pursuant to Subsection (c) hereof, transfers to the Paying Agent to pay the outstanding principal of, accrued and unpaid interest on and the redemption premium, if any, that would have been payable on the optional redemption of such Series 2016 Bonds on the scheduled redemption date. The Paying Agent shall not purchase the Series 2016 Bonds pursuant to this Subsection (g) if by no later than the redemption date, sufficient moneys have not been deposited with the Paying Agent or such moneys are deposited, but are not available.

(v) No Notice to Bondholders. No notice of the purchase in lieu of redemption shall be required to be given to the Bondholders (other than the notice of redemption otherwise required under Subsection (e) hereof).

Section 6. Book Entry Only System; Payment, Registration and Replacement of Series 2016 Bonds.

(a) Book Entry Only System. The Series 2016 Bonds shall be initially issued to a Depository for holding in a Book Entry Only System, without further action by the Board. While in the Book Entry Only System, there shall be a single bond representing the entire aggregate principal amount of each maturity of the Series 2016 Bonds, and such bond shall be registered in the name of the Depository or its nominee, as Owner, and immobilized initially in the custody of the Depository or its designee. While in the Book Entry Only System, the Series 2016 Bonds shall not be transferable or exchangeable, except for (i) transfer to a successor Depository or its nominee, (ii) withdrawal of the Series 2016 Bonds in Book Entry Only Form from the Depository as provided in the next succeeding paragraph of this subsection (a), and (iii) exchange of a Series 2016 Bond in Book Entry Only Form for another Series 2016 Bond in Book Entry Only Form in an amount equal to the outstanding aggregate principal amount of such Bond. While in the Book Entry Only System, the beneficial owners of book entry interests in the Series 2016 Bonds shall not have any right to receive Series 2016 Bonds in the form of physical certificates.

The Bond Registrar, pursuant to a request by the Chief Financial Officer for the removal or replacement of the Depository, and upon 30 days' written notice to the Depository, may remove or replace the Depository. The Bond Registrar agrees to remove or replace the Depository at any time at the request of the Chief Financial Officer. The Depository may determine not to continue to act as Depository for the Series 2016 Bonds upon 30 days' written notice to the Bond Registrar, Board and the Chief Financial Officer.

If the use of the Book Entry Only System is discontinued, then (i) the Bond Registrar shall make provision, by appropriate notice to the then Depository, for notification by the Depository of the beneficial owners of their book entry interests in the Series 2016 Bonds, and thereafter (ii) the Board and the Bond Registrar shall permit withdrawal of the Series 2016 Bonds from the Depository and shall authenticate and deliver Series 2016 Bond certificates in fully registered form and in denominations authorized by Section 3(d) to the assignees of the Depository or its nominee, as directed by the Depository. Such withdrawal, authentication and delivery shall be at the cost and expense (including costs of printing or otherwise preparing, and delivering, such replacement Series 2016 Bond certificates) of the Board.

(b) Place and Method of Payment. The principal of the Series 2016 Bonds shall be payable at the designated office of the Paying Agent. The principal of the Series 2016 Bonds may be payable at any other place which may be provided for such payment by the appointment of any other Paying Agent or Paying Agents, as permitted by Section 8.

Interest on the Series 2016 Bonds shall be paid by check or draft mailed by the Paying Agent on the Interest Payment Date to the persons whose names shall appear in the bond register as the Owners of such Series 2016 Bonds as of the close of business of the Bond Registrar on the fifteenth day of the month immediately preceding any Interest Payment Date (the "Record Date"); provided, however, any interest on any Series 2016 Bond which is payable, but is not punctually paid or duly provided for, on any Interest Payment Date (hereinafter "Defaulted Interest"), shall forthwith cease to be payable to the Owner on the relevant Record Date by virtue of having been such Owner; and such Defaulted Interest shall be paid to the persons in whose names such Bond is registered at the close of business on a date (hereinafter the "Special Record Date") for the payment of such Defaulted Interest, which shall be fixed in the following manner. The Board shall notify the Paying Agent in writing of the amount of Defaulted Interest proposed to be paid on each such Bond and the date of the proposed payment, and at the same time the Board shall deposit with the Paying Agent an amount of money equal to the aggregate amount proposed to be paid in respect of such Defaulted Interest or shall make arrangements satisfactory to the Paying Agent for such deposit prior to the date of the proposed payment, such money when deposited to be held in trust for the benefit of the persons entitled to such Defaulted Interest as in this subsection provided. Thereupon the Paying Agent shall fix a Special Record Date for the payment of such Defaulted Interest which shall be not more than 15 nor less than 10 days prior to the date of the proposed payment and not less than 10 days after the receipt by the Paying Agent of the notice of the proposed payment. The Paying Agent shall promptly notify the Board of such Special Record Date and, in the name and at the expense of the Board, shall cause notice of the proposed payment of such Defaulted Interest and the Special Record Date therefor to be mailed, first class postage prepaid, to each Owner at such address as appears in the registration books of the Board, not less than 10 days prior to such Special Record Date.

The Depository and any Owners of \$1,000,000 or more of aggregate principal amount of Series 2016 Bonds shall be paid interest, principal and premium, if any, by wire transfer to any bank account located in the continental United States, at the expense of the Board in the case of the Depository and of such Owner, if such Owner has requested, in writing, payment in such manner to the Paying Agent and has furnished the wire address to the Paying Agent in writing on or prior to the Record Date, which request shall remain effective until revoked or changed in writing.

(c) Registered Owner as Owner. The registration of any Series 2016 Bond may be transferred, and any Series 2016 Bond may be exchanged and/or cancelled, in the manner and with the effect set forth in (d) and (e) herein.

The Board, the Paying Agent and Bond Registrar may deem and treat the person in whose name any Series 2016 Bond shall be registered upon the bond register as the absolute owner of such Series 2016 Bond for any and all purposes, and the Board, the Paying Agent and Bond Registrar shall not be affected by any notice to the contrary.

(d) Transfer and Exchange. Subject to the provisions of subsection (a) hereof, the registration of any Series 2016 Bond may, in accordance with its terms, be transferred upon the bond register by the person in whose name it is registered, in person or by his or her duly authorized attorney, upon surrender of such Series 2016 Bond for cancellation at the designated office of the Bond Registrar, accompanied by delivery of a written instrument of transfer in a form approved by the Bond Registrar and duly executed by such Owner or his or her authorized attorney. Subject to the provisions of subsection (a) hereof, Series 2016 Bonds may be exchanged at the designated office of the Bond Registrar for a like aggregate principal amount of Series 2016 Bonds of other authorized denominations of the same maturity. The Bond Registrar will not charge for any new Series 2016 Bonds issued upon any transfer or exchange, but may require the Owner requesting such transfer or exchange to pay any tax or other governmental charge required to be paid with respect to such transfer or exchange.

Whenever any Series 2016 Bond or Bonds shall be surrendered for registration of transfer or exchange, the Board shall execute and the Bond Registrar shall authenticate and deliver a new Series 2016 Bond or Bonds in authorized denominations of the same maturity, for a like aggregate principal amount. The Bond Registrar shall not be required to register transfers or make exchanges (i) for a period of 15 days preceding any Interest Payment Date, or (ii) for a period of 15 days next preceding any selection of Series 2016 Bonds to be redeemed, or (iii) of any Series 2016 Bonds chosen for redemption.

(e) Mutilated, Damaged and Destroyed Series 2016 Bonds. If any Series 2016 Bond shall become mutilated, the Board, at the expense of the Owner, shall execute and the Bond Registrar shall authenticate and deliver a new Series 2016 Bond of like tenor and maturity in exchange and substitution for the Series 2016 Bond so mutilated, but only upon surrender to the Bond Registrar of the Series 2016 Bond so mutilated. Every mutilated Series 2016 Bond so surrendered to the Bond Registrar shall be cancelled and delivered to or upon the order of the Board. If any Series 2016 Bond shall be lost, destroyed or stolen, evidence of such loss, destruction or theft may be submitted to the Bond Registrar. If such evidence is satisfactory to the Board and the Bond Registrar and if an indemnity satisfactory to the Board and the Bond

Registrar shall be given, then the Board, at the expense of the Owner, shall execute and the Bond Registrar shall authenticate and deliver a new Series 2016 Bond of like tenor and maturity, numbered and dated as the Bond Registrar shall determine, in lieu of and in substitution for the Series 2016 Bond so lost, destroyed or stolen. Any Series 2016 Bond issued under the provisions of this subsection in lieu of any Series 2016 Bond alleged to be lost, destroyed or stolen shall be equally and proportionately entitled to the benefits hereof with all other Series 2016 Bonds secured hereby. The Bond Registrar shall not treat both the original Series 2016 Bond and any duplicate Series 2016 Bond as being Outstanding for the purpose of determining the principal amount of Series 2016 Bonds which may be executed and delivered hereunder or for the purpose of determining any percentage of Series 2016 Bonds Outstanding hereunder, but both the original and duplicate Series 2016 Bond shall be treated as one and the same. Notwithstanding any other provision of this subsection, in lieu of delivering a new Series 2016 Bond for a Series 2016 Bond which has been mutilated, lost, destroyed or stolen, and which has matured or been called for redemption, the Bond Registrar may, at the direction of the Board, make payment with respect to such Series 2016 Bond.

Section 7. Execution and Authentication of Series 2016 Bonds.

(a) The Series 2016 Bonds shall be executed on behalf of the Board by its Chair or its Vice Chair and attested by the Director, by the officers who may be in office as of the dated date of the Series 2016 Bonds or at any time thereafter prior to the delivery of the Series 2016 Bonds to the Underwriters, by the facsimile signature of both such officers. The Director is authorized and directed to cause the seal of the Department to be reproduced on the Series 2016 Bonds. Series 2016 Bonds issued under this 2016 Resolution and bearing the facsimile signatures of such officers shall be valid and binding obligations notwithstanding that before the delivery thereof and payment therefor, any or all of the officers whose signatures appear thereon shall no longer personally act in the official capacity evidenced by the respective signature.

(b) The Series 2016 Bonds shall be authenticated by the manual signature of the Bond Registrar, as authenticating agent. Only such Series 2016 Bonds as shall bear thereon a certificate of authentication in substantially the form set forth in Exhibit A of this 2016 Resolution, manually executed by the Bond Registrar, shall be valid or obligatory for any purpose or entitled to the benefits of this 2016 Resolution. Such certificate of authentication shall be conclusive evidence that the Series 2016 Bonds so authenticated have been duly executed, authenticated and delivered under and are entitled to the benefits of this 2016 Resolution.

Section 8. Designation, Resignation or Removal of Paying Agent and Bond Registrar; Appointment of Successor for Series 2016 Bonds.

(a) A trust company or bank identified in the Certificate of Award shall serve as the authenticating agent, Bond Registrar and Paying Agent for the Series 2016 Bonds. The Bond Registrar shall keep or cause to be kept at its designated office, the bond registration books for the registration and transfer of the Series 2016 Bonds.

(b) Any Paying Agent or Bond Registrar may at any time resign and be discharged of the duties and obligations created by this 2016 Resolution, without the consent of or prior notice

to the Owners of the Series 2016 Bonds, by giving at least 60 days written notice to the Board and the other Paying Agents, if any, and the Bond Registrar. Any Paying Agent or Bond Registrar may be removed at any time by an instrument filed with such Paying Agent or Bond Registrar and signed by an Authorized Board Representative, provided that such removal shall not be effective until the appointment of a successor Bond Registrar and/or Paying Agent. Any successor Paying Agent or Bond Registrar shall be appointed by the Board and shall be a bank or trust company organized under the laws of any state of the United States or a national banking association and willing and able to accept the office on reasonable and customary terms and authorized by law to perform all the duties imposed upon it by this 2016 Resolution.

(c) In the event of the resignation or removal of any Paying Agent, such Paying Agent shall pay over, assign and deliver any moneys held by it as Paying Agent to its successor, or if there be no successor, to the State Treasurer.

(d) The Chief Financial Officer shall make all necessary contractual arrangements with the Paying Agent or Agents and Bond Registrar to facilitate the orderly payment of the principal of, premium, if any, and interest on the Series 2016 Bonds.

Section 9. Bond Form and the Bond Registrar's Certificate of Authentication.

The form of the Series 2016 Bonds shall be in substantially the form attached hereto as Exhibit A, with such omissions, insertions and variations as may be necessary, desirable, authorized or permitted by this 2016 Resolution.

Section 10. Series 2016 Bond Proceeds.

(a) The proceeds from the sale of the Series 2016 Bonds, including accrued interest, if any, except for any amount to be deposited into the 2016 Escrow Agreement (as defined in Section 4(a)(iii) hereof), shall be paid to the State Treasurer, who shall give a receipt therefor. The State Treasurer is directed to deposit such proceeds from the sale as follows:

(i) All accrued interest, if any, shall be deposited into the Interest Account of the Senior Bond Fund; and

(ii) To the Series 2016 Bond Proceeds Account in the Highway Bond Proceeds Fund, the balance.

(b) From the proceeds from the sale of the Series 2016 Bonds, the amount set forth in the 2016 Escrow Agreement shall be deposited with the 2016 Escrow Agent (identified in the Certificate of Award) for deposit in the 2016 Escrow Account created in Section 11 hereof, and the 2016 Escrow Agent shall give a receipt for such deposit. The amount deposited into the 2016 Escrow Account shall be the amount necessary, together with any other moneys deposited in the 2016 Escrow Account, to defease the Bonds to be Refunded to their Redemption Date.

(c) The State Treasurer shall create the Series 2016 Bond Proceeds Account in the Highway Bond Proceeds Fund.

(d) All expenses in connection with the issuance of the Series 2016 Bonds shall be paid from the Series 2016 Bond Proceeds Account upon written instructions from the Authorized

Board Representative to the State Treasurer, in accordance with contractual provisions or actual invoices for such bond issuance costs.

Section 11. Defeasance of the Bonds to be Refunded.

(a) There is hereby created a separate account designated as the “Highway Revenue Refunding Bonds, 2016 Escrow Account” (the “2016 Escrow Account”). The 2016 Escrow Account shall be held by the 2016 Escrow Agent pursuant to the 2016 Escrow Agreement.

The Certificate of Award shall designate the bank or trust company to serve as Escrow Agent under the 2016 Escrow Agreement.

(b) Contemporaneously with the delivery of the Series 2016 Bonds, the State Treasurer shall transfer or cause to be transferred to the 2016 Escrow Agent for deposit in the 2016 Escrow Account:

(i) the amount of money, if any, specified in the 2016 Escrow Agreement, in immediately available funds from the Senior Bond Fund (but not exceeding an amount which represents deposits therein for payment of the interest on and principal of the Bonds to be Refunded on the next interest payment date); and

(ii) such other immediately available funds of the Board or Department lawfully available for such purpose, as provided pursuant to the terms of the 2016 Escrow Agreement.

Such amounts, together with the proceeds of the Series 2016 Bonds to be deposited in the 2016 Escrow Account pursuant to Section 10 hereof, shall be sufficient, together with the known minimum yield to be derived from the initial investment of such moneys, to pay (i) interest to and including the applicable Redemption Date on the Bonds to be Refunded, as and when due; and (ii) on the applicable Redemption Date, the principal amount plus premium, if any, of the Bonds to be Refunded (collectively, the “Refunded Bond Requirements”).

(c) The 2016 Escrow Agent shall apply amounts on deposit in the 2016 Escrow Account to the payment of the Refunded Bond Requirements pursuant to the 2016 Escrow Agreement.

(d) The Bonds to be Refunded identified in the Certificate of Award shall be and hereby are irrevocably ordered to be called for redemption and paid on their respective Redemption Date, upon issuance of the Series 2016 Bonds for the purpose of refunding the Bonds to be Refunded and the deposit of proceeds thereof in the 2016 Escrow Account. Upon execution of the 2016 Escrow Agreement and delivery of the Series 2016 Bonds for refunding purposes, the Board hereby directs the bond registrar for the Bonds to be Refunded to give notice of the provision for the payment of the Bonds to be Refunded, as required by the 2016 Escrow Agreement or such resolution under which the Bonds to be Refunded were issued. Such notice shall be in addition to the notice of redemption required by the resolution under which the Bonds to be Refunded were issued.

The Board hereby directs the Authorized Board Representative to deliver the notice of such defeasance and redemption as required under each Continuing Disclosure Undertaking for the Bonds to be Refunded.

(e) The amounts on deposit in the 2016 Escrow Account shall be invested solely as provided in the 2016 Escrow Agreement. If the 2016 Escrow Agreement so provides, the Authorized Board Representative is hereby authorized and directed to enter into a forward purchase agreement for the purchase of Defeasance Obligations (as defined in the 2016 Escrow Agreement) with a financial institution or other appropriate party, as permitted under the terms of the 2016 Escrow Agreement.

(f) The 2016 Escrow Agent is hereby authorized and directed to subscribe, upon behalf of the Board, for the purchase of the State and Local Government Series obligations, if any, that are to be acquired and held in the 2016 Escrow Account pursuant to the 2016 Escrow Agreement.

Section 12. Pledge of Revenues; Sources of Payments. The Series 2016 Bonds, together with Outstanding Senior Bonds and Additional Senior Bonds hereafter issued as herein provided, are special obligations of the Board and are payable from and equally and ratably secured solely by a first lien, and by a pledge of, Pledged Revenues, subject to the permitted expenditure of bond proceeds as provided in Section 28-7509, Arizona Revised Statutes.

Notwithstanding anything in this 2016 Resolution or the Series 2016 Bonds, neither the State of Arizona nor the Board shall be required to advance any moneys derived from any source of income other than the Pledged Revenues for payment of the Series 2016 Bonds; provided that the Board may, in its discretion, pay Series 2016 Bonds from any lawfully available funds of the Board.

Section 13. Highway Bond Proceeds Fund and Bond Fund Investments. All investment income from the proceeds of the Series 2016 Bonds (exclusive of the 2016 Escrow Account) shall be deposited in the Highway Bond Proceeds Fund.

Section 14. Issuance of Additional Senior Bonds.

(a) The Board, for itself, its successors and assigns, covenants and agrees with the Owners of the Series 2016 Bonds herein authorized that, so long as any of the Series 2016 Bonds shall remain Outstanding, any Additional Senior Bonds payable from the Pledged Revenues on a parity with the Series 2016 Bonds shall be issued only when the following conditions have been met, to the satisfaction of the Board as shown by a certificate of the Chair, Vice Chair or Director pertaining thereto:

(i) All of the payments of principal and interest on the then Outstanding Senior Bonds are current; and

(ii) The moneys subject to the pledge for payment of the Senior Bonds for the preceding twelve-month period was not less than 400% of the highest annual principal and interest payments on all Outstanding Senior Bonds for the highest aggregate one-year period during the life of Outstanding Senior Bonds, including the principal and interest payments on the

Additional Senior Bonds proposed to be issued, but excluding the principal and interest on any Senior Bonds to be refunded that shall not be Outstanding immediately after the issuance of such proposed Additional Senior Bonds; and

(iii) Subject to (v), the Additional Senior Bonds proposed to be issued shall be payable as to principal and interest on such date or dates as the Board shall determine in the Senior Bond Resolution authorizing such Bonds; and

(iv) The proceeds from the sale of the Additional Senior Bonds shall be used for any lawful highway purpose permitted by the Act, including refunding any bonds; and

(v) All other requirements of law existing on the date such Additional Senior Bonds are issued including, without limitation, the provisions of Section 28-7510, Arizona Revised Statutes (so long as that section contains tests which pertain to the issuance of parity bonds) have been met.

(b) The Board acknowledges that, solely for the benefit of the Owners of the Subordinated Bonds and not for the benefit of the Owners of any Senior Bonds, it has covenanted that prior to issuance of any Additional Senior Bonds, so long as Section 606 of the 1991 Subordinated Bond Resolution imposes conditions for the issuance of Additional Senior Bonds and there will be Subordinated Bonds Outstanding after the issuance of such Additional Senior Bonds and giving effect to the application of the proceeds thereof, the requirements of Section 606 of the 1991 Subordinated Bond Resolution shall be satisfied.

Section 15. Agreement of State. Pursuant to the authority contained in Section 28-7512, Arizona Revised Statutes, the Board as agent for the State of Arizona hereby pledges and agrees with the Owners of the Series 2016 Bonds that the State of Arizona will not limit or alter the rights vested in the Board to collect such fees, excises and taxes as may be necessary to produce sufficient revenues to meet the expenses of the state highway system and to fulfill the terms of this 2016 Resolution and any agreement made with the Owners of the Series 2016 Bonds or in any way impair the rights and remedies of the Owners of any Series 2016 Bonds until all bonds issued under the authority of the Act, together with interest thereon and interest on any unpaid installments of interest and all costs and expenses in connection with any action or proceeding by or on behalf of any Owners, are fully met and discharged in accordance with the terms of such bonds.

Section 16. Tax Covenant for the Series 2016 Bonds.

(a) The Board covenants that it will use, and will restrict the use and investment of, the proceeds of the Series 2016 Bonds in such manner and to such extent as may be necessary so that (i) the Series 2016 Bonds will not (1) constitute private activity bonds, arbitrage bonds or hedge bonds under Sections 141, 148 or 149 of the Code, or (2) be treated other than as bonds to which Section 103 of the Code applies, and (ii) the interest thereon will not be treated as a preference item for purposes of the federal alternative minimum tax.

(b) The Board further covenants (i) that it will take or cause to be taken such actions that may be required of it for the interest on the Series 2016 Bonds to be and remain excluded from gross income for federal income tax purposes, (ii) that it will not take or authorize to be

taken any actions that would adversely affect that exclusion, and (iii) that it, or persons acting for it, will, among other acts of compliance, (1) apply the proceeds of the Series 2016 Bonds to the governmental purposes of the borrowing, (2) restrict the yield on investment property, (3) make timely and adequate payments to the federal government as required under the Tax Compliance Certificate of the Board and the Department relating to the Series 2016 Bonds (the "Tax Compliance Certificate"), (4) maintain books and records and make calculations and reports, and (5) refrain from certain uses of those proceeds and, as applicable, of property financed with such proceeds, all in such manner and to the extent necessary to assure such exclusion of that interest under the Code.

(c) The Director is hereby authorized (i) to make or effect any election, selection, designation, choice, consent, approval, or waiver on behalf of the Board with respect to the Series 2016 Bonds as the Board is permitted or required to make or give under the federal income tax laws, including, without limitation thereto, any of the elections provided for in Section 148(f)(4)(B) and (C) of the Code or available under Section 148 of the Code, for the purpose of assuring, enhancing or protecting favorable tax treatment or status of the Series 2016 Bonds or interest thereon or assisting compliance with requirements for that purpose, reducing the burden or expense of such compliance, reducing the rebate amount or payments of penalties, or making payments of special amounts in lieu of making computations to determine, or paying, Rebate Amount (as defined in the Tax Compliance Certificate) as rebate, or obviating those amounts or payments, as determined by that officer, which action shall be in writing and signed by the Director, (ii) to take any and all other actions, make or obtain calculations, make payments, and make or give reports, covenants and certifications of and on behalf of the Board, as may be appropriate to assure the exclusion of interest from gross income and the intended tax status of the Series 2016 Bonds, and (iii) to give one or more appropriate certificates of the Board, for inclusion in the transcript of proceedings for the Series 2016 Bonds, setting forth the reasonable expectations of the Board regarding the amount and use of all the proceeds of the Series 2016 Bonds, the facts, circumstances and estimates on which they are based, and other facts and circumstances relevant to the tax treatment of the interest on and the tax status of the Series 2016 Bonds.

(d) The Board may create, or may direct the State Treasurer to create, such accounts or sub-accounts as it shall deem necessary or advisable in order to comply with the foregoing covenants and the Tax Compliance Certificate.

(e) The provisions of this Section 16 shall only apply to any Series 2016 Bonds issued as tax-exempt bonds.

Section 17. 2016 Resolution to Constitute a Contract. In consideration of the acceptance of the Series 2016 Bonds authorized to be issued hereunder by those who shall own the same from time to time, this 2016 Resolution shall be deemed to be and shall constitute a contract between the Board and such Owners and the covenants and agreements herein set forth to be performed by the Board shall, as provided in the Senior Bond Resolution, be for the equal performance, protection and security of the Owners of any and all such Series 2016 Bonds, all of which shall be of equal rank and without preference or priority or distinction of any of the Series 2016 Bonds over any other.

Section 18. Reservation of Right to Issue Refunding Bonds. The Board reserves the right to issue refunding bonds whenever the issuance of such refunding bonds is deemed expedient to refund any Series 2016 Bonds authorized under this 2016 Resolution at or in advance of maturity of the Series 2016 Bonds being refunded and may issue bonds partly to refund Series 2016 Bonds then Outstanding and partly for any other purpose consistent with the laws of the State of Arizona then in effect. Refunding of any Series 2016 Bond shall never be deemed to alter the redemption or call provisions contained in the Series 2016 Bonds or this 2016 Resolution.

Section 19. Defeasance of Series 2016 Bonds.

(a) If payment of all principal of, premium, if any, and interest on all the Series 2016 Bonds, in accordance with the terms of this 2016 Resolution, has been made or such payment has been provided for in the manner set forth in this Section, then this 2016 Resolution shall be deemed to be discharged and of no further effect; provided, however, that no such discharge shall affect the rights of any owners of bonds other than the Series 2016 Bonds.

If the Board shall pay or cause to be paid, or there shall otherwise be paid, to the Owners of the Outstanding Series 2016 Bonds or any particular Series 2016 Bond, the principal, redemption premium, if any, and interest due or to become due thereon, at the times and in the manner stipulated therein and in this 2016 Resolution, then such Series 2016 Bonds or Bond shall cease to be entitled to any lien, benefit or security under the Senior Bond Resolutions and all covenants, agreements and obligations of the Board to the Owners of such Series 2016 Bond or Bonds shall thereupon cease, terminate and become void and be discharged and satisfied (subject to provisions of subsection (e), if applicable).

Series 2016 Bonds or interest installments, for the payment or redemption of which moneys shall have been set aside and shall be held in trust by the Paying Agents (through deposit by the State Treasurer of funds for such payment or redemption or otherwise) at the maturity or redemption date thereof, shall be deemed to have been paid within the meaning and with the effect expressed in this subsection (a).

(b) All or any part of the Outstanding Series 2016 Bonds shall, prior to the maturity or redemption date thereof, be deemed to have been paid and be no longer Outstanding under this 2016 Resolution, and with the effect expressed in subsection (a) of this Section 19, if:

(i) there shall have been deposited with the Treasurer of the State of Arizona or with a bank or trust company selected by the Board and meeting the qualifications set forth in Section 8 for a successor Paying Agent (the "Escrow Agent") appointed for such purposes under an irrevocable escrow agreement (the "Escrow Agreement"), in trust for and irrevocably committed to the Owners of such Series 2016 Bonds, either moneys or Defeasance Securities (as defined in subsection (c) below) (including any Defeasance Securities issued or held in book entry form on the books of the Department of the Treasury of the United States) the principal of and the interest on which when due will provide moneys which, together with the moneys, if any, deposited with the Escrow Agent at the same time, shall, as evidenced by a report of an independent nationally recognized firm of certified public accountants or an independent financial consulting firm of recognized standing in the field of municipal bonds, be sufficient

(without regard to further investment or reinvestment of either the principal amount thereof or the interest earnings therefrom, which earnings are to be held likewise in trust and so committed, except as provided herein) to pay when due the principal, redemption premium, if any, and interest due and to become due on said Series 2016 Bonds on or prior to the redemption date or maturity date thereof, as the case may be;

(ii) any such Series 2016 Bonds are to be redeemed prior to the maturity thereof, notice of that redemption shall have been duly given or irrevocable provision satisfactory to the Bond Registrar shall have been duly made for the giving of that notice;

(iii) in the event such Series 2016 Bonds are not by their terms subject to redemption within the next succeeding 60 days, the Board shall have given the Bond Registrar, in form satisfactory to it, instructions to mail a notice to the Owners of such Series 2016 Bonds within 10 days of the date on which the Series 2016 Bonds are deemed to be paid and discharged, at their address as it appears on the bond register on that date on which the Series 2016 Bonds are deemed to be paid and discharged. The notice shall: (1) state the numbers of the Series 2016 Bonds deemed to be paid and discharged, or shall state that all Series 2016 Bonds are deemed to be paid and discharged; (2) state that the deposit required by (i) above has been made with the Escrow Agent and that said Series 2016 Bonds are deemed to have been paid in accordance with this 2016 Resolution; and (3) state such maturity or redemption date upon which moneys are expected to be available for the payment of the principal, redemption premium, if any, and interest on said Series 2016 Bonds (other than those Series 2016 Bonds which have been purchased or otherwise acquired by the Board and delivered to the Bond Registrar as hereinafter provided prior to the mailing of the notice of redemption referred to in clause (ii) hereof); and

(iv) the Board shall furnish to the Escrow Agent an opinion of a nationally recognized bond counsel firm to the effect that such provision for paying such Series 2016 Bonds (assuming compliance by the Board and the Escrow Agent with their duties under the Escrow Agreement) will not, by itself, cause interest on the Series 2016 Bonds to become included in gross income for federal income tax purposes.

(c) As used in this Section 19, "Defeasance Securities" shall mean and include any of the following securities, if and to the extent the same are at the time legal for investment of the Board's funds:

(i) any bonds or other obligations which as to principal and interest constitute direct obligations of, or are unconditionally guaranteed as to full and timely payment of principal and interest by, the United States of America, including interest obligations of the Resolution Trust Corporation;

(ii) certificates or other instruments that evidence ownership or the right to payments of principal or interest on obligations of the character described in clause (i) or specified portions thereof, provided that: (A) such underlying obligations shall be held in custody of a bank or trust company, (B) the owner of the instrument is the real party in interest and has the right to proceed directly against the obligor of the underlying obligations, and (C) the

underlying obligations are not available to satisfy any claim of the custodian or any person claiming through the custodian or to whom the custodian may be obligated; and

(iii) any bonds or other obligations of any state of the United States of America or of any agency, instrumentality or local governmental unit of any such state: (A) which are (x) not callable prior to maturity or (y) as to which irrevocable instructions have been given by the obligor to give due notice of redemption and to call such bonds for redemption on the date or dates specified in such instructions, (B) which are secured as to principal, redemption premium, if any, and interest by a fund consisting only of cash or bonds or other obligations of the character described in clauses (i) and (ii) above (the “Escrow Obligation”), which fund may be applied only to the payment of such principal of, redemption premium, if any, and interest on (except for provisions relating to surplus moneys not required for the payment of the municipal obligations and the substitution of such Escrow Obligations for other Escrow Obligations satisfying all criteria for Escrow Obligations in this definition) such bonds or other obligations on the maturity date or dates thereof or the specified redemption date or dates pursuant to such irrevocable instructions, as appropriate, (C) as to which the principal of and interest on the Escrow Obligations which have been deposited in such fund, along with any cash on deposit in such fund, are sufficient to pay, without reinvestment, principal of, redemption premium, if any, and interest on the bonds or other obligations described in this clause (iii) on the maturity date or dates thereof or on the redemption date or dates specified in the irrevocable instructions referred to in subclause (y) of this clause (iii), as appropriate, and (D) which are rated at the time of purchase thereof “AAA” by Standard & Poor’s Ratings Services and “Aaa” by Moody’s Investors Service, Inc.

Defeasance Securities shall consist of securities which are not subject to redemption prior to their maturity other than at the option of the holder thereof, or shall consist of securities as to which an irrevocable notice of redemption of such securities on a specified redemption date has been given and such securities are not otherwise subject to redemption prior to such specified date.

(d) Any moneys held by the Escrow Agent in accordance with the provisions of this Section 19 may be invested by the Escrow Agent only in Defeasance Securities having maturity dates, or redemption dates, which, at the option of the holder of those obligations, shall be not later than the date or dates at which moneys will be required for the purposes of this Section 19. To the extent that any income or interest earned by, or increment to, the investments held under this Section 19 is determined from time to time by the Escrow Agent to be in excess of the amount required to be held by the Escrow Agent for the purposes of this Section 19, that income, interest or increment shall be transferred at the time of that determination into the State Highway Fund free and clear of any trust, lien or pledge securing said defeased Series 2016 Bonds or otherwise existing under this 2016 Resolution, unless otherwise directed by the Board.

Upon the written instructions from the Authorized Board Representative to do so, the Escrow Agent (I) shall (A) liquidate all or a portion of the investments and reinvestments held in the Escrow Account in advance of their maturity dates, or (B) re-invest the proceeds of Defeasance Obligations that have matured and are not then needed for purposes of this Section 19 and (II) shall reinvest (but only in Defeasance Securities) or otherwise disburse the liquidation

proceeds or other amounts in accordance with the instructions of such Representative, but only upon receipt by the Escrow Agent of each of the following:

(i) an opinion of a nationally recognized bond counsel firm to the effect that such sale, purchase or substitution will not cause interest on the defeased Series 2016 Bonds to become included in gross income for federal income tax purposes; and

(ii) a report from a nationally recognized firm of independent certified public accountants, or an independent financial consulting firm of recognized standing in the field of municipal bonds, addressed to the Escrow Agent, bond counsel and the Board:

(A) in case of investment pursuant to (I)(A) and (II), verifying the accuracy of the arithmetical computations of the adequacy of the proceeds from the liquidation, if any, together with any additional deposits of cash and the maturing principal of and interest on Defeasance Securities, if any, that remain held under the Escrow Agreement and that are to be acquired by the Escrow Agent in accordance with the instructions of the Representative, and without any reinvestment thereof, to pay, when due, the principal of and interest and redemption premiums, if any, on the defeased Series 2016 Bonds that will remain unpaid immediately after such liquidation and substitution, upon their maturity or redemption date; and

(B) if required by bond counsel, confirming the aggregate yield on the investments held under the Escrow Agreement (whether previously held, currently held or to be held as a result of substitution or re-investment) is not greater than such yield limitation, if any, specified by bond counsel.

(iii) In case of re-investment of maturing Defeasance Obligations pursuant to (I)(B), instructions to purchase Defeasance Obligations which mature on or before such amounts are needed for the purposes of this Section 19.

If instructed to do so by the Authorized Board Representative, the Escrow Agent shall use money derived from the liquidation or re-investment of the Defeasance Securities held in the Escrow Agreement to purchase, or otherwise acquire, for cancellation defeased Series 2016 Bonds specified by such Representative that have not matured or for which a notice of redemption has not been mailed by the Bond Registrar.

(e) Notwithstanding the foregoing, any provisions of this 2016 Resolution which relate to: (i) the maturity of Series 2016 Bonds; (ii) the interest payments and dates thereof; (iii) the optional redemption provisions; (iv) the exchange, transfer and registration thereof; (v) the replacement of mutilated, destroyed, lost or stolen Series 2016 Bonds; (vi) the safekeeping and cancellation thereof; (vii) the holding of moneys in trust; (viii) exclusion of interest on the Series 2016 Bonds from gross income for federal income tax purposes; and (ix) duties of the Paying Agent and Bond Registrar in connection with all of the foregoing, shall remain in effect and shall be binding upon the Board, the Paying Agent, the Bond Registrar and the Owners, notwithstanding the release, discharge and satisfaction of this 2016 Resolution.

Section 20. Amendments.

(a) Amendments Without Consent of Owners of Series 2016 Bonds. The Board may, from time to time and at any time, adopt resolutions (which resolutions shall thereafter form a part of the existing Senior Bond Resolution), without the consent of or notice to any Owner of Series 2016 Bonds, to effect any one or more of the following:

(i) cure any ambiguity, inconsistency, formal defect or omission in this 2016 Resolution or other existing Senior Bond Resolutions;

(ii) grant to or confer upon the Owners of the Series 2016 Bonds any additional rights, remedies, powers, authority or security that may lawfully be granted to or conferred upon them; or

(iii) amend or supplement this 2016 Resolution or other existing Senior Bond Resolutions in any other respect, provided such amendment or supplement is not materially adverse to the interest of the Owners of the Series 2016 Bonds.

Prior to the time that Series 2016 Bonds are issued pursuant to this 2016 Resolution, all provisions of this 2016 Resolution may be modified by a subsequent resolution of the Board.

(b) Amendments with Consent of the Owners of Series 2016 Bonds. Exclusive of amendments described in subsection (a), any provision of this 2016 Resolution or of other existing Senior Bond Resolutions affecting the Owners of the Series 2016 Bonds, and the rights and obligations of the Board and of the Owners of the Series 2016 Bonds issued hereunder, may be modified or amended at any time by resolution adopted by the Board; provided, however, that any such modification or amendment shall become effective as part of the provisions of this 2016 Resolution only with consent of Owners of at least a majority in aggregate principal amount of the Outstanding Series 2016 Bonds, exclusive of Series 2016 Bonds, if any, owned by the Board or the Department, and obtained as hereinafter set forth; and provided, further, that no such modification or amendment shall, without the express written consent of the Owner of each Series 2016 Bond affected, reduce the principal amount of any Series 2016 Bond, reduce the interest rate payable thereon, advance the earliest redemption date, reduce the premium payable upon redemption thereof, extend its maturity or the times for paying interest thereon or change the monetary medium in which principal and interest is payable, nor shall any such modification or amendment reduce the percentage of consent required for amendment or modification.

Any act done pursuant to a modification or amendment so consented to shall be binding upon the Owners of all of the Series 2016 Bonds and shall not be deemed an infringement of any of the provisions of this 2016 Resolution or the other existing Senior Bond Resolutions, whatever the character of such act may be, and may be done and performed as fully and freely as if expressly permitted by the terms of this 2016 Resolution or the other existing Senior Bond Resolutions, and after such consent relating to such specified matters has been given, no Owner of a Series 2016 Bond shall have any right or interest to object to such action or in any manner to question the propriety thereof or to enjoin or restrain the Board or any officer thereof from taking any action pursuant thereto.

If the Board shall desire to obtain any such consent, it shall cause the Bond Registrar to mail a notice, first-class postage prepaid, to the Owners of the Outstanding Series 2016 Bonds at

their addresses appearing on the registration books, unless an Owner waives in writing the mailing of such notice to it. Such notice shall briefly set forth the nature of the proposed amendment and shall state that a copy thereof is on file at the office of the Director of the Department for inspection by all Owners of Series 2016 Bonds. The Bond Registrar shall not, however, be subject to any liability to any Owners of the Series 2016 Bonds by reason of failure to mail the notice required by this Section, and any such failure shall not affect the validity of such resolution when consented to and approved as provided in this Section.

Whenever the Board shall receive an instrument or instruments purporting to be executed by the Owners of not less than a majority in aggregate principal amount of the Series 2016 Bonds then Outstanding, exclusive of Series 2016 Bonds, if any, owned by the Board or the Department, which instrument or instruments shall refer to the proposed amendment described in such notice (or, if notice is waived by an Owner, in the consent of such Owner), and shall specifically consent to and approve such amendments in substantially the form of the copy thereof referred to in such notice (or, if notice is waived, in such consent) as on file with the Director of the Department, then the Board may file a written certification in its official records that the consent of the required percentage of Owners has been obtained and such certification shall be conclusive that such consents have been obtained. Any consent so given may not be withdrawn after the Board files such certification. After filing such certificate, the amendment shall become immediately effective, or if the Board had not previously adopted a resolution containing the amendment, the Board may adopt a resolution containing such amendment in substantially such form, without in any case liability or responsibility to any Owner of any Series 2016 Bond, whether or not such Owner shall have consented thereto.

(c) Upon consent to the amendment and adoption of the resolution containing the amendment pursuant to the provisions of this Section, this 2016 Resolution or the other existing Senior Bond Resolutions shall be, and be deemed to be, modified and amended in accordance therewith, and the respective rights, duties and obligations of the Board under this 2016 Resolution or the other existing Senior Bond Resolutions and all Owners of Series 2016 Bonds then Outstanding shall thereafter be determined, exercised and enforced hereunder, subject in all respects to such modifications and amendments.

Section 21. Evidence of Signatures of Owners and Ownership of Series 2016 Bonds. Any request, consent, withdrawal of consent or other instrument which this 2016 Resolution may require or permit to be signed and executed by the Owners may be in one or more instruments of similar tenor, and shall be signed or executed by such Owners in person or by their attorneys appointed in writing. Proof of (i) the execution of any such instrument, or of an instrument appointing any such attorney, or (ii) the ownership by any person of the Series 2016 Bonds shall be sufficient for any purpose of this 2016 Resolution if made in the following manner, or in any other manner satisfactory to the Board, which may nevertheless in its discretion require further or other proof in cases where it deems the same desirable:

(a) The fact and date of the execution by any Owner or his attorney may be proved by a guarantee of the signature thereon by a bank or trust company or by the certificate of a notary public or other officer in any jurisdiction, who has power by law to take acknowledgments within that jurisdiction, that the person signing the instrument acknowledged to him the

execution thereof, or by an affidavit of a witness of such execution, duly sworn to before such notary public or other officer.

(b) The fact of ownership of Series 2016 Bonds shall be proved by the bond registration books.

Any request or consent by an Owner of any Series 2016 Bond shall bind all future Owners of such Series 2016 Bond in respect of anything done or suffered to be done by the Board in accordance therewith.

Section 22. No Recourse on the Series 2016 Bonds to Individuals. No recourse shall be had for the payment of the principal of, premium, if any, or interest on the Series 2016 Bonds or for any claim based thereon or on this 2016 Resolution against any member or officer of the Board or employee of the Department or any person executing such Bonds. The Series 2016 Bonds are special obligations of the Board, payable only according to the terms of such Series 2016 Bonds and this 2016 Resolution.

Section 23. Severability of Invalid Provisions. If any one or more of the covenants or agreements provided in this 2016 Resolution on the part of the Board or the Department to be performed should be contrary to law, then such covenant or covenants or agreement or agreements shall be deemed severable from the remaining covenants and agreements, and shall in no way affect the validity of the other provisions of this 2016 Resolution.

Section 24. Saturdays, Sundays and Holidays. If the date for making any payment or the day or last date for performance of any act or the exercising of any right, as provided in this 2016 Resolution, shall be a Saturday, a Sunday, a legal holiday or a day on which either the Bond Registrar, the Paying Agent, the State Treasurer, the Board or the Department, is legally authorized to remain closed, such payment may be made or act performed or right exercised on the next succeeding day not a Saturday, a Sunday, a legal holiday or a day on which either the Bond Registrar, the Paying Agent, the State Treasurer, the Board or the Department is legally authorized to remain closed, with the same force and effect as if done on the nominal date provided in this 2016 Resolution, and no interest shall accrue for the period after such nominal date.

Section 25. Direction to State Treasurer. The State Treasurer is hereby directed to perform all acts and things required to be performed by it under this 2016 Resolution and the Act and such other lawful acts relating to the Series 2016 Bonds and this 2016 Resolution as the Board may reasonably request.

Section 26. Effective Date. This 2016 Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED ON MARCH 18, 2016.

ARIZONA TRANSPORTATION BOARD

Chair

ATTEST:

Director, Arizona Department
of Transportation

EXHIBIT A

[FORM OF BOND]

ARIZONA TRANSPORTATION BOARD
HIGHWAY REVENUE REFUNDING BOND
SERIES 2016

No. R-

Interest Rate _____ % Maturity Date _____ Dated Date: _____, 2016 CUSIP _____

Registered Owner: _____

Principal Sum: _____ Dollars

THE ARIZONA TRANSPORTATION BOARD (herein called the "Board"), for value received, hereby promises to pay, but solely from the revenues hereinafter specified, to the Registered Owner stated hereon or registered assigns, on the Maturity Date stated hereon, unless earlier redeemed, the Principal Sum stated herein, and to pay from those sources interest thereon at the Interest Rate stated above on January 1 and July 1 in each year commencing _____ 1, 2016, until the Principal Sum shall have been paid or duly provided for. This Series 2016 Bond will bear interest from the most recent date to which interest has been paid or duly provided for or, if no interest has been paid or duly provided for, from its Dated Date.

The principal of and any premium on this Series 2016 Bond are payable upon presentation and surrender hereof at the designated office of the Paying Agent, initially _____ . Interest is payable on each Interest Payment Date by check or draft mailed to the person in whose name this Series 2016 Bond (or one or more predecessor bonds) is registered (the "Registered Owner") at the close of business on the 15th day of the calendar month next preceding that Interest Payment Date (the "Record Date") on the registration books for this issue maintained by the Bond Registrar, initially _____ , at the address appearing therein. If the Registered Owner hereof shall be the Registered Owner of Series 2016 Bonds in the aggregate principal amount of \$1,000,000 or more, interest and principal and premium, if any, will be paid by wire transfer to a bank account in the continental United States, at the expense of such Registered Owner, if the Registered Owner has requested payment in such manner at such wire address as shall have been furnished by the Registered Owner to the Bond Registrar in writing on or prior to the Record Date preceding the Interest Payment Date, which request shall remain effective until changed by the Registered Owner. Any interest which is not timely paid or duly provided for shall cease to be payable to the Registered Owner hereof (or of one or more predecessor bonds) as of the Record Date, and shall be payable to the Registered Owner hereof (or of one or more predecessor bonds) at the close of business on a Special Record Date to be fixed by the Bond Registrar for the payment of that overdue interest. Notice of the Special Record Date shall be mailed to the Registered Owner not less than 10 days prior thereto. The principal of, premium, if any, and interest on this Series 2016 Bond are payable in lawful money in the United States of America, without deduction for the services of the Paying Agent.

This Bond is one of a duly authorized series of bonds of the Board designated “Highway Revenue Refunding Bonds, Series 2016” (herein called the “Series 2016 Bonds”), in the aggregate principal amount of \$_____, issued under and in full compliance with the Constitution and Statutes of the State of Arizona, including, without limitation, Title 28, Chapter 21, Article 1 of the Arizona Revised Statutes, as amended (herein called the “Act”), and a resolution adopted by the Board on May 1, 1980 as supplemented to date (herein collectively, the “Senior Bond Resolution”) including by a resolution adopted on March 18, 2016 providing for the issuance of the Series 2016 Bonds (herein the “2016 Resolution”). The Series 2016 Bonds are issued to refund certain bonds previously issued by the Board, and to pay costs of any highway purpose and related costs permitted under the Act.

Capitalized terms not defined herein have the meaning set forth in the 2016 Resolution.

As provided in the Senior Bond Resolution, the Series 2016 Bonds, all Outstanding Senior Bonds and all Additional Senior Bonds that may subsequently be issued under the Senior Bond Resolution on a parity with the Series 2016 Bonds (herein collectively called the “Senior Bonds”) are special obligations of the Board. The Senior Bonds are payable from and secured as to payment of the principal, redemption premium, if any, and interest, in accordance with their terms and the provisions of the Senior Bond Resolution solely by the pledge of Pledged Revenues (as defined in the 2016 Resolution), which consist of moneys paid into the State Highway Fund from sources collected as prescribed in Article IX, Section 14 of the Constitution of the State of Arizona and from certain other sources specified in the Act, and amounts on deposit in certain other Funds and Accounts created under the Senior Bond Resolution.

Copies of the Senior Bond Resolution and 2016 Resolution are on file at the office of the Board and at the designated office of _____, as Paying Agent and Bond Registrar for the Series 2016 Bonds, or its successor (herein called the “Bond Registrar”). Reference is hereby made to the Act and to the Senior Bond Resolution and any and all supplements thereto and modifications and amendments thereof, for a description of: the pledge and assignment and covenants securing the Senior Bonds and Subordinated Bonds; the nature, priority, extent and manner of enforcement of such pledge; the rights of the Registered Owners of the Series 2016 Bonds with respect thereto; the terms and conditions upon which the Series 2016 Bonds are issued and may be issued thereunder; the terms and provisions upon which this Bond shall cease to be entitled to any lien, benefit or security under the Senior Bond Resolution; and for the other terms and provisions thereof, to all of which the Registered Owner assents, by acceptance hereof.

All covenants, agreements and obligations of the Board under the 2016 Resolution may be discharged and satisfied at or prior to the maturity or redemption of this Series 2016 Bond if moneys or certain specified Defeasance Securities shall have been deposited in a separate trust to provide for payment thereof.

THE PRINCIPAL OF AND INTEREST ON THIS BOND ARE PAYABLE SOLELY FROM THE PLEDGED REVENUES DESCRIBED ABOVE, AND NO REGISTERED OWNER HEREOF SHALL HAVE THE RIGHT TO COMPEL ANY EXERCISE OF ANY OTHER TAXING POWER OF THE STATE OF ARIZONA TO PAY THIS BOND OR THE INTEREST HEREON. THIS BOND IS A LIMITED OBLIGATION OF THE BOARD AND IS

PAYABLE ONLY IN ACCORDANCE WITH THE TERMS HEREOF AND SHALL NOT BE AN OBLIGATION, GENERAL, SPECIAL OR OTHERWISE, OF THE STATE OF ARIZONA. THIS BOND SHALL NOT CONSTITUTE A LEGAL DEBT OF THE STATE OF ARIZONA AND SHALL NOT BE ENFORCEABLE AGAINST THE STATE OF ARIZONA NOR SHALL PAYMENT HEREOF BE ENFORCEABLE OUT OF ANY FUNDS OF THE BOARD OR THE ARIZONA DEPARTMENT OF TRANSPORTATION, OTHER THAN THE INCOME AND REVENUES PLEDGED AND ASSIGNED TO THE REGISTERED OWNER OF THIS BOND AND SENIOR BONDS ISSUED ON A PARITY HEREWITH. THIS BOND IS NOT A DEBT OF THE STATE OF ARIZONA, THE BOARD OR THE DEPARTMENT WITHIN THE MEANING OF ANY CONSTITUTIONAL OR STATUTORY LIMITATION.

As provided in the 2016 Resolution, Additional Senior Bonds may be issued from time to time in one or more series, in various principal amounts, may mature at different times, may bear interest at different rates and may otherwise vary. The aggregate principal amount of Senior Bonds which may be issued on a parity with the Series 2016 Bonds is not limited, and all Senior Bonds issued and to be issued on a parity with the Series 2016 Bonds are and will be equally secured by the pledge and covenants made in the Senior Bond Resolution, as supplemented by the 1991 Subordinated Resolution, except as otherwise expressly provided or permitted in the Senior Bond Resolution. The Board reserves the right at any future date to issue refunding bonds to refund this Bond.

The Board, as agent for the State of Arizona, does hereby pledge to the Registered Owner of this Bond that the State of Arizona will not limit or alter the rights vested in the Board to collect such fees, excises and taxes as may be necessary to produce sufficient revenue to meet the expense of the state highway system and fulfill the terms of the 2016 Resolution providing for the issuance of this Bond or to in any way impair the rights and remedies of the Registered Owners of the Series 2016 Bonds until this Bond is paid or provided for. This pledge is made pursuant to statutory authority granted to the Board by the legislature of the State of Arizona, codified in Section 28-7512, Arizona Revised Statutes.

The 2016 Resolution permits certain amendments or supplements to the 2016 Resolution and the Senior Bond Resolution to be made without the consent of or notice to the Registered Owners, and other amendments or supplements thereto to be made with the consent of the Registered Owners of not less than a majority in aggregate principal amount of the Series 2016 Bonds then outstanding.

The Series 2016 Bonds are issuable only in the form of fully registered bonds without coupons in the denomination of \$5,000 or any integral multiple of \$5,000, and, except as provided in the 2016 Resolution, in printed or typewritten form, registered in the name of CEDE & CO. as nominee of The Depository Trust Company (“DTC”), which shall be considered to be the Registered Owner for all purposes of the 2016 Resolution, including, without limitation, payment by the Board of the principal of, premium, if any, and interest on this Bond, and receipt of notices and exercise of rights by Registered Owners. There shall be a single Series 2016 Bond representing each maturity which shall be immobilized in the custody of DTC with the beneficial owners having no right to receive bonds in the form of physical securities or certificates. Ownership of beneficial interests in the Series 2016 Bonds shall be shown by book entry on the system maintained and operated by DTC and its participants, and transfers of ownership of

beneficial interests shall be made only by DTC and its participants and by book entry, the Board and the Bond Registrar having no responsibility therefor. DTC is expected to maintain records of the positions of participants in the Series 2016 Bonds, and the participants and persons acting through participants are expected to maintain records of the purchasers of beneficial interests in the Series 2016 Bonds. The Series 2016 Bonds as such shall not be transferable or exchangeable, except as provided in the 2016 Resolution.

The Board, the Bond Registrar and the Paying Agent may deem and treat the Registered Owner as the absolute owner hereof for the purpose of receiving payment of, or on account of, the principal or redemption price hereof and interest due hereon and for all other purposes.

The Series 2016 Bonds maturing on or before July 1, ____ are not subject to redemption prior to their respective maturity dates. **[CONFORM:** The Series 2016 Bonds maturing on July 1, ____ are term bonds subject to mandatory sinking fund redemption by lot on July 1 in each of the years and in the principal amount set forth below, at the principle amount thereof without premium, together with accrued interest to the redemption date:]

<u>Years</u>	<u>Principal Amounts</u>
	\$

[The Series 2016 Bonds maturing on and after July 1, ____ are subject to redemption prior to maturity at the option of the Board as a whole or in part at any time on or after July 1, ____ from such maturities as shall be determined by the Board, upon mailed notice as hereinafter provided, at the respective redemption prices (expressed as percentages of the principal amount of the Bonds or portions thereof to be redeemed) set forth below, in each case together with accrued interest to the redemption date:

<u>Redemption Period</u> <u>(both dates inclusive)</u>	<u>Redemption</u> <u>Prices</u>
July 1, 20__ to June 30, 20__	
July 1, 20__ to June 30, 20__	
July 1, 20__ and thereafter	

If less than all bonds of like maturity are to be redeemed, the particular bonds to be redeemed shall be selected at random in such manner as the Bond Registrar in its discretion may deem fair and appropriate.]

The Series 2016 Bonds are payable upon redemption at the designated office of the Paying Agent. Notice of redemption, setting forth the place of payment, shall be mailed by the Bond Registrar, first-class postage prepaid, not less than 30 days prior to the redemption date, to the Registered Owners of any bonds or portions of bonds which are to be redeemed, at their last addresses, if any, appearing upon the registration books of the Board maintained by the Bond Registrar, all in the manner and upon the terms and conditions set forth in the 2016 Resolution. If notice of redemption shall have been mailed as aforesaid, the bonds or portions thereof specified in said notice shall become due and payable on the redemption date therein fixed

(unless the notice otherwise provides), and if, on the redemption date, moneys for the redemption of all the bonds and portions thereof to be redeemed, together with interest to the redemption date, shall be available for such payment on said date, then from and after the redemption date interest on such bonds or portions thereof so called for redemption shall cease to accrue and be payable. Any failure to mail or any defect in the notice to the Registered Owner of any bonds which are to be redeemed shall not affect the validity of the proceedings for the redemption of any other bonds for which notice is properly given. Any notice of redemption which is mailed in the manner provided above shall be conclusively presumed to have been given whether or not the Registered Owner hereof receives the notice.

It is hereby certified and recited that all conditions, acts and things required by law and the Senior Bond Resolution to exist, to have happened and to have been performed precedent to and in the issuance of this Bond, exist, have happened and have been performed and that the Series 2016 Bonds of which this is one, complies in all respects with the applicable laws of the State of Arizona, including, particularly, the Act.

This Bond shall not be entitled to any benefit under the Senior Bond Resolution or be valid or become obligatory for any purpose until this Bond shall have been authenticated by the execution by the Bond Registrar of the Bond Registrar's Certificate of Authentication hereon.

IN WITNESS WHEREOF, THE ARIZONA TRANSPORTATION BOARD has caused this Series 2016 Bond to be executed in its name and on its behalf by the facsimile signature of its Chair, and its seal to be reproduced hereon, and attested by the facsimile signature of its Director, all as of the Dated Date hereof.

ARIZONA TRANSPORTATION BOARD

By _____
Chair of the Board

Attest:

Director of the State of
Arizona Department of
Transportation

(Seal)

[FORM OF CERTIFICATE OF AUTHENTICATION
ON ALL SERIES 2016 BONDS]

BOND REGISTRAR'S CERTIFICATE OF AUTHENTICATION

This Bond is one of the Series 2016 Bonds delivered pursuant to the within mentioned 2016 Resolution.

_____,
as Bond Registrar

Date of Authentication: _____

By _____
Authorized Representative

[FORM OF ATTORNEY GENERAL CERTIFICATION]

I hereby certify that I have examined the validity of the issue of Series 2016 Bonds of which this Bond is one and all proceedings in connection therewith. From such examination, I hereby certify that all Bonds of this issue of Series 2016 Bonds are issued in accordance with the Constitution and laws of the State of Arizona.

(Facsimile)
Attorney General of the State of Arizona

The following abbreviations, when used in the inscription on the face of the within Bond, shall be construed as though they were written out in full according to applicable laws or regulations:

- TEN COM - as tenants in common
- TEN ENT - as tenants by the entireties
- JT TEN - as joint tenants with right of survivorship
and not as tenants in common

UNIF GIFT/TRANS MIN ACT- _____ Custodian for

(Cust.)

_____ under Uniform Gifts/Transfers to Minors Act of

(Minor)

_____.

(State)

UNLESS THIS BOND IS PRESENTED BY AN AUTHORIZED REPRESENTATIVE OF THE DEPOSITORY TRUST COMPANY, A NEW YORK CORPORATION (“DTC”), TO THE BOND REGISTRAR FOR REGISTRATION OF TRANSFER, EXCHANGE, OR PAYMENT, AND ANY BOND ISSUED IS REGISTERED IN THE NAME OF CEDE & CO. OR IN SUCH OTHER NAME AS IS REQUESTED BY AN AUTHORIZED REPRESENTATIVE OF DTC (AND ANY PAYMENT IS MADE TO CEDE & CO. OR TO SUCH OTHER ENTITY AS IS REQUESTED BY AN AUTHORIZED REPRESENTATIVE OF DTC), ANY TRANSFER, PLEDGE, OR OTHER USE HEREOF FOR VALUE OR OTHERWISE BY OR TO ANY PERSON IS WRONGFUL INASMUCH AS THE REGISTERED OWNER HEREOF, CEDE & CO., HAS AN INTEREST HEREIN.

ASSIGNMENT

FOR VALUE RECEIVED, the undersigned _____ (the "Transferor"), hereby sells, assigns and transfers unto _____ (the "Transferee"), whose address is _____ and whose social security number (or other federal tax identification number) is _____

PLEASE INSERT SOCIAL SECURITY OR OTHER IDENTIFYING NUMBER OF TRANSFEREE

the within Bond and all rights thereunder, and hereby irrevocably constitutes and appoints _____ as attorney to register the transfer of the within Bond on the books kept for registration of transfer thereof, with full power of substitution in the premises.

Date: _____
Signature Guaranteed by: _____

NOTICE: No transfer will be registered and no new Bond will be issued in the name of the Transferee, unless the signature(s) to this assignment correspond(s) with the name as it appears upon the face of the within Bond in every particular, without alteration or enlargement or any change whatever and name, address and the Social Security Number or federal employee identification number of the Transferee is supplied.

NOTICE: Signature(s) must be guaranteed by a signature guarantor institution that is a participant in a signature guarantor program recognized by the Bond Registrar.

ARIZONA TRANSPORTATION BOARD

NINTH SUPPLEMENTAL RESOLUTION

Adopted March 18, 2016

which Supplements and Amends the

GRANT ANTICIPATION NOTE RESOLUTION

(adopted on June 9, 2000, as supplemented and amended to the date hereof)

and Authorizes

**GRANT ANTICIPATION REFUNDING NOTES
SERIES 2016**

Squire Patton Boggs (US) LLP
Bond Counsel

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NINTH SUPPLEMENTAL RESOLUTION

WHEREAS, the Legislature of the State of Arizona enacted Sections 28-7611 through 28-7617, Arizona Revised Statutes, as amended (the “Act”), granting authority to the Arizona Transportation Board (the “Board”), after the Director of the Department of Transportation (the “Department”) has entered into one or more grant agreements with the Federal Highway Administration for funding highway projects, to issue notes in anticipation of revenues to be received under such grant agreements and other available moneys and to use proceeds of such notes to pay costs of such projects; and

WHEREAS, on June 9, 2000, the Board adopted that certain resolution (the “Original Resolution”) pertaining to the authorization and issuance of its Grant Anticipation Notes Series 2000A (the “Series 2000A Notes”), which were issued in an original aggregate principal amount of \$39,405,000 and which have been paid; and

WHEREAS, the Series 2000A Notes were payable from and secured by a pledge of “Pledged Funds” as defined in the Resolution (defined herein), which consists of all Grant Revenues, Federal Aid Revenues and other moneys that are deposited in the Grant Anticipation Note Fund and Note Proceeds Account, all as provided in the Resolution; and

WHEREAS, under the Act and the Resolution, the Board has authority to issue Additional Notes (defined herein), which are payable from Pledged Funds on a parity with the Outstanding Notes (defined herein); and

WHEREAS, on April 20, 2001, the Board adopted a First Supplemental Resolution pertaining to the authorization and issuance of its Grant Anticipation Notes, Series 2001A, which were issued in an original aggregate principal amount of \$142,890,000 and which have been paid; and

WHEREAS, on April 18, 2003, the Board adopted a Second Supplemental Resolution pertaining to the authorization and sale of its Grant Anticipation Notes, Series 2003A, which were issued in an original aggregate principal amount of \$148,955,000 and which have been paid; and

WHEREAS, on April 16, 2004, the Board adopted a Third Supplemental Resolution pertaining to the authorization and sale of its Grant Anticipation Notes, Series 2004A, which were issued in an original aggregate principal amount of \$51,000,000 and which have been paid; and

WHEREAS, on September 17, 2004, the Board adopted a Fourth Supplemental Resolution pertaining to the authorization and sale of its Grant Anticipation Notes, Series 2004B, which were issued in an original aggregate principal amount of \$104,385,000 and which have been paid; and

WHEREAS, on November 16, 2007, the Board adopted a Fifth Supplemental Resolution pertaining to the authorization and sale of its Grant Anticipation Notes, Series 2008A, which

were issued in an original aggregate principal amount of \$68,000,000 and which have been paid; and

WHEREAS, on March 13, 2009, the Board adopted a Sixth Supplemental Resolution pertaining to the authorization and sale of its Grant Anticipation Notes, Series 2009A (the “Series 2009A Notes”), which were issued in an original aggregate principal amount of \$60,000,000; and

WHEREAS, on December 17, 2010, the Board adopted a Seventh Supplemental Resolution pertaining to the authorization and sale of its Grant Anticipation Notes, Series 2011A (the “Series 2011A Notes”), which were issued in an original aggregate principal amount of \$158,585,000 and which are payable from the Pledged Funds on a parity with the Series 2009A Notes; and

WHEREAS, on April 20, 2012, the Board adopted an Eighth Supplemental Resolution pertaining to the authorization and sale of its Grant Anticipation Refunding Notes, Series 2012 (the “Series 2012 Notes”), which were issued in an original aggregate principal amount of \$43,825,000 and which are payable from the Pledged Funds on a parity with the Series 2009A Notes and the Series 2011A Notes; and

WHEREAS, the Board hereby finds and determines that Arizona Transportation Board, Grant Anticipation Refunding Notes, Series 2016 (the “Series 2016 Notes”), in one or more series, should be authorized, sold, issued and delivered in an amount necessary for the purpose of refunding the Notes Being Refunded (defined in Section 102 hereof) and the payment of any other cost or expense permitted under the Act, subject to the limitation in Section 203(b)(iii) hereof, including costs of issuance thereof, such Series 2016 Notes to be in the denominations and have such maturities and bear such interest rates, be secured by and payable, together with all Outstanding Notes and all Additional Notes, from the Pledged Funds, all as hereinafter provided; and

WHEREAS, prior to the sale of the Notes Being Refunded, the Director of the Department entered into one or more Grant Agreements (defined in Section 201 hereof) relating to such Notes Being Refunded, which Grant Agreements identified the Project or Projects relating to the Notes Being Refunded, and such Grant Agreements constituted the “Grant Agreement” (within the meaning of the Act) related to the Series 2016 Notes; and

WHEREAS, the Board will in the Certificate of Award (defined below), choose one or more investment banking firms as the underwriters (collectively, the “Underwriters”) for each series of Series 2016 Notes.

NOW, THEREFORE, BE IT RESOLVED by the Arizona Transportation Board as follows:

ARTICLE I
DEFINITIONS; AUTHORITY; AND APPLICATION OF ORIGINAL RESOLUTION

SECTION 101. Supplements to Original Resolution, Application of Original Resolution.

(a) This Ninth Supplemental Resolution is supplemental to the Original Resolution, as supplemented and amended by the First Supplemental Resolution, the Second Supplemental Resolution, the Third Supplemental Resolution, the Fourth Supplemental Resolution, the Fifth Supplemental Resolution, the Sixth Supplemental Resolution, the Seventh Supplemental Resolution and the Eighth Supplemental Resolution (collectively, with any subsequent amendment or supplement, the “Resolution”), and is adopted to provide for issuance of the Series 2016 Notes, in accordance with Sections 203 and 901(e) of the Original Resolution and in accordance with the Act.

(b) Except as expressly set forth herein, each and every term and condition contained in the Resolution, apply to the Series 2016 Notes with such omissions, variations and modifications thereof as may be appropriate to reflect the terms of the Series 2016 Notes as set forth herein.

(c) As set forth in Section 103 of the Original Resolution, the Resolution shall be deemed to be and shall constitute a contract between the Board and the Owners from time to time of the Notes; and the pledge and the covenants and agreements set forth in the Resolution to be performed on behalf of the Board and Department shall, as provided in the Resolution, be for the equal benefit, protection and security of the Owners of any and all of the Notes.

SECTION 102. Definitions. All terms which are defined in Section 101 of the Original Resolution shall have the same meanings, respectively, in this Ninth Supplemental Resolution as such terms are given in said Section 101 of the Original Resolution, and in the First Supplemental Resolution, the Second Supplemental Resolution, the Third Supplemental Resolution, the Fourth Supplemental Resolution, the Fifth Supplemental Resolution, the Sixth Supplemental Resolution, the Seventh Supplemental Resolution and the Eighth Supplemental Resolution.

In addition, the following terms used in this Ninth Supplemental Resolution shall have the following meanings:

“Certificate of Award” shall mean the Certificate of Award relating to each series of the Series 2016 Notes, which determines certain matters and the financial terms of the Series 2016 Notes within the standards and parameters set forth herein, as authorized by Section 301(e) hereof.

“Grant Agreement” means the Grant Agreement for the Series 2011A Notes to be refunded, as defined in the Seventh Supplemental Resolution.

“Notes Being Refunded” means all or a portion of the Series 2011A Notes, as identified in the Certificate of Award.

“Series 2016 Notes” means the Arizona Transportation Board, Grant Anticipation Refunding Notes, Series 2016, issued pursuant to this Ninth Supplemental Resolution.

SECTION 103. Statutory Authority for this Ninth Supplemental Resolution.
This Ninth Supplemental Resolution is adopted pursuant to the provisions of the Act.

ARTICLE II
AUTHORIZATION AND ISSUANCE OF SERIES 2016 NOTES; AMENDMENT OF
GRANT AGREEMENT

SECTION 201. Principal Amount, Designation and Series.

(a) Pursuant to the provisions of the Resolution, one or more Series of Additional Notes entitled to the benefit, protection and security of the Resolution are hereby authorized in an aggregate principal amount as shall be necessary to refund the Notes Being Refunded and to pay any other cost or expense permitted under the Act, including costs of issuance of the Series 2016 Notes, subject to the limitation in Section 203(b)(iii) hereof.

(b) Such Series of Additional Notes shall be designated as, and shall be distinguished from the Notes of all other Series by the title, “Arizona Transportation Board, Grant Anticipation Refunding Notes, Series 2016.” If the Series 2016 Notes are issued in more than one series, each series shall be identified by the addition of the number 1, 2, 3, etc. in the name “Series 2016-.”

SECTION 202. Purpose. Each series of the Series 2016 Notes are issued to provide moneys to refund all or a portion of the Outstanding Notes Being Refunded and to pay Note Issuance Costs for that series.

SECTION 203. Date, Maturities and Interest Rates.

(a) The Series 2016 Notes shall be dated the date of delivery (the “Dated Date”) as specified in the Certificate of Award relating to that series, and shall bear interest from the Dated Date, except as otherwise provided in Section 301 of the Original Resolution.

(b) Each series of the Series 2016 Notes shall: be in the aggregate principal amount; bear interest on January 1 and July 1 of each year commencing July 1, 2016 (or such other date specified in the applicable Certificate of Award), at the interest rate or rates per annum; and mature on January 1 or July 1, as determined in the applicable Certificate of Award, in principal amounts (whether by stated maturity or mandatory redemption), all as set forth in the Certificate of Award for such series; provided that: (i) the true interest rate on each series of the Series 2016 Notes shall not exceed 6.00% per annum; (ii) the Series 2016 Notes shall mature on July 1 in any or all of the years 2016 through 2026; and (iii) the aggregate principal amount thereof, together with the principal amount of the Series 2011A Notes, if any, which will remain Outstanding after the defeasance of the Notes Being Refunded, shall not exceed the aggregate of the revenues scheduled to be received by the Department under the Grant Agreement for such series of Notes.

SECTION 204. Denomination, Numbers and Letters. The Series 2016 Notes shall be issued in registered form in Authorized Denominations. Unless the Board shall otherwise direct in the applicable Certificate of Award, each series of the Series 2016 Notes shall be numbered consecutively beginning with the number one.

SECTION 205. Book-Entry-Only System, Place of Payment and Paying Agent.

(a) The Series 2016 Notes shall be initially issued to a Depository (defined below) for holding in a Book-Entry-Only System (defined below), without further action by the Board. While in the Book-Entry-Only System, there shall be a single note form representing the entire aggregate principal amount of each maturity of the Series 2016 Notes, and such note shall be registered in the name of the Depository or its nominee, as Owner, and immobilized in the custody of the Depository or its designee. While in the Book-Entry-Only System, the Series 2016 Notes shall not be transferable or exchangeable, except for (i) transfer to a successor Depository or its nominee, (ii) withdrawal of the Series 2016 Notes in Book-Entry-Only System from the Depository as provided in the next succeeding paragraph of this Subsection (a), and (iii) exchange of a Series 2016 Note in Book-Entry-Only Form for another Series 2016 Note in Book-Entry-Only Form in an amount equal to the outstanding aggregate principal amount of such Note. While in the Book-Entry-Only System, the beneficial owners of book entry interests in the Series 2016 Notes shall not have any right to receive Series 2016 Notes in the form of physical note certificates.

Pursuant to a request by the Chief Financial Officer of the Department to discontinue the Book-Entry-Only System, the Note Registrar shall remove the Series 2016 Notes from the Book-Entry-Only System after 30 days notice to the Depository. The Depository may determine not to continue to act as Depository for the Series 2016 Notes upon 30 days written notice to the Note Registrar, the Board and the Chief Financial Officer of the Department.

If the use of the Book-Entry-Only System is discontinued, the Note Registrar shall permit withdrawal of the Series 2016 Notes from the Depository and, upon the request of the Depository, shall authenticate and deliver Series 2016 Note certificates in fully registered form and in denominations authorized by Section 204 hereof to the assignees of the Depository or its nominee. Such withdrawal, authentication and delivery shall be at the cost and expense (including costs of printing or otherwise preparing, and delivering, such replacement Series 2016 Note certificates) of the Board; provided that if requested by the Depository, the Note Registrar shall register all or any portion of the Series 2016 Notes in the name of the former Depository.

The following capitalized terms used in this Section 205(a) shall have the meanings set forth below:

“Book-Entry-Only Form” or “Book-Entry-Only System” means, for the Series 2016 Notes, a form or system, as applicable, under which (i) physical note certificates in fully registered form are issued only to a Depository or its nominee as Owner, with the physical note certificates “immobilized” in the custody of, or on behalf of, the Depository and (ii) the ownership of book entry interests in the Series 2016 Notes and principal of, premium, if any, and interest thereon may be transferred only through a book entry made by entities other than the Board or the Note Registrar. The records maintained by entities other than the Board and the

Note Registrar constitute the written record that identifies the beneficial owners, and records the transfer, of such book entry interests in the Series 2016 Notes and principal of, premium, if any, and interest thereon.

“Depository” means, for the Series 2016 Notes in Book-Entry-Only Form, The Depository Trust Company (a limited purpose trust company), New York, New York, until a successor Depository shall have been appointed pursuant to this Subsection and, thereafter, Depository shall mean the successor Depository. Any Depository shall be a securities depository that is a clearing agency under federal law operating and maintaining, with its participants or otherwise, a Book-Entry-Only System to record ownership of beneficial interests in the Series 2016 Notes or principal of, premium, if any, and interest thereon, and to effect transfers of such beneficial interests in the Series 2016 Notes in Book-Entry-Only Form.

(b) So long as the Series 2016 Notes are held by the Depository, principal of the Series 2016 Notes shall be payable by the Paying Agent directly to the Depository. The principal of the Series 2016 Notes may also be payable at any other place which may be provided for such payment by the appointment of any other Paying Agent or Paying Agents, as permitted by the Resolution.

A trust company or bank identified in the Certificate of Award shall serve as the initial Note Registrar and Paying Agent for the Series 2016 Notes, and shall perform the duties of the Note Registrar and Paying Agent as set forth in the Resolution.

So long as the Series 2016 Notes are held by the Depository, interest on the Series 2016 Notes shall be payable by the Paying Agent directly to the Depository for registered owners as shown on the registration books held by the Note Registrar as of the close of business on the 15th day of the calendar month immediately preceding an interest payment date or the date on which the principal of Series 2016 Notes is to be paid, which is the date of the Regular Record Date for the Series 2016 Notes; provided, however, that registered owners of \$1,000,000 or more in principal amount of Series 2016 Notes shall be paid by wire transfer to any bank account located in the continental United States, at the expense of such registered owner, if such registered owner has requested, in writing, payment in such manner to the Note Registrar and has furnished the wire address to the Note Registrar on or prior to the Regular Record Date, which request shall remain effective until revoked or changed in writing.

SECTION 206. Redemption Price and Terms; Purchase in Lieu of Redemption.

(a) As set forth in the applicable Certificate of Award, each series of the Series 2016 Notes may be: (i) not subject to optional redemption prior to maturity, or (ii) subject to optional redemption prior to maturity at the option of the Board at any time, on and after the earliest optional redemption date set forth in the applicable Certificate of Award, in whole or in part at the redemption price (expressed as a percentage of the principal amount redeemed) set forth in the applicable Certificate of Award (but not in excess of 105%), plus accrued interest to the date fixed for redemption.

(b) The Certificate of Award shall also set forth the dollar amount and dates, if any, upon which each series shall be subject to mandatory sinking fund redemption and the method of selecting such series notes for mandatory sinking fund redemption.

(c) If any Series 2016 Note is called for optional redemption in whole or in part, the Board may elect to have such Series 2016 Note purchased in lieu of redemption as follows. No notice of the purchase in lieu of redemption shall be required to be given to the Owners other than the required notice of redemptions.

The Authorized Officer of the Board may direct the Paying Agent, or another agent appointed by the Authorized Officer to make such purchase, to purchase all or such lesser portion of the Series 2016 Notes called for optional redemption. Any such direction must: be in writing; if less than all of the Series 2016 Notes called for redemption are to be purchased, identify those Series 2016 Notes to be purchased by maturity date and outstanding principal amount in authorized denominations; and be received by the Paying Agent no later than 12:00 noon one Business Day prior to the scheduled redemption date thereof. If so directed, the Paying Agent shall purchase such Series 2016 Notes on the date which otherwise would be the redemption date of such Notes. Any of the Series 2016 Notes called for redemption that are not purchased in lieu of redemption shall be redeemed as otherwise required on such redemption date. On or prior to the scheduled redemption date, any such direction to the Paying Agent may be withdrawn by the Authorized Officer by written notice to the Paying Agent and the scheduled redemption of such Series 2016 Notes shall not occur.

If such purchase is directed by the Authorized Officer, the purchase shall be made for the account of the Board or its designee. The purchase price of the Series 2016 Notes shall be equal to the outstanding principal of, accrued and unpaid interest on and the redemption premium, if any, which would have been payable on such Series 2016 Notes on the scheduled redemption date for such redemption. The Paying Agent shall not purchase the Series 2016 Notes if, by no later than the redemption date, sufficient moneys have not been deposited with the Paying Agent or such moneys are deposited, but are not available.

SECTION 207. Application of Proceeds; Escrow Agreement.

(a) The Board shall cause the Underwriters to pay, in accordance with the Certificate of Award, the proceeds of the sale of the Series 2016 Notes as follows:

(i) for deposit with the Escrow Trustee (identified below) for the Notes Being Refunded thereby, the amount, if any, set forth in the written direction of the Authorized Board Representative, which amount shall be paid by the Underwriters to the Escrow Trustee and deposited by the Escrow Trustee into the escrow account (the “Escrow Account”) created under the Escrow Agreement (defined below), which amount, together with any amounts available to be deposited into the Escrow Account as determined by the Authorized Board Representative, shall be sufficient to defease, as of the time of such deposit, the Notes Being Refunded thereby, pursuant to the terms of the Original Resolution, and

(ii) the balance shall be paid to the State Treasurer and deposited in the Subaccount for that series in the Note Proceeds Account.

(b) The State Treasurer shall create a Subaccount in the Note Proceeds Account for each series. Moneys in each Subaccount shall be used as provided in Section 505 of the Original Resolution, except that all Note Issuance Costs paid from such Account shall be those related to the Series 2016 Notes.

(c) Any Authorized Board Representative (as defined in Section 301(b) hereof) is authorized and directed, upon behalf of the Board, to enter into an escrow agreement (the "Escrow Agreement"), between the Board and a bank or trust company therein identified as escrow trustee (the "Escrow Trustee"), to provide for the payment, redemption and defeasance of the Notes Being Refunded in accordance with the provisions of the Original Resolution. The Escrow Agreement shall be substantially in the form of the escrow agreement, dated as of May 1, 2012, with such modifications, changes and supplements as are necessary or appropriate to reflect the Notes Being Refunded and the Original Resolution, approval of all such modifications, changes or supplements to be conclusively evidenced by the execution and delivery thereof. The Escrow Trustee named in the final Escrow Agreement shall meet the requirements for serving in such capacity, as set forth in Section 808 of the Original Resolution.

SECTION 208. Substitution, Addition and Amendment of Grant Agreements.

(a) At any time prior to or after the issuance of a series of the Series 2016 Notes, the Department may substitute for any existing Grant Agreement relating to that series a replacement Grant Agreement, so long as:

(i) after giving effect to such substitution, the aggregate of the payments scheduled to be made by the Federal Highway Administration under the Grant Agreement for all series of Notes to be paid from such Grant Agreement is at least equal to the aggregate scheduled Debt Service on the Outstanding Notes when due;

(ii) the replacement Grant Agreement qualifies as a "Grant Agreement" under the Act; and

(iii) the representations and warranties of the Board and, as appropriate, the Department, referred to in Section 208 hereof shall also apply to, and shall be deemed to expressly include, such replacement Grant Agreement and the Project therein described.

(b) At any time, the Department may include an additional Grant Agreement in the definition of Grant Agreement for a series of the Series 2016 Notes, so long as the requirements of Subsection (a)(ii) and (iii) are met.

(c) After the execution of a Certificate of Award for a series of the Series 2016 Notes, if the Department adds or substitutes a Grant Agreement for such series, an Authorized Officer (defined in Section 301(g)) shall provide written notice thereof to the State Treasurer which notice shall: (i) identify the new Grant Agreement; (ii) certify that such new Grant Agreement meets the requirements of Subsection (a) or (b), as applicable; and (iii) if the

new Grant Agreement replaces a Grant Agreement, identify the replaced Grant Agreement that is no longer included in the definition of the Grant Agreement for such series.

(d) The Department may amend any Grant Agreement relating to a series (including, without limitation, amending the timing and amount of the payments scheduled to be made thereunder by the Federal Highway Administration) so long as, after giving effect to such amendment, the aggregate of the payments scheduled to be made by the Federal Highway Administration under the Grant Agreement for all series of Notes to be paid from such Grant Agreement is at least equal to the aggregate scheduled Debt Service on such Outstanding Notes when due.

After the execution of a Certificate of Award for a series of the Series 2016 Notes, if the Department amends a Grant Agreement for such series, then an Authorized Officer shall provide written notice thereof to the State Treasurer, which notice shall certify that the amended Grant Agreement meets the requirements of this Subsection (d).

ARTICLE III SALE OF SERIES 2016 NOTES; CERTIFICATE OF AWARD; AND OTHER ACTIONS

SECTION 301. Sale of Series 2016 Notes; Approval of Official Statement, Note Purchase Agreement and Other Documents.

(a) In connection with the issuance and sale of each series of the Series 2016 Notes, the Director of the Department and Chief Financial Officer of the Department shall cause to be prepared forms of the following:

(i) a Preliminary Official Statement (the “Preliminary Official Statement”), to be used in connection with the marketing of each series of the Series 2016 Notes, which shall be substantially in the form of the Official Statement on file with the Secretary of this Board;

(ii) the Escrow Agreement between the Board and the Escrow Trustee therein named, relating to the defeasance and refunding of the Notes Being Refunded; and

(iii) a Continuing Disclosure Undertaking by the Board and the Department for the beneficial owners of each series (the “Disclosure Undertaking”), concerning disclosure obligations under Securities and Exchange Commission (“SEC”) Rule 15c2-12(b)(5), which shall be substantially in the form of the Continuing Disclosure Undertaking on file with the Secretary of this Board.

(b) The use and distribution by the Underwriters of the Preliminary Official Statement in connection with the public offering and marketing of the Series 2016 Notes is hereby authorized, with such changes, insertions or omissions from the Official Statement on file with the Secretary of the Board as are appropriate to reflect the terms of the Series 2016 Notes and otherwise as are approved by the Chair or Vice Chair of the Board, or the Director of the Department or the Chief Financial Officer of the Department in their official capacities (each an

“Authorized Board Representative”). Any Authorized Board Representative, in his or her official capacity, is authorized to deem “final” such Preliminary Official Statement, with such modifications, changes and supplements deemed necessary or desirable and permitted under SEC Rule 15c2-12 for the purposes thereof, which determination may be contained in the Note Purchase Agreement (identified in (d) below).

(c) The Department is hereby authorized to prepare, on behalf of the Board, a final Official Statement, in substantially the form of the deemed “final” Preliminary Official Statement, for use in connection with the public offering and sale of each series of the Series 2016 Notes, with such changes, insertions and omissions as may be approved by an Authorized Board Representative, in his or her official capacity. The Chair or Vice Chair of the Board and the Director of the Department are each hereby authorized and directed, in their official capacities, to execute the Official Statement and any amendment or supplement thereto, in the name of and on behalf of the Board and the Department, with such changes therein as shall be approved by an Authorized Board Representative, and thereupon to cause the Official Statement and any such amendment or supplement to be delivered to the Underwriters, with approval of any changes, insertions or omissions to be conclusively evidenced by an Authorized Board Representative’s execution and delivery thereof.

(d) The Chief Financial Officer of the Department is hereby authorized and directed to negotiate, on behalf of the Board, the sale, in one or more series, of the Series 2016 Notes to the Underwriters for such series, upon terms, which shall be consistent with this Ninth Supplemental Resolution, as set forth in a note purchase agreement (the “Note Purchase Agreement”) with the Underwriters for each series, which Note Purchase Agreement shall be substantially in the form of the Note Purchase Agreement, dated May 15, 2012 for the Series 2012 Notes, with such changes therein which are consistent with the provisions of this Ninth Supplemental Resolution and are approved by the Chair or Vice Chair of the Board, or if the Chair or Vice Chair is not available to sign at the time of the sale, by the Director of the Department or the Chief Financial Officer of the Department, with the approval of any such changes, insertions or omissions to be conclusively evidenced by the execution and delivery thereof.

The Underwriters’ compensation and fees (whether paid (i) as a result of their purchase of a series of the Series 2016 Notes at a discount from the par amount thereof or (ii) by the Department to the Underwriters from the proceeds of a series of the Series 2016 Notes as part of the Note Issuance Costs) shall not exceed 1.0% of the principal amount of such series (exclusive of any original issue discount).

(e) Such sale of each series of the Series 2016 Notes shall be evidenced by the Certificate of Award signed by the Chair or Vice Chair of the Board, or if the Chair and Vice Chair are not available to sign at the time of the sale, by the Director of the Department or the Chief Financial Officer of the Department, which shall be consistent with the provisions of this Ninth Supplemental Resolution and shall specify with respect to each series of the Series 2016 Notes the following: whether there shall be one or more series and the designation (-1, -2, -3, etc.) of the series if there are more than one series; the Underwriters, the interest rate or rates; the maturity date or dates and mandatory sinking fund redemption amounts, if any; whether such series is subject to optional redemption and, if so, the terms of the optional redemption; the

method of selecting the notes to be redeemed, if different from the procedures in the Original Resolution; whether all, or any maturity of, such series will be insured and, if so, the Note Insurer; whether there is any capitalized interest deposited into the Grant Anticipation Note Fund; the Notes Being Refunded by such series, together with such additional information as required by the terms of the Resolution, this Ninth Supplemental Resolution or the Note Purchase Agreement. The Note Purchase Agreement shall be consistent with the provisions of this Ninth Supplemental Resolution and the Certificate of Award.

(f) The Chair or Vice Chair of the Board and the Director of the Department are each hereby authorized and directed to execute and deliver for each series the Disclosure Undertaking for such series, with such changes, insertions and omissions from the Continuing Disclosure Undertaking on file with the Secretary of the Board as are approved, said execution being conclusive evidence of such approval.

(g) The Chair and each officer of the Board, the Director of the Department and the Chief Financial Officer of the Department acting in their official capacities (each, an “Authorized Officer”) shall be, and each of them hereby is, authorized and directed for each series of the Series 2016 Notes to: (i) execute and deliver any agreement of the Board relating to any Note Insurance Policy for any series of Series 2016 Notes, any letter of representation to The Depository Trust Company and any and all other documents and instruments relating to the Series 2016 Notes and (ii) to do and cause to be done any and all acts and things, in each case as may be necessary or proper for carrying out the transactions contemplated by the Resolution, the Official Statement, the Note Purchase Agreement, the Grant Agreement, the Disclosure Undertaking, any Note Insurance Policy and the Tax Compliance Certificate (identified in Section 303(b)).

(h) All actions taken by the Director of the Department, the Chief Financial Officer of the Department or the staff or agents of the Department or the Board preparatory to the offering, sale, issuance and delivery of the Series 2016 Notes are hereby ratified and confirmed.

SECTION 302. Form of Series 2016 Notes, Note Registrar’s Certificate of Authentication. The form of the Series 2016 Notes and the Note Registrar’s Certificate of Authentication thereon shall be substantially in the form of Exhibit A hereto, with such variations, omissions and insertions as are required or permitted by the Resolution.

SECTION 303. Tax Covenant Relating to the Internal Revenue Code of 1986, as amended.

(a) The Board covenants that it will use, and will restrict the use and investment of, the proceeds of each series of the Series 2016 Notes in such manner and to such extent as may be necessary so that (i) each series of the Series 2016 Notes will not (1) constitute private activity bonds, arbitrage bonds or hedge bonds under Section 141, 148 or 149 of the Code; or (2) be treated other than as bonds to which Section 103(a) of the Code applies, and (ii) the interest thereon will not be treated as a preference item under Section 57 of the Code.

(b) The Board further covenants (i) that it will take or cause to be taken such actions that may be required of it for the interest on the tax-exempt Series 2016 Notes to be and remain excluded from gross income for federal income tax purposes, (ii) that it will not take or authorize to be taken any actions that would adversely affect that exclusion, and (iii) that it, or persons acting for it, will, among other acts of compliance, (1) apply the proceeds of the Series 2016 Notes to the governmental purposes of the borrowing, (2) restrict the yield on investment property, (3) make timely and adequate payments, from any lawfully available funds, to the federal government of Rebate Amounts, as defined and as required under the Tax Compliance Certificate of the Board and the Department relating to each series of the Series 2016 Notes (the “Tax Compliance Certificate”), (4) maintain books and records and make calculations and reports, and (5) refrain from certain uses of those proceeds and, as applicable, of property financed with such proceeds, all in such manner and to the extent necessary to assure such exclusion of that interest under the Code.

(c) The Director of the Department is hereby authorized (i) to make or effect any election, selection, designation, choice, consent, approval, or waiver, on behalf of the Board, with respect to the Series 2016 Notes as the Board is permitted or required to make or give under the federal income tax laws, including, without limitation thereto, any of the elections provided for in Section 148(f)(4)(B) and (C) of the Code or available under Section 148 of the Code, for the purpose of assuring, enhancing or protecting favorable tax treatment or status of the Series 2016 Notes or interest thereon or assisting compliance with requirements for that purpose, reducing the burden or expense of such compliance, reducing the rebate amount or payments of penalties, or making payments of special amounts in lieu of making computations to determine, or paying, Rebate Amount (as defined in the Tax Compliance Certificate) as rebate, or obviating those amounts or payments, as determined by the Director of the Department, which action shall be in writing and signed by the Director of the Department, (ii) to take any and all other actions, make or obtain calculations, make payments, and make or give reports, covenants and certifications of and on behalf of the Board, as may be appropriate to assure the exclusion of interest from gross income and the intended tax status of the Series 2016 Notes, and (iii) to give one or more appropriate certificates of the Board, for inclusion in the transcript of proceedings for the Series 2016 Notes, setting forth the reasonable expectations of the Board regarding the amount and use of all the proceeds of the Series 2016 Notes, the facts, circumstances and estimates on which they are based, and other facts and circumstances relevant to the tax treatment of the interest on and the tax status of the Series 2016 Notes.

(d) The Board may create, or may direct the State Treasurer to create, such accounts or subaccounts as it shall deem necessary or advisable in order to comply with the foregoing covenants and the Tax Compliance Certificate.

SECTION 304. Further Actions and Authorized Officers. For each series of the Series 2016 Notes, each Authorized Officer acting singly, is authorized and directed, to execute and deliver any and all documents and instruments, and each Authorized Officer and each other appropriate official of the Department are authorized and directed to do and cause to be done any and all acts and things, in each case necessary or proper for carrying out the transactions contemplated by the Resolution, this Ninth Supplemental Resolution, the Official Statement, the Note Purchase Agreement, the Disclosure Undertaking, any letter of representation to The Depository Trust Company, the Grant Agreement related to each series of the Series 2016 Notes,

the Project identified in such Grant Agreements, any Note Insurance Policy and any agreement relating to any Note Insurance Policy.

(Remainder of this page left blank)

SECTION 305. Effective Date. This resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED ON MARCH 18, 2016.

Arizona Transportation Board

Chair

ATTEST:

John S. Halikowski
Director, Arizona Department of Transportation

(Signature Page to Ninth Supplemental Resolution)

EXHIBIT A
FORM OF SERIES 2016 NOTE

ARIZONA TRANSPORTATION BOARD

GRANT ANTICIPATION REFUNDING NOTE
SERIES 2016

No. R -

<u>Interest Rate</u>	<u>Maturity Date</u>	<u>Dated Date</u>	<u>CUSIP</u>
		_____, 2016	

Registered Owner:

Principal Sum:

ARIZONA TRANSPORTATION BOARD (herein called the "Board"), acknowledges itself indebted to, and for value received, hereby promises to pay to the Registered Owner stated hereon or registered assigns (the "Registered Owner"), on the Maturity Date stated hereon, but solely from the Pledged Funds (identified below), upon presentation and surrender of this Note at the designated corporate trust office of _____ (such bank and any successors thereto being herein called the "Paying Agent"), the Principal Sum stated above in any coin or currency of the United States of America which at the time of payment is legal tender for the payment of public and private debts, and to pay, but solely from the Pledged Funds, on January 1 and July 1 (each an "Interest Payment Date") in each year commencing July 1, 2016, until the Board's obligation with respect to the payment of such Principal Sum shall be discharged, to the Registered Owner hereof interest on such Principal Sum at the Interest Rate per annum stated above.

Interest shall be payable from the Pledged Funds on January 1 or July 1, as the case may be, next preceding the Date of Authentication (set forth below) to which interest has been paid or provided for, unless such Date of Authentication is a date to which interest has been paid or provided for, in which case from such date, or if such Date of Authentication is prior to the first Interest Payment Date, in which case from the Dated Date. Interest shall be paid by the Paying Agent on the Interest Payment Date to the Registered Owner hereof who shall appear as of the fifteenth day of the calendar month next preceding such Interest Payment Date on the registration books of the Board maintained by the Note Registrar. If the Registered Owner hereof shall be the Registered Owner of Notes in the aggregate principal amount of \$1,000,000 or more, principal and interest shall be paid by the Paying Agent by wire transfer to a bank account in the continental United States, at the expense of such Registered Owner, if the Registered Owner has requested payment in such manner at such wire address as shall have been furnished by the Registered Owner to the Note Registrar on or prior to the 15th day preceding the Interest Payment Date.

This Note is one of a duly authorized series of notes of the Board designated Grant Anticipation Refunding Notes, Series 2016 (herein called the “Series 2016 Notes”), in the aggregate principal amount of \$_____, issued under and in full compliance with the Constitution and Statutes of the State of Arizona, including, without limitation, Title 28, Chapter 12, Article 3 of the Arizona Revised Statutes, as amended (herein called the “Act”), and a resolution adopted by the Board on June 9, 2000, as supplemented and amended by the Second Supplemental Resolution adopted on April 18, 2003, authorizing the Series 2003A Notes, as supplemented by the Fourth Supplemental Resolution adopted on September 17, 2004, authorizing the Series 2004B Notes, as supplemented by the Fifth Supplemental Resolution adopted on November 16, 2007 authorizing the Series 2008A Notes, as supplemented by the Sixth Supplemental Resolution adopted on March 13, 2009, authorizing the Series 2009A Notes, as supplemented by the Seventh Supplemental Resolution adopted on December 17, 2010, authorizing the Series 2011A Notes, as supplemented by the Eighth Supplemental Resolution adopted on April 20, 2012, authorizing the Series 2012 Notes and as further supplemented by the Ninth Supplemental Resolution adopted on March 18, 2016, authorizing the Series 2016 Notes (collectively, with any subsequent amendment or supplement, the “Resolution”).

Capitalized terms not defined herein have the meaning set forth in the Resolution.

As provided in the Resolution, the Outstanding Series 2009A Notes, Series 2011A Notes, Series 2012 Notes and Series 2016 Notes, together with any Additional Notes that may subsequently be issued pursuant to the Resolution (herein collectively called the “Notes”), are special and limited obligations of the Board, and the payment of the principal, redemption price, and interest thereon are payable in accordance with their terms and the provisions of the Resolution from, and are secured solely by a pledge of, the Pledged Funds (being the amounts on deposit in the Grant Anticipation Note Fund and the Note Proceeds Account, both as defined in the Resolution). Pledged Funds include: (a) revenues received by the Arizona Department of Transportation from the Federal Highway Administration and deposited into the Grant Anticipation Note Fund, including Grant Revenues received under the Grant Agreements with the Federal Highway Administration related to highway projects therein defined, and (b) moneys transferred into the Grant Anticipation Note Fund from the State Highway Fund and the Regional Area Road Fund, as provided in the Resolution.

Reference is hereby made to the Act, the Resolution and any and all supplements thereto and modifications and amendments thereof for a description of: the pledge and covenants securing the Notes; the nature of such pledge; the rights of the Registered Owners of the Notes; the terms and conditions upon which the Series 2016 Notes are issued and Additional Notes may be issued on a parity therewith; the terms and provisions upon which this Note shall cease to be entitled to any pledge, benefit or security under the Resolution; and for other terms and provisions thereof, to all of which the Registered Owner assents, by acceptance hereof.

THE PRINCIPAL OF AND INTEREST ON THIS NOTE ARE PAYABLE FROM THE PLEDGED FUNDS AND NO REGISTERED OWNER HEREOF SHALL HAVE THE RIGHT TO COMPEL ANY EXERCISE OF ANY TAXING POWER OF THE STATE OF ARIZONA TO PAY THIS NOTE OR THE INTEREST HEREON. THIS NOTE IS NOT A GENERAL OBLIGATION OF THE BOARD OR THE DEPARTMENT. THIS NOTE IS A LIMITED AND SPECIAL OBLIGATION OF THE BOARD AND IS PAYABLE IN

ACCORDANCE WITH THE TERMS HEREOF AND SHALL NOT BE A GENERAL, SPECIAL OR ANY OTHER OBLIGATION OR ANY OTHER INDEBTEDNESS OF THE STATE OF ARIZONA. THIS NOTE SHALL NOT BE ENFORCEABLE AGAINST THE STATE OF ARIZONA NOR SHALL PAYMENT HEREOF BE ENFORCEABLE OUT OF THE MONEYS OF THE BOARD OR THE DEPARTMENT, OTHER THAN THE PLEDGED FUNDS. THIS NOTE IS NOT A DEBT OF THE STATE OF ARIZONA, THE BOARD OR THE DEPARTMENT WITHIN THE MEANING OF ANY CONSTITUTIONAL OR STATUTORY LIMITATION.

All covenants, agreements and obligations of the Board and under the Resolution may be discharged and satisfied at or prior to the maturity or redemption of this Note if moneys or certain specified Defeasance Obligations shall have been deposited in a separate trust to provide for payment thereof.

To the extent and in the manner permitted by the terms of the Resolution, certain provisions of the Resolution, or any resolution amendatory thereof or supplemental thereto, may be modified or amended by the Board, without the consent of or notice to the Registered Owners, and other amendments may be made with the consent of the Registered Owners of at least a majority in principal amount of the Notes Outstanding under the Resolution. No such modification or amendment shall permit a change in the terms of redemption or maturity of the principal of any Outstanding Note or of any installment of interest thereon or a reduction in the principal amount or redemption price thereof or in the rate of interest thereon without the consent of the Registered Owner of such Note, or shall reduce the percentages of Notes the consent of the Registered Owners of which is required to effect any such modification or amendment, or shall change or modify any of the rights or obligations of any Fiduciary (as defined in the Resolution) under the Resolution without its written assent thereto.

This Note is issuable only in the form of fully registered notes without coupons in the denomination of \$5,000 or any integral multiple of \$5,000, and, except as provided in the Resolution, in printed or typewritten form, registered in the name of CEDE & CO. as nominee of The Depository Trust Company (“DTC”), which shall be considered to be the Registered Owner for all purposes of the Resolution, including, without limitation, payment by the Board of the principal of, premium, if any, and interest on the Note, and receipt of notices and exercise of rights by Registered Owners. There shall be a single Note representing each maturity which shall be immobilized in the custody of DTC with the beneficial owners having no right to receive notes in the form of physical securities or certificates. Ownership of beneficial interests in the Notes shall be shown by book-entry-only system maintained and operated by DTC and its participants, and transfers of ownership of beneficial interests shall be made only by DTC and its participants and by book entry, and the Board and the Note Registrar shall have no responsibility therefor. DTC is expected to maintain records of the positions of participants in the Notes and the participants and persons acting through participants are expected to maintain records of the purchasers of beneficial interests in the Notes. The Notes as such shall not be transferable or exchangeable, except as provided in the Resolution.

The Board and each Fiduciary under the Resolution may deem and treat the Registered Owner as the absolute owner hereof for the purpose of receiving payment of, or on account of, the principal hereof and interest due hereon and for all other purposes.

[The Series 2016 Notes are not subject to redemption prior to the maturity thereof.]

It is hereby certified and recited that all conditions, acts and things required by law and the Resolution to exist, to have happened and to have been performed precedent to and in the issuance of this Note, exist, have happened and have been performed and that the series of Notes of which this is one, complies in all respects with the applicable laws of the State of Arizona, including, particularly, the Act.

This Note shall not be entitled to any benefit under the Resolution or be valid or become obligatory for any purpose until this Note shall have been authenticated by the execution by the Note Registrar of the Note Registrar's Certificate of Authentication hereon.

IN WITNESS WHEREOF, THE ARIZONA TRANSPORTATION BOARD has caused this Note to be executed in its name and on its behalf by the facsimile signature of its Chair, and its seal to be impressed, imprinted, engraved or otherwise reproduced hereon, and attested by the facsimile signature of the Director of the Arizona Department of Transportation, all as of the Dated Date hereof.

ARIZONA TRANSPORTATION BOARD

By: (Facsimile)
Chair

Attest:

(Facsimile)
Director of the State of Arizona
Department of Transportation

(Seal)

NOTE REGISTRAR'S CERTIFICATE OF AUTHENTICATION

This Note is one of the Notes delivered pursuant to the within mentioned Resolution.

_____,
as Note Registrar

By _____
Authorized Officer

Date of Authentication:

[INSERT INSURANCE LEGEND, IF ANY]

The following abbreviations, when used in the inscription on the face of the within Note, shall be construed as though they were written out in full according to applicable laws or regulations:

TEN COM - as tenants in common

TEN ENT - as tenants by the entireties

JT TEN - as joint tenants with right of survivorship and not as tenants in common

UNIF GIFT/TRANS MIN ACT - _____ Custodian for
(Cust.)

_____ under Uniform Gifts/Transfers to Minors Act of
(Minor)

(State)

UNLESS THIS NOTE IS PRESENTED BY AN AUTHORIZED REPRESENTATIVE OF THE DEPOSITORY TRUST COMPANY, A NEW YORK CORPORATION (“DTC”), TO THE NOTE REGISTRAR FOR REGISTRATION OF TRANSFER, EXCHANGE, OR PAYMENT, AND ANY NOTE ISSUED IS REGISTERED IN THE NAME OF CEDE & CO. OR IN SUCH OTHER NAME AS IS REQUESTED BY AN AUTHORIZED REPRESENTATIVE OF DTC (AND ANY PAYMENT IS MADE TO CEDE & CO. OR TO SUCH OTHER ENTITY AS IS REQUESTED BY AN AUTHORIZED REPRESENTATIVE OF DTC), ANY TRANSFER, PLEDGE, OR OTHER USE HEREOF FOR VALUE OR OTHERWISE BY OR TO ANY PERSON IS WRONGFUL INASMUCH AS THE REGISTERED OWNER HEREOF, CEDE & CO., HAS AN INTEREST HEREIN.

ASSIGNMENT

FOR VALUE RECEIVED, the undersigned _____
(the "Transferor"), hereby sells, assigns and transfers unto _____ (the
"Transferee"), whose address is _____ and whose
social security number (or other federal tax identification number) is

PLEASE INSERT SOCIAL SECURITY OR OTHER
IDENTIFYING NUMBER OF TRANSFEREE

the within Note and all rights thereunder, and hereby irrevocably constitutes and appoints
_____ as attorney to register the transfer of the
within Note on the books kept for registration of transfer thereof, with full power of substitution
in the premises.

Date: _____
Signature Guaranteed by:

NOTICE: No transfer will be registered and
no new Note will be issued in the name of
the Transferee, unless the signature(s) to this
assignment correspond(s) with the name as
it appears upon the face of the within Note
in every particular, without alteration or
enlargement or any change whatever and
name, address and the Social Security
Number or federal employee identification
number of the transferee is supplied.

NOTICE: Signature(s) must be guaranteed
by a signature guarantor institution that is a
participant in a signator guarantor program
recognized by the Note Registrar.

PRIORITY PLANNING ADVISORY COMMITTEE (PPAC)**Project Modifications** – *Items 11a through 11l**New Projects** – *Items 11m through 11u

*ITEM 11a. ROUTE NO: US 70 @ MP 299.0 Page 208
 COUNTY: Graham
 DISTRICT: Southeast
 SCHEDULE: FY 2016
 SECTION: Various Bridges (Str #394 ,513, 514, and 515)
 TYPE OF WORK: Design Scour Retrofit
 PROGRAM AMOUNT: \$ 99,000
 PROJECT MANAGER: Susan Webber
 PROJECT: H854701D, ADOT TIP 3296
 REQUESTED ACTION: Increase the design project by \$175,000 to \$274,000 in the Highway Construction Program. **Funds are available from the FY 2016 Bridge Replacement and Rehabilitation Fund #76216.** Change the project name to "Holyoak Wash Bridge #514 and Matthews-ville Wash Bridge #394."
NEW PROGRAM AMOUNT: \$ 274,000

*ITEM 11b. ROUTE NO: US 70 @ MP 299.0 Page 210
 COUNTY: Graham
 DISTRICT: Southeast
 SCHEDULE: FY 2016
 SECTION: Various Bridges (Str #394, 513, 514, and 515)
 TYPE OF WORK: Scour Retrofit
 ADVERTISEMENT DATE: June 1, 2017
 PROGRAM AMOUNT: \$ 650,000
 PROJECT MANAGER: Susan Webber
 PROJECT: H854701C, Item # 16216, ADOT TIP 3296
 REQUESTED ACTION: **Defer the construction project from FY 2016 to FY 2017 in the Highway Construction Program. Transfer funds in the amount of \$650,000 to the FY 2016 Statewide Contingency Fund #72316. This project will be reprogrammed in FY 2017.** Change the project name to "Holyoak Wash Bridge #514 and Matthews-ville Wash Bridge #394."
NEW PROGRAM AMOUNT: \$ 0

*ITEM 11c. ROUTE NO: SR 61 @ MP 362.0 Page 212
 COUNTY: Apache
 DISTRICT: Northeast
 SCHEDULE: FY 2018
 SECTION: East - Concho
 TYPE OF WORK: Pavement Preservation
 ADVERTISEMENT DATE: May 1, 2016
 PROGRAM AMOUNT: \$ 3,074,000
 PROJECT MANAGER: Tricia Brown
 PROJECT: H868001C, Item # 21315, ADOT TIP 3410
 REQUESTED ACTION: **Advance the construction project from FY 2018 to FY 2016 in the Highway Construction Program.**
 Return funds to the FY 2018 Program. **See funding sources listed below.**

Return to the FY 2018 Pavement Preservation Fund #72518	\$ -3,074,000
Fund from the FY 2016 Statewide Contingency Fund #72316	\$ 2,600,000
NEW PROGRAM AMOUNT:	\$ 2,600,000

*ITEM 11d. ROUTE NO: US 180 @ MP 386.3 Page 214
 COUNTY: Apache
 DISTRICT: Northeast
 SCHEDULE: FY 2018
 SECTION: Generating Station Rd - Jct US 60
 TYPE OF WORK: Pavement Preservation
 ADVERTISEMENT DATE: April 18, 2016
 PROGRAM AMOUNT: \$ 5,331,000
 PROJECT MANAGER: Tricia Brown
 PROJECT: H812701C, Item # 14715, ADOT TIP 3437
 REQUESTED ACTION: **Advance the construction project from FY 2018 to FY 2016 in the Highway Construction Program.**
 Return funds to the FY 2018 Program. **See funding sources listed below.**

Return to the FY 2018 Pavement Preservation Fund #72518	\$ -5,331,000
Fund from the FY 2016 Statewide Contingency Fund #72316	\$ 3,061,000
Fund from the FY 2016 Statewide Pavement Preservation Fund #72516	\$ 2,270,000
NEW PROGRAM AMOUNT:	\$ 5,331,000

*ITEM 11e.

ROUTE NO: I-17 @ MP 232.0

Page 216

COUNTY: Yavapai

DISTRICT: Northwest

SCHEDULE: FY 2017

SECTION: New River Rd - Coldwater Canyon Rd

TYPE OF WORK: Pavement Preservation

ADVERTISEMENT DATE: April 1, 2016

PROGRAM AMOUNT: \$ 21,500,000

PROJECT MANAGER: Vivian Li

PROJECT: H879301C, Item # 11817, ADOT TIP 4783

REQUESTED ACTION: **Advance the construction project from FY 2017 to FY 2016 in the Highway Construction Program.**
Return funds to the FY 2017 Program. **See funding sources listed below.**

Return to the FY 2017 Pavement Preservation Fund #72517 \$ -21,500,000

Fund from the FY 2016 Statewide Contingency Fund #72316 \$ 21,500,000

NEW PROGRAM AMOUNT: \$ 21,500,000

*ITEM 11f.

ROUTE NO: I-10 @ MP 151.0

Page 218

COUNTY: Maricopa

DISTRICT: Central

SCHEDULE: FY 2017

SECTION: University Drive TI Underpass / I-10

TYPE OF WORK: Bridge Repair

ADVERTISEMENT DATE: April 25, 2016

PROGRAM AMOUNT: \$ 400,000

PROJECT MANAGER: Ronald McCally

PROJECT: H872901C, ADOT TIP 6969

REQUESTED ACTION: **Advance the construction project from FY 2017 to FY 2016 in the Highway Construction Program.**
Return funds to the FY 2017 Program. **See funding sources below.** Identified in the MAG TIP as DOT 17-429. Contingent upon MAG Regional Council approval on March 23, 2016

Return to the FY 2017 Bridge Replacement and Rehabilitation Fund #76217 \$ -400,000

Fund from the FY 2016 Bridge Replacement and Rehabilitation Fund #76216 \$ 400,000

NEW PROGRAM AMOUNT: \$ 400,000

*ITEM 11g.

ROUTE NO: I-10 @ MP 309.0

Page 220

COUNTY: Cochise

DISTRICT: Southcentral

SCHEDULE: FY 2016

SECTION: Adams Peak Wash Str #1604 and #1605

TYPE OF WORK: Scour Retrofit

ADVERTISEMENT DATE: October 1, 2016

PROGRAM AMOUNT: \$ 400,000

PROJECT MANAGER: Tricia Brown

PROJECT: H854501C, Item # 14816, ADOT TIP 3251

REQUESTED ACTION: **Defer the construction project from FY 2016 to FY 2017 in the Highway Construction Program. Transfer funds in the amount of \$400,000 to the FY 2016 Statewide Contingency Fund #72316. Project will be reprogrammed in FY 2017.**

NEW PROGRAM AMOUNT:

\$ 0

*ITEM 11h.

ROUTE NO: I-10 @ MP 153.0

Page 222

COUNTY: Maricopa

DISTRICT: Central

SCHEDULE: FY 2016

SECTION: Near Term Improvements (SR 143 - SR 202L Santan)

TYPE OF WORK: Right of Way Acquisition

PROGRAM AMOUNT: \$ 18,032,000

PROJECT MANAGER: Ronald McCally

PROJECT: H876801R, ADOT TIP 7664

REQUESTED ACTION: Decrease the right of way project by \$8,599,000 to \$9,433,000 in the Highway Construction Program. **Transfer funds to the FY 2016 MAG RARF Contingency Fund #49816.** This is identified in the MAG TIP as DOT 16-430. Contingent upon MAG Regional Council approval on March 23, 2016.

NEW PROGRAM AMOUNT:

\$ 9,433,000

*ITEM 11i.	COUNTY: Statewide	Page 224
	DISTRICT: Statewide	
	SCHEDULE: FY 2016	
	SECTION: Narrative Cost Allocation Methodology - LPA Oversight	
	TYPE OF WORK: Innovative Finance Research Project	
	PROGRAM AMOUNT: \$ 1,000,000	
	PROJECT MANAGER: Susan Anderson	
	PROJECT: M511101X, Item # 30613, ADOT TIP 5734	
	REQUESTED ACTION: Increase the project by \$500,000 to \$1,500,000 in the Highway Construction Program. Funds are available from the Statewide Contingency Fund #72316.	
	NEW PROGRAM AMOUNT:	\$ 1,500,000
*ITEM 11j.	COUNTY: Maricopa	Page 226
	DISTRICT: Central	
	SCHEDULE: FY 2016	
	SECTION: MAG Region FMS Preservation - FY 16	
	TYPE OF WORK: FMS - Equipment Purchase	
	PROGRAM AMOUNT: \$ 400,000	
	PROJECT MANAGER: Lydia Warnick	
	PROJECT: F000501X, ADOT TIP 7447	
	REQUESTED ACTION: Increase the project by \$286,000 to \$686,000 in the Highway Construction Program. Funds are available from the FY 2016 MAG Regionwide Freeway Management System Preservation Fund #43116. Identified in the MAG TIP as DOT 16-404.	
	NEW PROGRAM AMOUNT:	\$ 686,000
*ITEM 11k.	ROUTE NO: SR 88 @ MP 198.0	Page 228
	COUNTY: Maricopa	
	DISTRICT: Central	
	SCHEDULE: FY 2016	
	SECTION: Apache Junction to SR 188	
	TYPE OF WORK: Document Highway Easement	
	PROGRAM AMOUNT: \$ 343,000	
	PROJECT MANAGER: Derek Boland	
	PROJECT: H890801X, ADOT TIP 6238	
	REQUESTED ACTION: Increase the project by \$66,000 to \$409,000 in the Highway Construction Program. Funds are available from the FY 2016 Environmental Support Fund #77716. Identified in the MAG TIP as DOT 15-426. Contingent upon MAG Regional Council approval on March 23, 2016.	
	NEW PROGRAM AMOUNT:	\$ 409,000

*ITEM 11l. ROUTE NO: SR 89 @ MP 289.1 Page 230
 COUNTY: Yavapai
 DISTRICT: Northwest
 SCHEDULE: FY 2016
 SECTION: SR 89 and Kirkland Junction
 TYPE OF WORK: Intersection Improvement
 ADVERTISEMENT DATE: April 1, 2016
 PROGRAM AMOUNT: \$ 400,000
 PROJECT MANAGER: Jeffrey Davidson
 PROJECT: H874601C, Item # 20616, ADOT TIP 5027
 REQUESTED ACTION: Increase the construction project by \$200,000 to \$600,000 in the Highway Construction Program. **Funds are available from the FY 2016 Statewide Minor Projects Fund #73316.**
NEW PROGRAM AMOUNT: \$ 600,000

NEW PROJECTS

*ITEM 11m. ROUTE NO: I-17 @ MP 217.0 Page 232
 COUNTY: Maricopa
 DISTRICT: Central
 SCHEDULE: New Project Request
 SECTION: Pinnacle Peak Road TI
 TYPE OF WORK: Design
 PROGRAM AMOUNT: New Project
 PROJECT MANAGER: Tricia Brown
 PROJECT: H738201D, ADOT TIP 5495
 REQUESTED ACTION: Establish the design project for \$1,987,000 in the Highway Construction Program. **Funds are available from the FY 2016 MAG Contingency Fund #49916.** Contingent upon MAG Regional Council approval on March 23, 2016.
NEW PROGRAM AMOUNT: \$ 1,987,000

*ITEM 11n.	ROUTE NO: I-17 @ MP 217.0	Page 234
	COUNTY: Maricopa	
	DISTRICT: Central	
	SCHEDULE: New Project Request	
	SECTION: Happy Valley Road TI	
	TYPE OF WORK: Design	
	PROGRAM AMOUNT: New Project	
	PROJECT MANAGER: Tricia Brown	
	PROJECT: H738301D, ADOT TIP 5497	
	REQUESTED ACTION: Establish the design project for \$1,770,000 in the Highway Construction Program. Funds are available from the FY 2016 MAG Contingency Fund #49916. Contingent upon MAG Regional Council approval on March 23, 2016.	
	NEW PROGRAM AMOUNT:	\$ 1,770,000
*ITEM 11o.	COUNTY: Statewide	Page 236
	DISTRICT: Statewide	
	SCHEDULE: New Project Request	
	SECTION: Statewide Property Management	
	TYPE OF WORK: Maintain and Operate Excess Land	
	PROGRAM AMOUNT: New Project	
	PROJECT MANAGER: John Eckhardt	
	PROJECT: M519301X, ADOT TIP 4273	
	REQUESTED ACTION: Establish new right of way project for \$500,000 in the Highway Construction Program. Funds are available from the FY 2016 Right of Way Acquisition, Appraisal and Plans Funds #71016.	
	NEW PROGRAM AMOUNT:	\$ 500,000
*ITEM 11p.	COUNTY: Maricopa	Page 238
	DISTRICT: Central	
	SCHEDULE: New Project Request	
	SECTION: MAG Region Property Management	
	TYPE OF WORK: Maintain and Operate Excess Land	
	PROGRAM AMOUNT: New Project	
	PROJECT MANAGER: John Eckhardt	
	PROJECT: M519401X, ADOT TIP 3662	
	REQUESTED ACTION: Establish the project for \$450,000 in the Highway Construction Program. Funds are available from the FY 2016 MAG Regionwide Right of Way Property Management Fund #42816. Identified in the MAG TIP as DOT 16-405.	
	NEW PROGRAM AMOUNT:	\$ 450,000

*ITEM 11q. COUNTY: Statewide Page 240
 DISTRICT: Statewide
 SCHEDULE: New Project Request
 SECTION: Right of Way Tasks - Closed Projects
 TYPE OF WORK: Survey and Monumentation
 PROGRAM AMOUNT: New Project
 PROJECT MANAGER: John Eckhardt
 PROJECT: M519501X, ADOT TIP 7945
 REQUESTED ACTION: Establish new project for \$600,000 in the Highway Construction Program. **Funds are available from the FY 2016 Right of Way Acquisition, Appraisal and Plans Fund #71016.**
NEW PROGRAM AMOUNT: \$ 600,000

*ITEM 11r. ROUTE NO: I-10 @ MP 1.0 Page 242
 COUNTY: La Paz
 DISTRICT: Southwest
 SCHEDULE: New Project Request
 SECTION: Ehrenberg to Dome Rock Rd
 TYPE OF WORK: Design Pavement Preservation
 PROGRAM AMOUNT: New Project
 PROJECT MANAGER: Kevin Robertson
 PROJECT: H891201D, ADOT TIP 7974
 REQUESTED ACTION: Establish the design project for \$102,000 in the Highway Construction Program. **Funds are available from the FY 2016 Minor and Preventative Pavement Preservation Fund #74816.**
NEW PROGRAM AMOUNT: \$ 102,000

*ITEM 11s. ROUTE NO: I-10 @ MP 3.0 Page 244
 COUNTY: La Paz
 DISTRICT: Southwest
 SCHEDULE: New Project Request
 SECTION: Ehrenberg Port of Entry, Phase 2
 TYPE OF WORK: Reconstruct Eastbound Port of Entry
 ADVERTISEMENT DATE: June 3, 2016
 PROGRAM AMOUNT: New Project
 PROJECT MANAGER: Myrna Bondoc
 PROJECT: H885501C, ADOT TIP 7426
 REQUESTED ACTION: Establish the new construction project for \$14,500,000 in the Highway Construction Program.
See funding sources listed below.
 FY 2016 Statewide Contingency Fund #72316 \$ 12,580,000
 FY 2016 Port of Entry Fund #74316 \$ 1,920,000
NEW PROGRAM AMOUNT: \$ 14,500,000

*ITEM 11t. ROUTE NO: I-17 @ MP 242.0 Page 246
 COUNTY: Yavapai
 DISTRICT: Northwest
 SCHEDULE: New Project Request
 SECTION: Velda Rose - Sunset Point
 TYPE OF WORK: Design DMS
 PROGRAM AMOUNT: New Project
 PROJECT MANAGER: David Wostenberg
 PROJECT: F002501D, ADOT TIP 8031
 REQUESTED ACTION: Establish the design project for \$420,000 in the Highway Construction Program. **Funds are available from the FY 2016 Construction Preparation: Technical Engineering Group Fund #70016.**
NEW PROGRAM AMOUNT: \$ 420,000

*ITEM 11u. ROUTE NO: I-15 @ MP 9.0 Page 248
 COUNTY: Mohave
 DISTRICT: Northcentral
 SCHEDULE: New Project Request
 SECTION: Virgin River Bridges #1, #5 NB, #5 SB, and #7
 TYPE OF WORK: Structural Health Monitoring
 PROGRAM AMOUNT: New Project
 PROJECT MANAGER: David Benton
 PROJECT: M519601X, ADOT TIP 8045
 REQUESTED ACTION: Establish the new project for \$960,000 in the Highway Construction Program. **See funding sources listed below.**
 FY 2016 AID (Accelerated Innovation Deployment) Grant \$ 768,000
 FY 2016 Bridge Inspection and Repairs, Deck Replacement and Scour Fund #71416 \$ 192,000
NEW PROGRAM AMOUNT: \$ 960,000



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

1. PRB MEETING DATE:02/02/2016

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: 02/16/2016
4. Project Manager / Presenter Information: Susan Webber (602) 712-7607
5. Form Created By: Susan Webber
 4983 STATEWIDE PROJECT MANAGEMENT 205 S 17th Ave, 205, 614E

PROJECT INFORMATION

6. Project Location / Name: VARIOUS BRIDGES (STR #394, 513, 514, & 515)
7. Type of Work: DESIGN SCOUR RETROFIT
8. CPS Id: ZG1L
9. District: Safford
10. Route: 70
11. County: Graham
12. Beg MP: 302.0
13. TRACS #: H854701D
14. Len (mi.): 0
15. Fed ID #: BR 070-A(214)T

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000): 99
17. Original Program Item # (Current 5 Yr Program): 34212
18. Current Approved Program Budget (in \$000): 99
18a. (+/-) Program Budget Request (in \$000): 175
18b. Total Program Budget After Request (in \$000): 274

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
Amount (in \$000): 99	Fund Item #: 76212	Amount (in \$000): 175	Fund Item #: 76216
Comments:	Details: FY:0--.	Comments:	Details: FY:2016-BRIDGE REPLACEMENT & REHABILITATION-Bridge Replacement & Rehabilitation

20. JPA #s:

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

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Change project scope
 Change project name
 Increase budget

26. JUSTIFICATION:

This project was originally for the design of scour countermeasures under four bridges along US 70 (Structures 394, 513, 514, and 515). Due to the behavior of the waterways and the heavy aggradation of the stream beds, it was subsequently determined that no scour mitigation is needed for Structures 513 and 515; these locations can be removed from the scope of work.

With the reduced scope of work, the Project Name is revised to Holyoak Wash Br #514 & Matthews ville Wash Br #394.

Original funding was for evaluation of alternative mitigation measures, development of the PA, and survey. Funding requested is for staff development of the project through Final PS&E's and preparation of clearances (Environmental, Utility, and ROW); consultant services for Environmental work and subsurface utility engineering (SUE); and estimated costs for acquisition of TCE needed near Structure 514 for staging and stockpiling.

- \$ 53K Staff
- \$ 63K Consultants
- \$ 35K TCE and acquisition activities
- \$ 24K ICAP (including \$5,000 in ICAP shortages for previous years)

\$175K TOTAL REQUESTED

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS: Change in Project Name/Location. Change in Scope. Request to be in PPAC Agenda for 3/2/2016 . Change in Budget.	APPROVED/RECOMMENDED ACTIONS: Item(s) Approved. Subject to PPAC Approval. PRB APPROVED
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**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:02/02/2016

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:**

02/16/2016

4. Project Manager / Presenter Information:

Susan Webber

(602) 712-7607

5. Form Created By:

Susan Webber

4983 STATEWIDE PROJECT MANAGEMENT

205 S 17th Ave, 205, 614E

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

VARIOUS BRIDGES (STR #394, 513, 514, & 515)

7. Type of Work:

SCOUR RETROFIT

8. CPS Id:

ZG1L

9. District:

Safford

10. Route:

70

11. County:

Graham

12. Beg MP:

302.0

13. TRACS #:

H854701C

(Tracs# not in Adv)

14. Len (mi.):

0

15. Fed ID #:

BR

070-A(214)T

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

650

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

16216

18. Current Approved**Program Budget (in \$000):****18a. (+/-) Program Budget****Request (in \$000):**

-650

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

0

19. Currently Approved Budget Funding List:**19a. New / Budget Change Request Funding List:****Amount (in \$000):** 650**Fund Item #:** 16216**Comments:**

Details:
FY:2016-VARIOUS BRIDGES
(STR #394 AND 514)
-Construct Scour Retrofit

Amount (in \$000): -650**Comments:****Fund Item #:** 72316

Details:
FY:2016-CONTINGENCY-Pro
gram Cost Adjustments

20. JPA #s:**CURRENTLY APPROVED SCHEDULE****21. Current Fiscal Year:**

16

22. Current Bid Pkg Ready Date:

02/05/2016

23. Current Bid Adv Date:

03/18/2016

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

17

22a. Request Bid Pkg Ready Date to:

05/02/2017

23a. Request Bid Adv Date to:

06/01/2017

ADDITIONAL DETAILS**24a. Scope Changed?**Yes**24b. Project Name/Location Changed?**Yes

Have ENVIRONMENTAL Clearance?NO

Have U&RR Clearance?NO

Have R/W Clearance?NO

Scoping Document Completed?NO

24c. Work Type Changed?No**24d. What is the current Stage?**Pre Stage II

Have MATERIALS Memo?NA

Have C&S Approval?NO

Have CUSTOMIZED Schedule?YES

25. DESCRIPTION OF REQUEST:

Defer project from FY16 to FY17.

Change Project Name

26. JUSTIFICATION:

This project was originally scheduled for FY16 3rd Qtr delivery. Additional time was needed to evaluate solutions for scour mitigations at Structures 513 and 515; it was ultimately determined that no scour mitigations are needed for these bridges due to the behavior of the waterways and heavy aggradation of the stream beds. These structures should be removed from the project. Additionally, conditions at Structure 394 discovered in May 2015, coupled with a subsequent storm event in October 2015, warranted evaluation of a number of alternatives to mitigate the bridge scour. The additional time spent on these evaluations caused the scoping and design schedule to slip.

The revised Initial PA was submitted on 1/19/16. EPG estimates 4-5 months will be needed after the NTP is issued to obtain NEPA approval.

One TCE will be needed near Structure 514 for staging and stockpiling; ROW estimates 4-5 months from NEPA approval for ROW Clearance.

The project will be reprogrammed in FY17 in the Bridge sub-program, with a revised construction estimate to reflect the change in scope.

With the reduced scope of work, the Project Name is revised to Holyoak Wash Br #514 & Matthewsville Wash Br #394.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

<p>REQUESTED ACTIONS:</p> <ul style="list-style-type: none">Change in FY.Change in Project Name/Location.Update/Establish Schedule.Change in Scope.Request to be in PPAC Agenda for 3/2/2016 .Change in Budget.	<p>APPROVED/RECOMMENDED ACTIONS:</p> <p>Item(s) Approved. Subject to PPAC Approval.</p> <p>PRB APPROVED</p>
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**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:02/23/2016

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:

02/24/2016

4. Project Manager / Presenter Information:

Tricia Brown

(602) 712-7046

5. Form Created By:

Tricia Brown

205 S 17th Ave, , 616E

PROJECT INFORMATION

6. Project Location / Name:

EAST - CONCHO

7. Type of Work:

PAVEMENT PRESERVATION

8. CPS Id:

TW1M

9. District:

Globe

10. Route:

61

11. County:

Apache

12. Beg MP:

362.0

13. TRACS #:

H868001C

(Tracs# not in Adv)

14. Len (mi.):

5.0

15. Fed ID #:

STP

061-A(201)T

PROJECT REQUEST SUMMARY

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

3,074

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

21315

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

-474

18b. Total Program Budget

After Request (in \$000):

2,600

19. Currently Approved Budget Funding List:

Amount (in \$000): 3,074

Comments:

Fund Item #: 21315

Details:

FY:2018-EAST - CONCHO-RR
3" AC + FR

19a. New / Budget Change Request Funding List:

Amount (in \$000): 2,600

Comments:

Fund Item #: 72316

Details:

FY:2016-CONTINGENCY-Pro
gram Cost Adjustments

Amount (in \$000): -3,074

Comments:

Fund Item #: 72518

Details:

FY:2018-PRESERVATION FY
2018-Preservation

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

18

22. Current Bid Pkg Ready Date:

01/05/2018

23. Current Bid Adv Date:

02/09/2018

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

16

22a. Request Bid Pkg Ready Date to:

03/21/2016

23a. Request Bid Adv Date to:

05/01/2016

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?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?NO

Have CUSTOMIZED Schedule?YES

25. DESCRIPTION OF REQUEST:

Advance project from FY18

26. JUSTIFICATION:

Capacity exists to advance this project from FY18 to preserve the pavement.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:
Change in FY.
Update/Establish Schedule.
Request to be in PPAC Agenda for 3/2/2016 .
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:02/23/2016
 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: 02/24/2016 **4. Project Manager / Presenter Information:** Tricia Brown (602) 712-7046
5. Form Created By: Tricia Brown 205 S 17th Ave, , 616E

PROJECT INFORMATION

6. Project Location / Name: GENERATING STATION ROAD - JCT US 60 **7. Type of Work:** PAVEMENT PRESERVATION

8. CPS Id: SF1K **9. District:** Globe **10. Route:** 180 **11. County:** Apache **12. Beg MP:** 386.3 **13. TRACS #:** H812701C **14. Len (mi.):** 8.0 **15. Fed ID #:** STP 180-B(206)T

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000): **17. Original Program Item # (Current 5 Yr Program):** 14715

18. Current Approved Program Budget (in \$000): 5,331 **18a. (+/-) Program Budget Request (in \$000):** 0 **18b. Total Program Budget After Request (in \$000):** 5,331

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
Amount (in \$000): 5,331	Fund Item #: 14715	Amount (in \$000): -5,331	Fund Item #: 72518
Comments: PAVEMENT PRESERVATION - STATEWIDE	Details: FY:2018-GENERATING STATION RD - JCT US 60-Pavement Preservation	Comments:	Details: FY:2018-PRESERVATION FY 2018-Preservation
		Amount (in \$000): 2,270	Fund Item #: 72516
		Comments:	Details: FY:2016-PRESERVATION-Pre servation
		Amount (in \$000): 3,061	Fund Item #: 72316
		Comments:	Details: FY:2016-CONTINGENCY-Pro gram 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	CHANGE REQUEST / NEW PROJECT SCHEDULE
21. Current Fiscal Year: 18	21a. Request Fiscal Year to: 16
22. Current Bid Pkg Ready Date: 07/28/2016	22a. Request Bid Pkg Ready Date to: 03/08/2016
23. Current Bid Adv Date: 01/12/2018	23a. Request Bid Adv Date to: 04/18/2016

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Advance project from FY18.

26. JUSTIFICATION:

Capacity exists to advance this project from FY18 to preserve the pavement.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Change in FY.
Update/Establish Schedule.
Request to be in PPAC Agenda for 3/2/2016 .

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:02/23/2016

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:

02/23/2016

4. Project Manager / Presenter Information:

Vivian Li

(602) 712-8708

5. Form Created By:

Pei-jung Li

9235 Proj Mgmt Grp-Const Chrgs

205 S 17th Ave, 605E

PROJECT INFORMATION

6. Project Location / Name:

NEW RIVER ROAD - COLDWATER CANYON ROAD

7. Type of Work:

PAVEMENT PRESERVATION

8. CPS Id:

EW1N

9. District:

Prescott

10. Route:

17

11. County:

Yavapai

12. Beg MP:

232.0

13. TRACS #:

H879301C

(Tracs# not in Adv)

14. Len (mi.):

12.0

15. Fed ID #:

FA

017-A(241)T

PROJECT REQUEST SUMMARY

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

21,500

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

11817

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

0

18b. Total Program Budget

After Request (in \$000):

21,500

19. Currently Approved Budget Funding List:

Amount (in \$000): 21,500

Comments:

Fund Item #: 11817

Details:

FY:2017-NEW RIVER RD -
COLDWATER CANYON
ROAD-Pavement Preservation

19a. New / Budget Change Request Funding List:

Amount (in \$000): 21,500

Comments:

Fund Item #: 72316

Details:

FY:2016-CONTINGENCY-Pro
gram Cost Adjustments

Amount (in \$000): -21,500

Comments:

Fund Item #: 72517

Details:

FY:2017-PRESERVATION FY
2017-Preservation

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

17

22. Current Bid Pkg Ready Date:

03/01/2016

23. Current Bid Adv Date:

12/15/2016

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

16

22a. Request Bid Pkg Ready Date to:

03/01/2016

23a. Request Bid Adv Date to:

04/01/2016

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:

Advance project from FY17.

26. JUSTIFICATION:

This pavement preservation project is ready to be advertised for construction. Currently SB mainline roadway surfaces on I -17 in project vicinity are severely deteriorated. It is necessary to advance this project from FY17 to FY16 to complete SB pavement work before winter 2016, and avoid further deterioration.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Change in FY.
Update/Establish Schedule.
Request to be in PPAC Agenda for 3/2/2016 .

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:02/02/2016

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:

02/04/2016

4. Project Manager / Presenter Information:

Ronald Mccally

(602) 712-7646

5. Form Created By:

Ronald Mccally

4984 URBAN PROJECT MANAGEMENT

1611 W Jackson St, , EM01

PROJECT INFORMATION

6. Project Location / Name:

University Drive TI UP/ I-10

7. Type of Work:

Bridge Repair

8. CPS Id:

AL1N

9. District:

Phoenix

10. Route:

10

11. County:

Maricopa

12. Beg MP:

151

13. TRACS #:

H872901C

(Tracs# not in Adv)

14. Len (mi.):

15. Fed ID #:

010-C(211)T

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):

400

18b. Total Program Budget

After Request (in \$000):

400

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Comments:

Fund Item #:

Details:

Amount (in \$000):

400

Comments:

Fund Item #:

76216

Details:

FY:2016-BRIDGE
REPLACEMENT &
REHABILITATION-Bridge
Replacement & Rehabilitation

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

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

17

22. Current Bid Pkg Ready Date:

TBD

23. Current Bid Adv Date:

TBD

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

16

22a. Request Bid Pkg Ready Date to:

04/08/2016

23a. Request Bid Adv Date to:

04/25/2016

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?YES

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?YES

Have CUSTOMIZED Schedule?YES

25. DESCRIPTION OF REQUEST:

Advance project to FY 2016.

26. JUSTIFICATION:

Bridge Group has sufficient FY 16 funding and has requested this project be advanced to a FY 2016 Bid Advertisement. ADA elements (Scope Change) from Final Scoping letter, have been added to the project.

The schedule targets a June STB award in order to implement a late July/ early August weekend closure of the University TI, crossroad and ramps in order to complete the major bridge repairs.

MAG TIP # DOT 17-429.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Change in FY.
Update/Establish Schedule.
Change in Scope.
Request to be in PPAC Agenda for 3/2/2016 .
Change in Budget.

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.
Subject to MAG regional Council Approval on
March 23rd.

PRB APPROVED



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

1. PRB MEETING DATE:02/02/2016

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:

02/16/2016

4. Project Manager / Presenter Information:

Tricia Brown

(602) 712-7046

5. Form Created By:

Tricia Brown

205 S 17th Avenue, 614E

PROJECT INFORMATION

6. Project Location / Name:

Adams Peak Wash Str#1604 & 1605

7. Type of Work:

Scour Retrofit

8. CPS Id:

ZF1L

9. District:

Safford

10. Route:

10

11. County:

Cochise

12. Beg MP:

309

13. TRACS #:

H854501C

14. Len (mi.):

1

15. Fed ID #:

010-F(221)T

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

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

400

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

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

-400

18b. Total Program Budget

After Request (in \$000):

0

19. Currently Approved Budget Funding List:

Amount (in \$000): 400

Fund Item #: 14816

Comments:

Details:
FY:2016-ADAMS PEAK
WASH STR#1604
&1605-Scour Retrofit

19a. New / Budget Change Request Funding List:

Amount (in \$000): -400

Fund Item #: 72316

Comments:

Details:
FY:2016-CONTINGENCY-Pro
gram 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:

16

22. Current Bid Pkg Ready Date:

02/01/2016

23. Current Bid Adv Date:

03/02/2016

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

17

22a. Request Bid Pkg Ready Date to:

09/01/2016

23a. Request Bid Adv Date to:

10/01/2016

ADDITIONAL DETAILS

24a. Scope Changed?No

24c. Work Type Changed?No

24b. Project Name/Location Changed?No

24d. What is the current Stage?Stage III

Have ENVIRONMENTAL Clearance?NO

Have MATERIALS Memo?NO

Have U&RR Clearance?NO

Have C&S Approval?NO

Have R/W Clearance?NO

Have CUSTOMIZED Schedule?YES

Scoping Document Completed?YES

25. DESCRIPTION OF REQUEST:

Defer from FY16 to FY17.

26. JUSTIFICATION:

Project design approach was re-evaluated to explore new alternatives for mitigating the anticipated scour at the existing piers. The additional evaluations resulted in a change in the selected alternative. In addition to the new alternatives explored during development, the project team decided to include the adjacent frontage road bridge at Adams Peak Wash, as it was identified to be scour vulnerable in addition to the mainline I-10 bridges. As a result the project needs to be moved to the next fiscal year for construction, to meet seasonal construction timeframes and the addition of the frontage road bridge. No new right of way or utility relocations are anticipated on this project.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:
Change in FY.
Update/Establish Schedule.
Request to be in PPAC Agenda for 3/2/2016 .
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:02/02/2016

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:

02/16/2016

4. Project Manager / Presenter Information:

Ronald Mccally

(602) 712-7646

5. Form Created By:

Ronald Mccally

4984 URBAN PROJECT MANAGEMENT

1611 W Jackson St, , EM01

PROJECT INFORMATION

6. Project Location / Name:

I-10 Near Term Improvements (SR143-SR202 Santan)

7. Type of Work:

Right of Way Acquisition

8. CPS Id:

E11N

9. District:

Phoenix

10. Route:

I-10

11. County:

Maricopa

12. Beg MP:

153

13. TRACS #:

H876801R

14. Len (mi.):

7

15. Fed ID #:

PROJECT REQUEST SUMMARY

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

18,032

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

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

-8,599

18b. Total Program Budget

After Request (in \$000):

9,433

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 15,220

Comments:

Fund Item #: 5692

Details:

FY:2016-BROADWAY RD -
BASELINE RD, EB-Right of
Way Acquisition for EB
Collector Distributor (CD)
Road, NTIS

Amount (in \$000): -8,599

Comments:

Fund Item #: 49816

Details:

FY:0--.

Amount (in \$000): 1,960

Comments:

Fund Item #: 5728

Details:

FY:2016-BROADWAY RD -
BASELINE RD, WB-Right of
Way Acquisition for WB
Braided Ramp, NTIS

Amount (in \$000): 552

Comments:

Fund Item #: 42315

Details:

FY:0--.

Amount (in \$000): 300

Comments:

Fund Item #: 42616

Details:

FY:2016-MAG
REGIONWIDE-Right-Of-Way
Advance Acquisition

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

20. JPA #s:

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

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Decrease R/W Acquisition budget

26. JUSTIFICATION:

Based on R/W Group's updated estimate (1/8/2016), the grand total below will be sufficient to complete all remaining R/W acquisitions required for the project. This request is to decrease the R/W budget to reflect the latest estimate for R/W acquisitions.

Total Program Budget after request shows funds spent and funds required for remaining R/W acquisitions.

R/W Project Mgt, Titles, Plans, Relocation, Property Mgt/wells, Operations:	\$ 265,000
Estimated Property Acquisition Costs	\$3,878,000
Estimated Condemnation and settlement factor	\$1,551,200
Total	\$5,694,200
Round	\$6,000,000
ICAP	621,000
Grand Total	\$6,621,000

MAG TIP # DOT 16-430

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

RFP for Final Design in planned for 4th FY16. Early R/W activities need to begin to keep on schedule.

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:	APPROVED/RECOMMENDED ACTIONS:
Request to be in PPAC Agenda for 3/2/2016 . Change in Budget.	Item(s) Approved. Subject to PPAC Approval. Subject to MAG Regional Council Approval on March 23rd.

PRB APPROVED



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

1. PRB MEETING DATE:02/02/2016

2. Phone Teleconference?No At Phone #:
Video Teleconference?No

GENERAL INFORMATION

3. Form Date: 02/05/2016 **4. Project Manager / Presenter Information:** Susan Anderson (602) 712-6960
5. Form Created By: Susan Anderson 9221 Local Public Agency 1615 W Jackson St, , EM11

PROJECT INFORMATION

6. Project Location / Name: Narrative Cost Allocation Methodology - LPA Oversight **7. Type of Work:** Innovative Finance Research Project

8. CPS Id: **9. District:** **10. Route:** **11. County:** Statewide **12. Beg MP:** **13. TRACS #:** M511101X **14. Len (mi.):** **15. Fed ID #:** 999-M(094)T

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000): **17. Original Program Item # (Current 5 Yr Program):**
18. Current Approved Program Budget (in \$000): 1,000 **18a. (+/-) Program Budget Request (in \$000):** 500 **18b. Total Program Budget After Request (in \$000):** 1,500

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
Amount (in \$000): 500	Fund Item #: 72313	Amount (in \$000): 500	Fund Item #: 72316
Comments:	Details: FY:0--.	Comments: 6 (.) 2016 CONTINGENCY-Program Cost Adjustments	Details: FY:2016-CONTINGENCY-Program Cost Adjustments
Amount (in \$000): 500	Fund Item #: 72315		
Comments:	Details: FY:0--.		

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

20. JPA #s:

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

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Increase NCAM budget.

26. JUSTIFICATION:

Approval was granted by FHWA for a Narrative Cost Allocation Methodology (NCAM), which would fund initiation, development and implementation of Local Public Agency (LPA) Oversight and Monitoring for a period of three years at \$500,000 per year. The program has been underway for two years and this request is to continue the program and fund the third year. In accordance with the NCAM, ADOT will provide a written account for the basis by which costs associated with the monitoring and oversight on local public agency Federal-aid projects are allocated each quarter. Furthermore, the annual NCAM report will document, measure, evaluate, and report on the methodology effectiveness. ADOT will be reimbursed for the Federal share of the LPA monitoring and oversight costs using eligible Federal funds in accordance with the NCAM.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:

Request to be in PPAC Agenda for 3/2/2016 .
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:02/02/2016

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:

02/04/2016

4. Project Manager / Presenter Information:

Lydia Warnick

(602) 712-4281

5. Form Created By:

Lydia Warnick

6303 TRANSPORTATION TECHNOLOGY

1221 N 21st Ave, 231,

PROJECT INFORMATION

6. Project Location / Name:

MAG Region FMS Preservation - FY16

7. Type of Work:

FMS -Equipment Purchase

8. CPS Id:

T11N

9. District:

Phoenix

10. Route:

888

11. County:

Maricopa

12. Beg MP:

13. TRACS #:

F000501X

14. Len (mi.):

15. Fed ID #:

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

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

400

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

7447

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

286

18b. Total Program Budget

After Request (in \$000):

686

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000): 400

Fund Item #: 43116

Comments:
State funds 01X

Details:
FY:2016-MAG
REGIONWIDE-Freeway
Management System
Preservation

Amount (in \$000): 286

Comments:
State funds 01X

Fund Item #: 43116

Details:
FY:2016-MAG
REGIONWIDE-Freeway
Management System
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:

2016

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?NO

Have U&RR Clearance?NO

Have R/W Clearance?NO

Scoping Document Completed?NO

24c. Work Type Changed?No

24d. What is the current Stage?N/A

Have MATERIALS Memo?NO

Have C&S Approval?NO

Have CUSTOMIZED Schedule?NO

25. DESCRIPTION OF REQUEST:

increase budget.

26. JUSTIFICATION:

The original funding was for conversion of cameras from analog to digital and for Dynamic Message Sign retrofit kits. Funds are available to convert additional cameras from analog to digital. This conversion is a priority as it provides improved control and feed.

MAG TIP ID: DOT 16-404

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS:
Request to be in PPAC Agenda for 3/2/2016 .
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:02/16/2016

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:

02/25/2016

4. Project Manager / Presenter Information:

Derek Boland

(602) 712-6660

5. Form Created By:

Derek Boland

4983 STATEWIDE PROJECT MANAGEMENT

205 S 17th Ave, 295, 614E

PROJECT INFORMATION

6. Project Location / Name:

APACHE JUNCTION TO SR188

7. Type of Work:

DOCUMENT HIGHWAY EASEMENT

8. CPS Id:

NO1N

9. District:

Phoenix

10. Route:

88

11. County:

Maricopa

12. Beg MP:

198.0

13. TRACS #:

H890801X

14. Len (mi.):

45.0

15. Fed ID #:

088-A(203)T

PROJECT REQUEST SUMMARY

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

343

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

6238

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

66

18b. Total Program Budget

After Request (in \$000):

409

19. Currently Approved Budget Funding List:

Amount (in \$000): 343

Fund Item #: 77715

Comments:

Details:

FY:0--.

19a. New / Budget Change Request Funding List:

Amount (in \$000): 66

Fund Item #: 77716

Comments:

Hwy Easement Deed

Details:

FY:2016-ENVIRONMENTAL
SUPPORT
SERVICES-Support Services

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?NA

Have U&RR Clearance?NA

Have R/W Clearance?NA

Scoping Document Completed?NO

24c. Work Type Changed?No

24d. What is the current Stage?N/A

Have MATERIALS Memo?NA

Have C&S Approval?NA

Have CUSTOMIZED Schedule?YES

25. DESCRIPTION OF REQUEST:

Increase funding

26. JUSTIFICATION:

Highway easement deed (HED) for the corridor, with Tonto National Forest, requires a features inventory, a programmatic agreement, a cumulative effects report and maintenance and operations plan to be completed. ADOT staff and consultant will work with TNF to secure and finalize these documents

ADOT STAFF = \$10k
CONSULTANT = \$50k
ICAP = \$6k

TOTAL REQUEST = \$66k

MAG TIP DOT 15-426

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS: Request to be in PPAC Agenda for 3/2/2016 . Change in Budget.	APPROVED/RECOMMENDED ACTIONS: Item(s) Approved. Subject to PPAC Approval. Contingent on approval at MAG Regional Council on March 23rd, 2016. 
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**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:02/23/2016

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:

02/24/2016

4. Project Manager / Presenter Information:

Jeffrey Davidson

(602) 712-8534

5. Form Created By:

Jeffrey Davidson

4983 STATEWIDE PROJECT MANAGEMENT

205 S 17th Ave, 295, 614E

PROJECT INFORMATION

6. Project Location / Name:

SR 89 AND KIRKLAND JUNCTION

7. Type of Work:

INTERSECTION IMPROVEMENT

8. CPS Id:

AB1N

9. District:

Prescott

10. Route:

89

11. County:

Yavapai

12. Beg MP:

289.1

13. TRACS #:

H874601C

(Tracs# not in Adv)

14. Len (mi.):

0.3

15. Fed ID #:

FA

089-A(211)T

PROJECT REQUEST SUMMARY

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

400

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

20616

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

200

18b. Total Program Budget

After Request (in \$000):

600

19. Currently Approved Budget Funding List:

Amount (in \$000): 400

Comments:

Fund Item #: 20616

Details:

FY:2016-SR 89 AND
KIRKLAND
JUNCTION-Construct
Intersection

19a. New / Budget Change Request Funding List:

Amount (in \$000): 200

Comments:

Fund Item #: 73316

Details:

FY:2016-STATEWIDE MINOR
PROJECTS-Design &
Construct Minor Projects

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

16

22. Current Bid Pkg Ready Date:

03/01/2016

23. Current Bid Adv Date:

04/01/2016

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?YES

Have U&RR Clearance?YES

Have R/W Clearance?YES

Scoping Document Completed?YES

24c. Work Type Changed?No

24d. What is the current Stage?Post Stage IV

Have MATERIALS Memo?YES

Have C&S Approval?YES

Have CUSTOMIZED Schedule?YES

25. DESCRIPTION OF REQUEST:

Increase in budget

26. JUSTIFICATION:

The project consists of reconstruction of State Route (SR) 89 at the intersection of Kirkland Junction.

The justification for the increase in budget is due to the difference in estimated Opinion of Cost in the Minor Application and the refined Opinion of Cost developed during the project development. The major items or groups of items for the increase in costs are:

- Removals 32K
- Aggregate Base Course 26K
- Asphaltic Concrete 64K
- Mobilization 16K
- CC, CE, ICAP 62K

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS: Request to be in PPAC Agenda for 3/2/2016 . Change in Budget.	APPROVED/RECOMMENDED ACTIONS: Item(s) Approved. Subject to PPAC Approval. PRB APPROVED
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**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:02/09/2016

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:

02/18/2016

4. Project Manager / Presenter Information:

Tricia Brown

(602) 712-7046

5. Form Created By:

Tricia Brown

205 S 17th Ave, , 616E

PROJECT INFORMATION

6. Project Location / Name:

PINNACLE PEAK ROAD TI

7. Type of Work:

DESIGN

8. CPS Id:

FO1J

9. District:

Phoenix

10. Route:

17

11. County:

Maricopa

12. Beg MP:

217.0

13. TRACS #:

H738201D

14. Len (mi.):

0.1

15. Fed ID #:

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

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

0

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

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

1,987

18b. Total Program Budget

After Request (in \$000):

1,987

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Fund Item #:

Comments:

Amount (in \$000): 1,987

Comments:

Fund Item #: 49916

Details:

FY:0--.

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

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

16

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?NO

24b. Project Name/Location Changed?NO

Have ENVIRONMENTAL Clearance?NO

Have U&RR Clearance?NO

Have R/W Clearance?NO

Scoping Document Completed?NO

24c. Work Type Changed?No

24d. What is the current Stage?Pre Stage II

Have MATERIALS Memo?NO

Have C&S Approval?NO

Have CUSTOMIZED Schedule?NO

25. DESCRIPTION OF REQUEST:

Establish new project.

26. JUSTIFICATION:

Scoping document is complete. MAG and City of Phoenix have requested this project be established for design. Project will be programmed for construction in a future Fiscal Year.

\$1,700K Consultant

\$ 100K Staff

\$ 187K ICAP

\$1,987K Total

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 3/2/2016 .

APPROVED/RECOMMENDED ACTIONS:
Item(s) Approved. Subject to PPAC Approval.
Subject to MAG Regional Council Approval on
March 23rd.

PRB APPROVED



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

1. PRB MEETING DATE:02/09/2016

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:

02/09/2016

4. Project Manager / Presenter Information:

Tricia Brown

(602) 712-7046

5. Form Created By:

Tricia Brown

205 S 17th Ave, , 616E

PROJECT INFORMATION

6. Project Location / Name:

HAPPY VALLEY ROAD TI

7. Type of Work:

DESIGN

8. CPS Id:

EH1G

9. District:

Phoenix

10. Route:

17

11. County:

Maricopa

12. Beg MP:

218.0

13. TRACS #:

H738301D

14. Len (mi.):

0.1

15. Fed ID #:

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

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

0

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

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

1,770

18b. Total Program Budget

After Request (in \$000):

1,770

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Fund Item #:

Comments:

Amount (in \$000): 1,770

Comments:

Fund Item #: 49916

Details:

FY:0--.

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

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

16

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?NO

24b. Project Name/Location Changed?NO

Have ENVIRONMENTAL Clearance?NO

Have U&RR Clearance?NO

Have R/W Clearance?NO

Scoping Document Completed?NO

24c. Work Type Changed?NO

24d. What is the current Stage?Pre Stage II

Have MATERIALS Memo?NO

Have C&S Approval?NO

Have CUSTOMIZED Schedule?NO

25. DESCRIPTION OF REQUEST:

Establish new project.

26. JUSTIFICATION:

Scoping document is complete. MAG and City of Phoenix have requested this project be established for design. Project will be programmed for construction in a future Fiscal Year.

\$1,500K Consultant

\$ 100K Staff

\$ 166K ICAP

\$1,766K Total

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 3/2/2016 .

APPROVED/RECOMMENDED ACTIONS:
Item(s) Approved. Subject to PPAC Approval.
Subject to MAG Regional Council Approval on
March 23rd.

PRB APPROVED



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

1. PRB MEETING DATE:02/02/2016

2. Phone Teleconference?No At Phone #:
Video Teleconference?No

GENERAL INFORMATION

3. Form Date: 02/16/2016 **4. Project Manager / Presenter Information:** John Eckhardt III (602) 712-7900
5. Form Created By: Carrie Drost 4945 ROW MANAGEMENT 205 S 17th Ave, 331, 612E

PROJECT INFORMATION

6. Project Location / Name: Statewide Property Management **7. Type of Work:** Maintain and Operate Excess Land

8. CPS Id: **9. District:** **10. Route:** **11. County:** **12. Beg MP:** **13. TRACS #:** M519301X
(Tracs# not in Adv) **14. Len (mi.):** **15. Fed ID #:**

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:	
Amount (in \$000):	Fund Item #:	Amount (in \$000): 500	Fund Item #: 71016
Comments:	Details:	Comments: Excess Land activities	Details: FY:2016-R/W ACQUISITION, APPRAISAL & PLANS-Right-Of-Way Acquisition, Appraisal & Plans & Titles Preparation

20. JPA #s:

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

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Establish new project

26. JUSTIFICATION:

Funds are needed for various Property Management functions regarding excess land. Property Management involves functions such as management, maintenance and sale of excess lands.

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 3/2/2016 .

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:02/02/2016

2. Phone Teleconference?No At Phone #:
Video Teleconference?No

GENERAL INFORMATION

3. Form Date: 02/16/2016 **4. Project Manager / Presenter Information:** John Eckhardt III (602) 712-7900
5. Form Created By: Carrie Drost 9340 Right Of Way Group 205 S 17th Ave, 331, 612E

PROJECT INFORMATION

6. Project Location / Name: MAG Region Property Management **7. Type of Work:** Maintain and Operate Excess Land

8. CPS Id: **9. District:** Phoenix **10. Route:** 888 **11. County:** Maricopa **12. Beg MP:** **13. TRACS #:** M519401X **14. Len (mi.):** **15. Fed ID #:**

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000): **17. Original Program Item # (Current 5 Yr Program):**

18. Current Approved Program Budget (in \$000): 0 **18a. (+/-) Program Budget Request (in \$000):** 450 **18b. Total Program Budget After Request (in \$000):** 450

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
Amount (in \$000):	Fund Item #:	Amount (in \$000): 450	Fund Item #: 42816
Comments:	Details:	Comments: Property Management	Details: FY:2016-MAG REGIONWIDE-Right-Of-Way Property Management

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

20. JPA #s:

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

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Establish a new project

26. JUSTIFICATION:

Funds are needed for miscellaneous Property Management responsibilities. The estimate is as follows:

- Maintenance \$95K
- Dust Management \$100K
- Appraisals \$60K
- Surveys \$30K
- Signage \$8500
- Marketing \$5500
- Wells \$100K
- Environmental/cultural 50K

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 3/2/2016 .

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:02/02/2016
2. Phone Teleconference?No At Phone #:
Video Teleconference?No

GENERAL INFORMATION

3. Form Date: 02/04/2016 **4. Project Manager / Presenter Information:** John Eckhardt III (602) 712-6568
5. Form Created By: Carrie Drost 9320 Right Of Way Group 205 S 17th Ave, 331, 612E

PROJECT INFORMATION

6. Project Location / Name: R/W Tasks - Closed Projects **7. Type of Work:** Survey And Monumentation
8. CPS Id: **9. District:** **10. Route:** **11. County:** **12. Beg MP:** **13. TRACS #:** M519501X
(Tracs# not in Adv) **14. Len (mi.):** **15. Fed ID #:**

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):** 600 **18b. Total Program Budget After Request (in \$000):** 600

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
Amount (in \$000):	Fund Item #:	Amount (in \$000): 600	Fund Item #: 71016
Comments:	Details:	Comments: RW Plans/Survey	Details: FY:2016-R/W ACQUISITION, APPRAISAL & PLANS-Right-Of-Way Acquisition, Appraisal & Plans & Titles Preparation

20. JPA #s:

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

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Establish a new project

26. JUSTIFICATION:

Funds are needed to perform RW plans and surveys for old and closed projects

Kolb TI

Valencia TI

Palo Verde TI

Craycroft TI

Canoa - Continental

Kino - Campbell

Needs to be State funds.

27. CONCERNS OF THE PROJECT TEAM REGARDING THE REQUEST:

28. OTHER ALTERNATIVES:

REQUESTED ACTIONS: Request to be in PPAC Agenda for 3/2/2016 . Change in Budget.	APPROVED/RECOMMENDED ACTIONS: Item(s) Approved. Subject to PPAC Approval. PRB APPROVED
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**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:02/02/2016
 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: 02/04/2016 **4. Project Manager / Presenter Information:** Kevin Robertson (602) 712-3131
5. Form Created By: Kevin Robertson 6401 PAVEMENT MANAGEMENT 1221 N 21st Ave, 208, 068R

PROJECT INFORMATION

6. Project Location / Name: EHRENBERG TO DOME ROCK RD **7. Type of Work:** DESIGN PAVEMENT PRESERVATION
8. CPS Id: XL1N **9. District:** Yuma **10. Route:** 10 **11. County:** La Paz **12. Beg MP:** 1.0 **13. TRACS #:** H891201D **14. Len (mi.):** 10.2 **15. Fed ID #:** 010-A(230)T
 (Tracs# not in Adv)

PROJECT REQUEST SUMMARY

16. Original Program Budget (in \$000): 0 **17. Original Program Item # (Current 5 Yr Program):** 102
18. Current Approved Program Budget (in \$000): 0 **18a. (+/-) Program Budget Request (in \$000):** 102 **18b. Total Program Budget After Request (in \$000):** 102

19. Currently Approved Budget Funding List:		19a. New / Budget Change Request Funding List:	
Amount (in \$000):	Fund Item #:	Amount (in \$000): 102	Fund Item #: 74816
Comments:	Details:	Comments:	Details: FY:2016-MINOR & PREVENTATIVE PAVEMENT PRESERVATION-Minor & Preventative 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	CHANGE REQUEST / NEW PROJECT SCHEDULE
21. Current Fiscal Year:	21a. Request Fiscal Year to: 16
22. Current Bid Pkg Ready Date:	22a. Request Bid Pkg Ready Date to:
23. Current Bid Adv Date:	23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

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

25. DESCRIPTION OF REQUEST:

Establish a Design project.

26. JUSTIFICATION:

The existing WB travel lane pavement surface is failing which is causing large areas of alligator cracking and wheel path potholes. Numerous ride quality complaints have been received for this area of pavement. A 4" Asphalt Mill & Replacement Spot Repair in very specific areas in the travel lane will extend the life of the remaining pavement structural section by keeping water out of the sub-grade and greatly improve the ride quality. Construction is anticipated in the Third Quarter of FY17.

\$ 67K – Staff
 \$ 25K - Consultant
 \$ 10K – ICAP

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 3/2/2016 .

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:02/23/2016

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:

02/23/2016

4. Project Manager / Presenter Information:

Myrna Bondoc

(602) 712-8716

5. Form Created By:

Myrna Bondoc

9235 Proj Mgmt Grp-Const Chrgs

205 S 17th Ave, , 614E

PROJECT INFORMATION

6. Project Location / Name:

EHRENBERG PORT OF ENTRY PHASE 2

7. Type of Work:

RECONSTRUCT EB PORT OF ENTRY

8. CPS Id:

KF1N

9. District:

Yuma

10. Route:

10

11. County:

La Paz

12. Beg MP:

3

13. TRACS #:

H885501C

14. Len (mi.):

1.2

15. Fed ID #:

10-A(227)T

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

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

0

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

7426

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

14,500

18b. Total Program Budget

After Request (in \$000):

14,500

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Comments:

Fund Item #:

Details:

Amount (in \$000):

Comments:

1,920

Fund Item #:

Details:

74316

FY:2016-PORT OF ENTRY-Operational Support / Capital Purchases

Amount (in \$000):

Comments:

12,580

Fund Item #:

Details:

72316

FY:2016-CONTINGENCY-Pro gram Cost Adjustments

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:

16

22a. Request Bid Pkg Ready Date to:

05/02/2016

23a. Request Bid Adv Date to:

06/03/2016

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?YES

Have U&RR Clearance?NO

Have R/W Clearance?NO

Scoping Document Completed?YES

24c. Work Type Changed?No

24d. What is the current Stage?Stage IV

Have MATERIALS Memo?YES

Have C&S Approval?YES

Have CUSTOMIZED Schedule?YES

25. DESCRIPTION OF REQUEST:

Establish New Project

26. JUSTIFICATION:

Phase 1 of the site improvements is currently under construction. This request is for the construction of Phase 2 which will complete the project. Phase 2 site improvements includes entrance and exit ramp improvements, a new operational and permit building for processing vehicles, new water treatment facility, and the demolition of the existing and outdated permit building and booths.

The major functions the Ehrenberg Port of Entry serves are to verify and issue credentials, enforce commercial vehicle size and weight, and perform vehicle safety inspections. These functions are to meet Federal and State requirements. In order to continue providing these functions, upgrades need to be made to the facility.

ICAP is included in this request.

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 3/2/2016 .	APPROVED/RECOMMENDED ACTIONS: Item(s) Approved. Subject to PPAC Approval. PRB APPROVED
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**ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
WEB PRB REQUEST FORM (version 3.0)**

1. PRB MEETING DATE:02/23/2016

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:

03/02/2016

4. Project Manager / Presenter Information:

David Wostenberg

(602) 712-8873

5. Form Created By:

David Wostenberg

4984 URBAN PROJECT MANAGEMENT

1611 W Jackson St, , 063R

PROJECT INFORMATION

6. Project Location / Name:

Velda Rose - Sunset Point

7. Type of Work:

Design DMS

8. CPS Id:

YO1N

9. District:

Prescott

10. Route:

I-17

11. County:

Yavapai

12. Beg MP:

242

13. TRACS #:

F002501D

14. Len (mi.):

10

15. Fed ID #:

(Tracs# not in Adv)

PROJECT REQUEST SUMMARY

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

0

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

18. Current Approved

Program Budget (in \$000):

18a. (+/-) Program Budget

Request (in \$000):

420

18b. Total Program Budget

After Request (in \$000):

420

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Comments:

Fund Item #:

Details:

Amount (in \$000):

420

Comments:

Fund Item #:

70016

Details:

FY:2016-ENGINEERING
SUPPORT-Construction
Preparation: Technical
Engineering Group

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance?!#

Have U&RR Clearance?!#

Have R/W Clearance?!#

Scoping Document Completed?!#

24c. Work Type Changed?No

24d. What is the current Stage?N/A

Have MATERIALS Memo?!#

Have C&S Approval?!#

Have CUSTOMIZED Schedule?!#

25. DESCRIPTION OF REQUEST:

Establish New Design Project.

26. JUSTIFICATION:

This project will design specific measures of DMS signs & speed feedback signs to improve safety in this Safety Improvement Corridor.

\$240K for Consultant Design

\$140K for Staff Charges

\$\$40K for ICAP

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 3/2/2016 .

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:02/23/2016

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:

02/24/2016

4. Project Manager / Presenter Information:

David Benton

(602) 712-7910

5. Form Created By:

David Benton

4975 BRIDGE OPERATIONS

205 S 17th Ave, , 631E

PROJECT INFORMATION

6. Project Location / Name:

VIRGIN RIVER BRIDGES #1, #5 NB, #5 SB & #7

7. Type of Work:

Structural Health Monitoring

8. CPS Id:

YN1N

9. District:

Flagstaff

10. Route:

15

11. County:

Mohave

12. Beg MP:

9

13. TRACS #:

M519601X

14. Len (mi.):

13

15. Fed ID #:

(Tracs# not in Adv)

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):

960

18b. Total Program Budget

After Request (in \$000):

960

19. Currently Approved Budget Funding List:

19a. New / Budget Change Request Funding List:

Amount (in \$000):

Fund Item #:

Comments:

Amount (in \$000): 768

Comments:

° ID GRANT FUNDING

Fund Item #: OTHR16

Details:

FY:0--.

Amount (in \$000): 192

Comments:

Fund Item #: 71416

Details:

FY:2016-BRIDGE INSPECTION & REPAIRS, DECK REPLACEMENT & SCOUR-Bridge Inspection Program for emergency bridge repairs & upgrading, Deck Rehabilitation & Replacement and Scour

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

20. JPA #s:

CURRENTLY APPROVED SCHEDULE

21. Current Fiscal Year:

22. Current Bid Pkg Ready Date:

23. Current Bid Adv Date:

CHANGE REQUEST / NEW PROJECT SCHEDULE

21a. Request Fiscal Year to:

22a. Request Bid Pkg Ready Date to:

23a. Request Bid Adv Date to:

ADDITIONAL DETAILS

24a. Scope Changed?No

24b. Project Name/Location Changed?No

Have ENVIRONMENTAL Clearance? "

Have U&RR Clearance? "

Have R/W Clearance? "

Scoping Document Completed? "

24c. Work Type Changed?No

24d. What is the current Stage?Pre Stage II

Have MATERIALS Memo? "

Have C&S Approval? "

Have CUSTOMIZED Schedule? "

25. DESCRIPTION OF REQUEST:

Establish structural health monitoring project.

26. JUSTIFICATION:

ADOT was recently awarded an Accelerated Innovative Deployment Grant in the amount of \$768K, to monitor 4 (Virgin River Bridges #1, #5 NB, #5 SB & #7) bridges over the Virgin River on I-15. Structural health monitoring involving instrumentation and real time data transfer will aid the department in monitoring structural performance of these bridges that are structural deficient and have seen an increase in fatigue cracking of its steel members.

Estimate:

Health Monitoring System - \$620K

Consultant Engineering Firm Support - \$240K

ADOT Staff - \$100K

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 3/2/2016 .

APPROVED/RECOMMENDED ACTIONS:

Item(s) Approved. Subject to PPAC Approval.

PRB APPROVED

STATE ENGINEER'S REPORT
February 2016 - **REVISED**

The Status of Projects Under Construction report for February 2016 shows 125 projects under construction valued at \$839,960,080.94. The transportation board awarded 11 projects during February valued at approximately \$15.5 million.

During February the Department finalized 27 projects valued at \$145,016,302.85. 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 111 projects. The total cost of these 111 projects has exceeded the contractors bid amount by 2.9%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to -0.2%.

MONTHLY CONSTRUCTION REPORT

February 2016

PROJECTS UNDER CONSTRUCTION	125
MONETARY VALUE OF CONTRACTS	\$839,960,080.94
PAYMENTS MADE TO DATE	\$589,162,002.17
INTERSTATE	31
PRIMARY	47
LOCAL GOVERNMENT	43
NON-FEDERAL AID	4
OTHER	0
CONTRACTS EXECUTED IN FEBRUARY 2016	4
MONETARY AMOUNT OF CONTRACTS EXECUTED	\$346,854,569.56

FIELD REPORTS SECTION

EXT. 7301

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2016
February, 2016

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
024-A-NFA H686701C	SR 202L (SANTAN) TO ELLSWORTH Phoenix District						
	Working Days: 525 = 400 + 7 + 47 + 26 + 13 + 32 Days Used: 525						
		75,896,656.00	RALPH L WADSWORTH CONSTRUCTION COMPANY LLC	Low Bid = (\$4,481,407.58) or 5.90% under State Estimate \$71,415,248.42	\$73,277,377.92	\$1,862,129.50	2.6 %
YYU-0-(202)T SS86101C	I-8S FRN RD, AVE 8-1/2E-FORTUNA Yuma District						
	Working Days: 113 = 0 + 1 + 4 + 10 + 14 + 5 + 3 + 21 + 9 + 5 + 41 Days Used: 323						
			DPE CONSTRUCTION, INC.	Low Bid = (\$572,668.84) or 16.16% under State Estimate \$2,970,710.00	\$2,991,776.37	\$21,066.37	0.7 %
		3,543,378.84					
089-B-(203)S H803901C	DEEP WELL RANCH RD-SOUTH CHINO Prescott District						
	Working Days: 360 Days Used: 319						
			FANN CONTRACTING, INC	Low Bid = (\$1,761,966.28) or 9.22% under State Estimate \$17,357,817.72	\$18,725,294.31	\$1,367,476.59	7.9 %
		19,119,784.00					
077-A-(207)A H832201C	SR 77 DRIPPING SPRING BRIDGE Globe District						
	Working Days: 248 = 230 + 18 Days Used: 248						
			AMES CONSTRUCTION, INC.	Low Bid = (\$291,225.81) or 12.55% under State Estimate \$2,029,608.99	\$2,025,824.25	(\$3,784.74)	-0.2 %
		2,320,834.80					

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2016
February, 2016

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
040-D-(217)T 11789001C	CANYON PADRE EB BRIDGE Flagstaff District						
	Working Days: 234 = 195 + 39 Days Used: 262						
		1,763,770.05	SOUTHWEST CONCRETE PAVING CO.	Low Bid = \$244,706.60 or 13.87% over State Estimate \$2,008,476.65	\$2,014,839.09	\$6,362.44	0.3 %
010-B-NFA H847801C	I-10: DYSART RD TO SR101L Phoenix District						
	Working Days: 280 = 260 + 20 Days Used: 280						
		2,866,520.00	VALLEY CREST LANDSCAPE DEVELOPMENT, INC.	Low Bid = \$520,244.00 or 18.15% over State Estimate \$3,386,764.00	\$3,385,965.88	(\$798.12)	-0.0 %
HSIP-CLC0(202)A SH46801P	COLORADO CITY VAR. LOCATI Flagstaff District						
	Working Days: 274 Days Used: 2						
		22,174.66	ROADSAFE TRAFFIC SYSTEMS, INC.	Low Bid = (\$0.00) or 0.00% under State Estimate \$22,174.66	\$13,716.75	(\$8,457.91)	-38.1 %
040-D-(213)T 11807401C	I-40,RUBY WASH EB/WB-LITTLE CO Holbrook District						
	Working Days: 204 = 175 + 15 + 8 + 6 Days Used: 189						
		3,734,066.75	FNF CONSTRUCTION, INC.	Low Bid = \$126,130.10 or 3.38% over State Estimate \$3,860,196.85	\$4,256,360.12	\$396,163.27	10.3 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2016
February, 2016

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
GLB-0(202)A SH49301P Working Days: 365 Days Used: 204	CITY OF GLOBE-VAR. Globe District		CITY OF GLOBE	Low Bid = (\$0.00) or 0.00% under State Estimate \$9,177.07	\$8,997.29	(\$179.78)	-2.0 %
CLC-0(204)A SH51701P Working Days: 365 Days Used: 179	TOWN OF COLORADO CITY Flagstaff District		TOWN OF COLORADO CITY	Low Bid = \$53,128.85 or 531.61% over State Estimate \$63,122.76	\$40,844.45	(\$22,278.31)	-35.3 %
CHN-0(226)A SH54701P Working Days: 365 Days Used: 311	CITY OF CHANDLER-VAR. Phoenix District		CITY OF CHANDLER	Low Bid = (\$0.00) or 0.00% under State Estimate \$55,300.15	\$95,295.29	\$39,995.14	72.3 %
PHX-0(265)A SH48801P Working Days: 365 Days Used: 82	CITY OF PHOENIX (VAR. LOC.) Phoenix District		CITY OF PHOENIX	Low Bid = (\$0.00) or 0.00% under State Estimate \$34,638.93	\$34,438.71	(\$200.22)	-0.6 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2016
February, 2016

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
GGI-0-(212)T SZ11601C	OAK CRK BR. Globe District						
	Working Days: 170 Days Used: 168		MEADOW VALLEY CONTRACTORS, INC.	Low Bid = \$225,389.75 or 13.74% over State Estimate \$1,866,300.90	\$1,831,482.21	(\$34,818.69)	-1.9 %
040-B-(218)T H860901C	I-40; CROSS MOUNTAIN TO Kingman District						
	Working Days: 135 = 130 + 5 Days Used: 132		FNF CONSTRUCTION, INC.	Low Bid = \$564,989.60 or 37.66% over State Estimate \$2,065,256.16	\$2,052,748.83	(\$12,507.33)	-0.6 %
BKY-0-(209)T SZ02301C	MILLER AND MONROE RD, Phoenix District						
	Working Days: 90 Days Used: 88		AJP ELECTRIC, INC.	Low Bid = (\$30,502.00) or 13.28% under State Estimate \$199,115.00	\$203,865.92	\$4,750.92	2.4 %
266-A-(201)T H875901C	SR 266 AND SR 266 SPUR Safford District						
	Working Days: 45 Days Used: 38		CACTUS TRANSPORT, INC.	Low Bid = (\$28,752.05) or 5.13% under State Estimate \$532,087.95	\$487,028.02	(\$45,059.93)	-8.5 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2016
February, 2016

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
008-A-(223)T H869801C	I-8/16TH STREET INTERCHANGE Yuma District						
	Working Days: 94 = 80 + 1 + 3 + 10 Days Used: 94		JSA COMPANY	Low Bid = \$9,852.72 or 1.86% over State Estimate \$540,362.47	\$594,771.97	\$54,409.50	10.1 %
		530,509.75					
089-B-(209)T H827801C	SR 89 - ROAD 4 NORTH INTERSECT Prescott District						
	Working Days: 275 Days Used: 192		ASPHALT PAVING & SUPPLY, INC.	Low Bid = \$122,956.59 or 5.97% over State Estimate \$2,183,908.24	\$2,391,979.93	\$208,071.69	9.5 %
		2,060,951.65					
017-A-(227)T H833301C	I-17, MP 202 - 209.5, SIGN REH Phoenix District						
	Working Days: 168 = 100 + 45 + 19 + 4 Days Used: 145		ABBCO SIGN GROUP, INC.	Low Bid = (\$241,864.00) or 31.83% under State Estimate \$518,103.00	\$573,811.51	\$55,708.51	10.8 %
		759,967.00					
089-E-(205)S H864102C	US 89-MP 526 TO MP 527 Flagstaff District						
	Working Days: 338 = 335 + 3 Days Used: 286		FNF CONSTRUCTION, INC.	Low Bid = \$236,575.07 or 1.07% over State Estimate \$22,252,237.42	\$21,096,801.59	(\$1,155,435.83)	-5.2 %
		22,015,662.35					

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2016
February, 2016

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
089-E-(203)T H845601C Working Days: 150 Days Used: 146	PAGE ROUNDABOUT AT HAUL ROAD Flagstaff District		FNF CONSTRUCTION, INC.	Low Bid = \$216,011.06 or 10.44% over State Estimate \$2,285,765.58	\$2,227,410.47	(\$58,355.11)	-2.6 %
		2,069,754.52					
CCN-0-(215)T SE54901C Working Days: 194 = 180 + 14 Days Used: 190	COPELAND LANE TO BRANDIS WAY Flagstaff District		RUMMEL CONSTRUCTION, INC	Low Bid = (\$2,615,613.40) or 45.37% under State Estimate \$3,150,000.00	\$3,369,417.98	\$219,417.98	7.0 %
		5,765,613.40					
CCN-0(218)T SH58401P Working Days: 365 Days Used: 128	COCONINO COUNTY - VAR. LO Flagstaff District		COCONINO COUNTY	Low Bid = (\$0.00) or 0.00% under State Estimate \$17,225.85	\$18,290.80	\$1,064.95	6.2 %
		17,225.85					
AAP-0-(203)T SH61001C Working Days: 15 Days Used: 11	VARIOUS LOCATIONS Globe District		PAVEMENT MARKING, INC.	Low Bid = \$14,087.09 or 18.90% over State Estimate \$88,639.59	\$75,555.54	(\$13,084.05)	-14.8 %
		74,552.50					

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2016
February, 2016

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
AAP-0-(202)T SZ04001C Working Days: 55 Days Used: 31	COUNTY ROUTE 3144 Globe District		SUNLAND, INC. ASPHALT & SEAL COATING	Low Bid = (\$141,913.60) or 20.98% under State Estimate \$534,500.00	\$542,002.64	\$7,502.64	1.4 %
		676,413.60					
IM-015A(202)T H830901C Working Days: 165 = 130 + 5 + 30 Days Used: 164	VIRGIN RIVER BRIDGE #7 Flagstaff District						
IM-015A(203)T H832501C Working Days: 165 = 130 + 5 + 30 Days Used: 164	VIRGIN RIVER BRIDGE #3 Flagstaff District		VASTCO, INC.	Low Bid = (\$40,350.34) or 1.42% under State Estimate \$2,811,115.10	\$2,680,404.98	(\$130,710.12)	-4.6 %
		2,851,465.44					

Completed Contracts (Fiscal Year 2016)

February, 2016

<u>Totals</u>	<u>No. of Contracts</u>	<u>State Estimate</u>	<u>Bid Amount</u>	<u>Final Cost</u>
# of Projects: 27	26	\$150,130,045.93	\$142,257,853.46	\$145,016,302.85
		<u>Monetary</u>		<u>Monetary</u>
		(\$7,872,192.47)		\$2,758,449.39

Accumulation to Date (Fiscal Year 2016 ONLY)

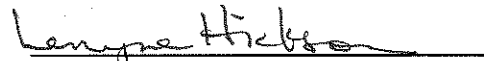
No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
107	\$314,704,057.46	\$291,071,786.68	\$299,575,217.06	\$8,503,430.38	2.9%

Prepared By:

Checked By:

Yvonne Navarro

Field Reports Unit, X6849



Lenyne Hickson, Manager
Field Reports Unit, X7301

FINAL COST VS BID ADJUSTED
FISCAL YEAR 2016

MONTH	CUMULATIVE FINAL COST	LESS ADJUSTMENTS FOR			CUMULATIVE ADJ	CUMULATIVE BID AMOUNT	ADJUSTED FINAL COST	ADJ CUM
		REVISIONS/ OMISSIONS #4 & #5	INCENTIVE/ BONUS #7	ADD'L WORK PD OTHERS #3				
Jul-15	\$ 17,361,297	\$ 244,860	\$ 105,603	\$ 64,289	\$ 414,752	\$ 17,607,487	\$ 16,946,544	-3.8%
Aug-15	\$ 69,795,533	\$ 1,678,322	\$ 1,032,092	\$ 69,503	\$ 3,194,670	\$ 64,360,960	\$ 66,600,863	3.5%
Sep-15	\$ 89,888,763	\$ 362,260	\$ 430,072	\$ -	\$ 3,987,002	\$ 85,263,768	\$ 85,901,761	0.7%
Oct-15	\$ 96,743,585	\$ 88,169	\$ 1,178	\$ -	\$ 4,076,349	\$ 92,111,609	\$ 92,667,236	0.6%
Nov-15	\$ 104,291,647	\$ 33,101	\$ 123,620	\$ 5,225	\$ 4,238,295	\$ 99,694,884	\$ 100,053,352	0.4%
Dec-15	\$ 113,226,104	\$ 211,682	\$ 41,067	\$ -	\$ 4,491,044	\$ 108,273,671	\$ 108,735,060	0.4%
Jan-16	\$ 154,558,914	\$ 411,972	\$ 994,717	\$ 249,401	\$ 6,147,134	\$ 148,813,933	\$ 148,411,781	-0.3%
Feb-16	\$ 299,575,217	\$ 2,097,502	\$ 708,967	\$ 11,889	\$ 8,965,492	\$ 291,071,787	\$ 290,609,726	-0.2%
Mar-16	\$ -	\$ -	\$ -	\$ -	\$ 8,965,492	\$ -	\$ (8,965,492)	
Apr-16	\$ -	\$ -	\$ -	\$ -	\$ 8,965,492	\$ -	\$ (8,965,492)	
May-16	\$ -	\$ -	\$ -	\$ -	\$ 8,965,492	\$ -	\$ (8,965,492)	
Jun-16	\$ -	\$ -	\$ -	\$ -	\$ 8,965,492	\$ -	\$ (8,965,492)	
		\$ 5,127,868	\$ 3,437,316	\$ 400,307	\$ 8,965,492			
e-mail to Barb Domke at year end								
G:\ITD\FIELDREPORTS\F REPTS\BOARD REPORT\Board Report FY '16\Final Cost Summary FY 15-16\Final Cost Summary FY16.xlsx								

CONTRACTS: (Action As Noted)

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

*ITEM 13a: BOARD DISTRICT NO.: 1

Page 301

BIDS OPENED: February 26, 2016

HIGHWAY: CITY OF GLENDALE

SECTION: VARIOUS LOCATIONS

COUNTY: MARICOPA

ROUTE NO.: LOCAL

PROJECT : TRACS: HSIP-GLN-0(245)T : 0000 MA GLN SH60801C

FUNDING: 100% FEDS

LOW BIDDER: ABBCO SIGN GROUP, INC.

LOW BID AMOUNT: \$ 143,273.00

STATE ESTIMATE: \$ 169,086.00

\$ UNDER ESTIMATE: (\$ 25,813.00)

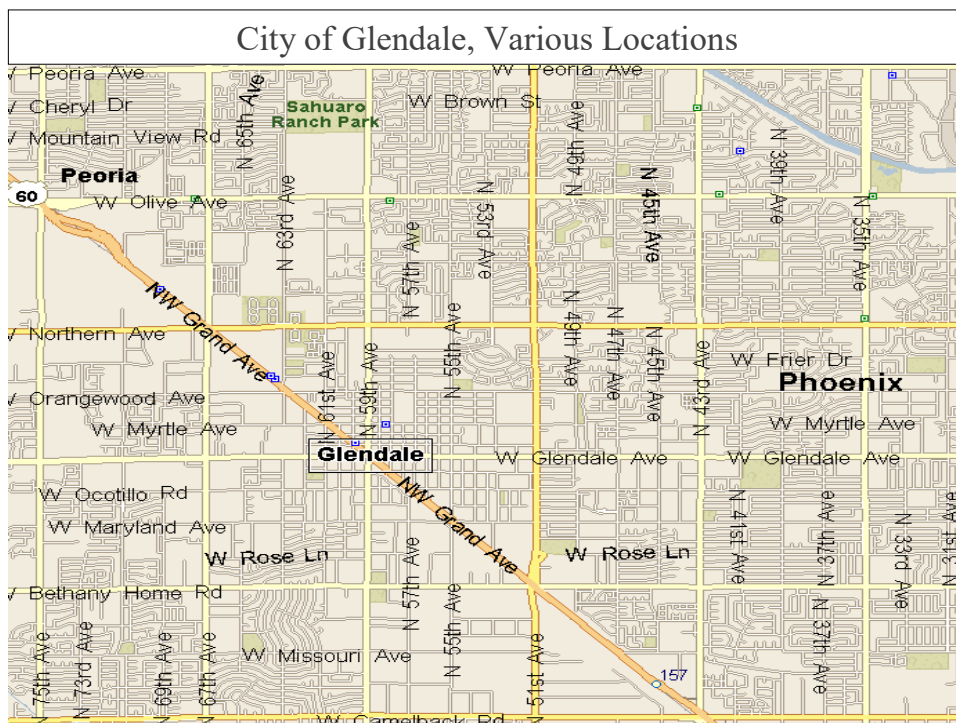
% UNDER ESTIMATE: (15.3%)

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 8

RECOMMENDATION: AWARD



*ITEM 13b: BOARD DISTRICT NO.: 1

BIDS OPENED: February 5, 2016

HIGHWAY: CITY OF GLENDALE

SECTION: GRAND CANAL BETWEEN LOOP 101 & N 107TH AVENUE (NEW RIVER)

COUNTY: MARICOPA

ROUTE NO.: LOCAL

PROJECT : TRACS: TEA-CM-GLN-0(203)T : 0000 MA GLN SL61901C

FUNDING: 94% FEDS 6% LOCAL (CITY OF GLENDALE)

LOW BIDDER: COMBS CONSTRUCTION COMPANY, INC.

LOW BID AMOUNT: \$ 557,940.84

STATE ESTIMATE: \$ 685,768.00

\$ UNDER ESTIMATE: (\$ 127,827.16)

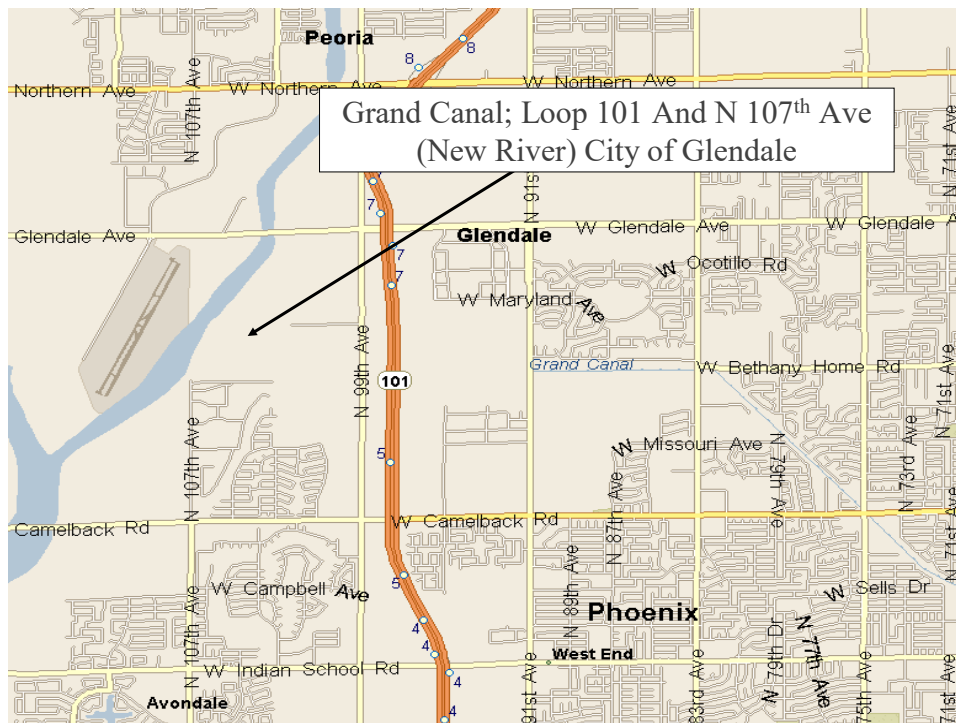
% UNDER ESTIMATE: (18.6%)

PROJECT DBE GOAL: 11.50%

BIDDER DBE PLEDGE: 31.15%

NO. BIDDERS: 6

RECOMMENDATION: AWARD



*ITEM 13c: BOARD DISTRICT NO.: 6

Page 310

BIDS OPENED: February 26, 2016

HIGHWAY: TOWN OF PRESCOTT VALLEY

SECTION: LAKESHORE DRIVE TO 89A

COUNTY: YAVAPAI

ROUTE NO.: LOCAL

PROJECT : TRACS: TEA-PRV-0(205)T : 0000 YV PRV SL68001C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: J BANICKI CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 1,613,000.00

STATE ESTIMATE: \$ 1,391,525.50

\$ OVER ESTIMATE: \$ 221,474.50

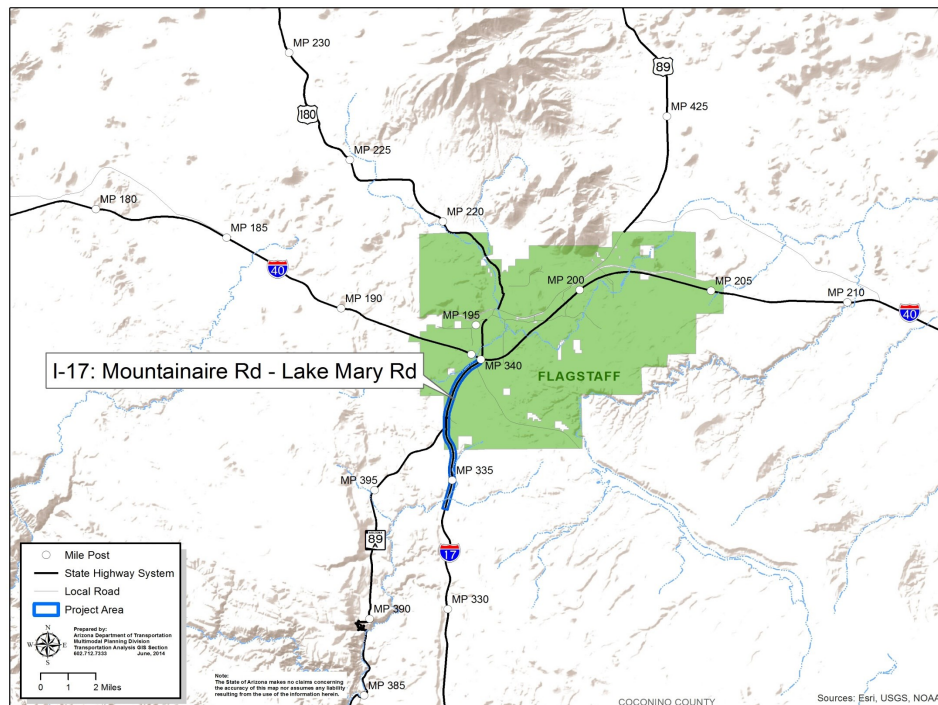
% OVER ESTIMATE: 15.9%

PROJECT DBE GOAL: 9.11%

BIDDER DBE PLEDGE: 11.29%

NO. BIDDERS: 7

RECOMMENDATION: POSTPONE



*ITEM 13d: BOARD DISTRICT NO.: 5

BIDS OPENED: February 12,2016

HIGHWAY: CORDES JUNCTION-FLAGSTAFF HIGHWAY (I-17)
PAGE - JUNCTION US 160 HIGHWAY (SR 98)

SECTION: MOUNTAINEER ROAD – LAKE MARY ROAD
BIA ROUTE 6330-NAVAJO MOUNTAIN ROAD

COUNTY: COCONINO

ROUTE NO.: LOCAL

PROJECT : TRACS: IM-017-B(231)T : 017 CN 333 H874901C
STP-098-A(201)T : 098 CN 340 H875001C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: SOUTHWEST SLURRY SEAL, INC.

LOW BID AMOUNT: \$ 1,087,576.15

STATE ESTIMATE: \$ 1,313,978.40

\$ UNDER ESTIMATE: (\$ 226,402.26)

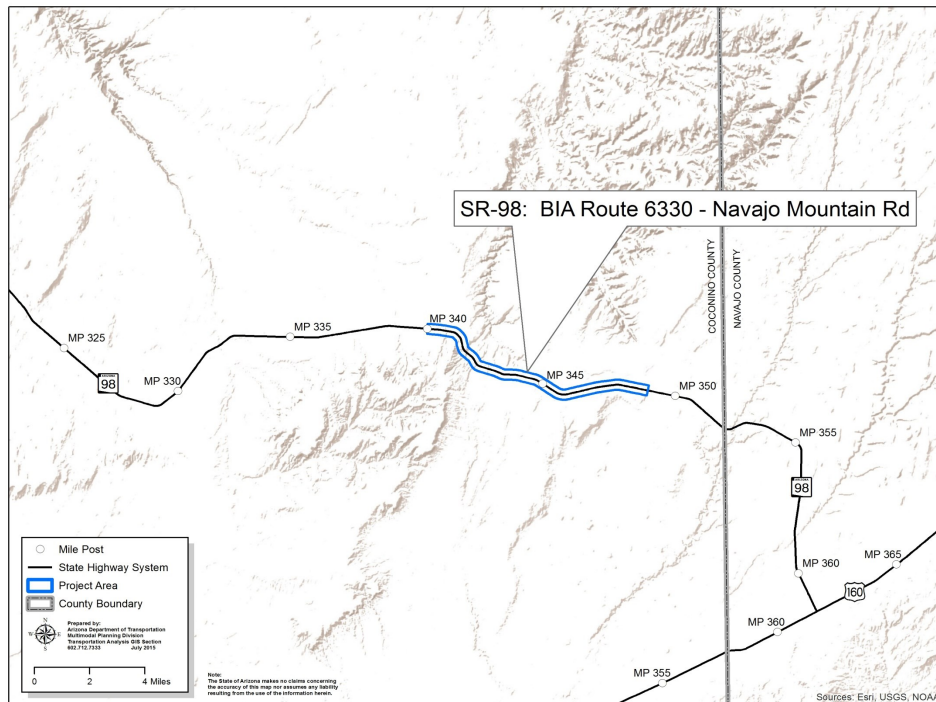
% UNDER ESTIMATE: (17.2%)

PROJECT DBE GOAL: 3.12%

BIDDER DBE PLEDGE: 3.78%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



*ITEM 13e: BOARD DISTRICT NO.: 6

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BIDS OPENED: February 26, 2016

HIGHWAY: CITY OF KINGMAN

SECTION: SR-66/ANDY DEVINE AVENUE AND FIRST STREET

COUNTY: MOHAVE

ROUTE NO.: SR-66

PROJECT : TRACS: SB-AZ-12(002)T : 066 MO 049 H861201C

FUNDING: 80% FEDS 20% LOCAL

LOW BIDDER: AJP ELECTRIC, INC.

LOW BID AMOUNT: \$ 230,259.65

STATE ESTIMATE: \$ 160,243.20

\$ OVER ESTIMATE: \$ 70,016.45

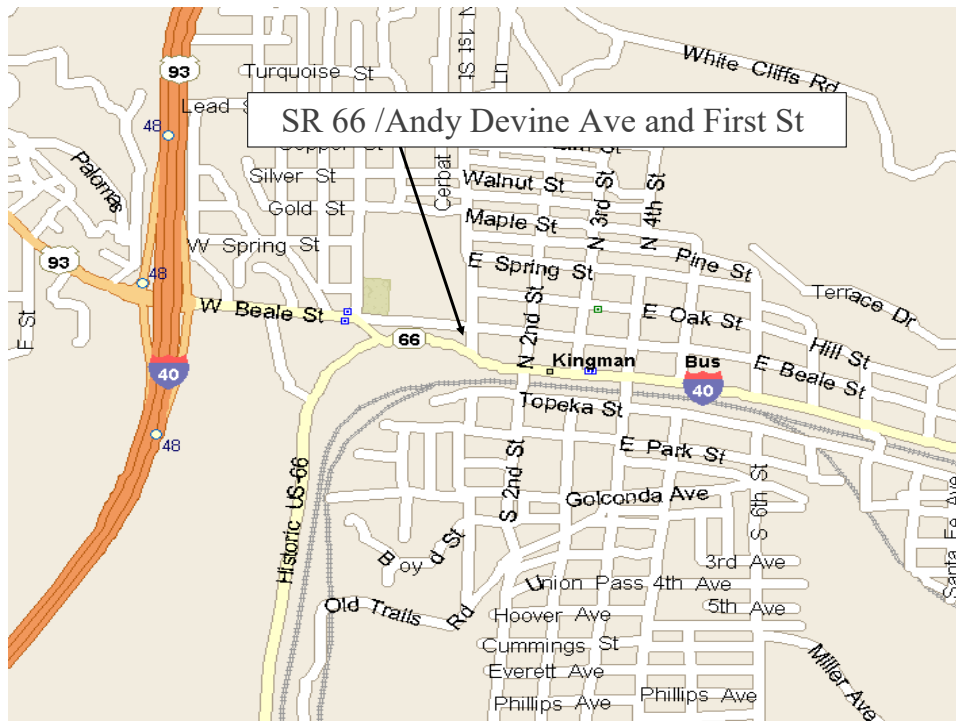
% OVER ESTIMATE: 43.7%

PROJECT DBE GOAL: 5.23%

BIDDER DBE PLEDGE: 6.51%

NO. BIDDERS: 4

RECOMMENDATION: POSTPONE



*ITEM 13f: BOARD DISTRICT NO.: 3

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BIDS OPENED: February 26, 2016

HIGHWAY: DUNCAN-GUTHRIE HIGHWAY, SR 75

SECTION: US 70-APACHE CREEK BRIDGE

COUNTY: GREENLEE

ROUTE NO.: SR-75

PROJECT : TRACS: STP-075-A(201)T : 075 GE 378 H815201C

FUNDING: 94% FEDS 6% STATE

LOW BIDDER: FISHER SAND & GRAVEL CO DBA SOUTHWEST ASPHALT PAVING

LOW BID AMOUNT: \$ 4,395,000.00

STATE ESTIMATE: \$ 5,685,725.65

\$ UNDER ESTIMATE: (\$ 1,290,725.65)

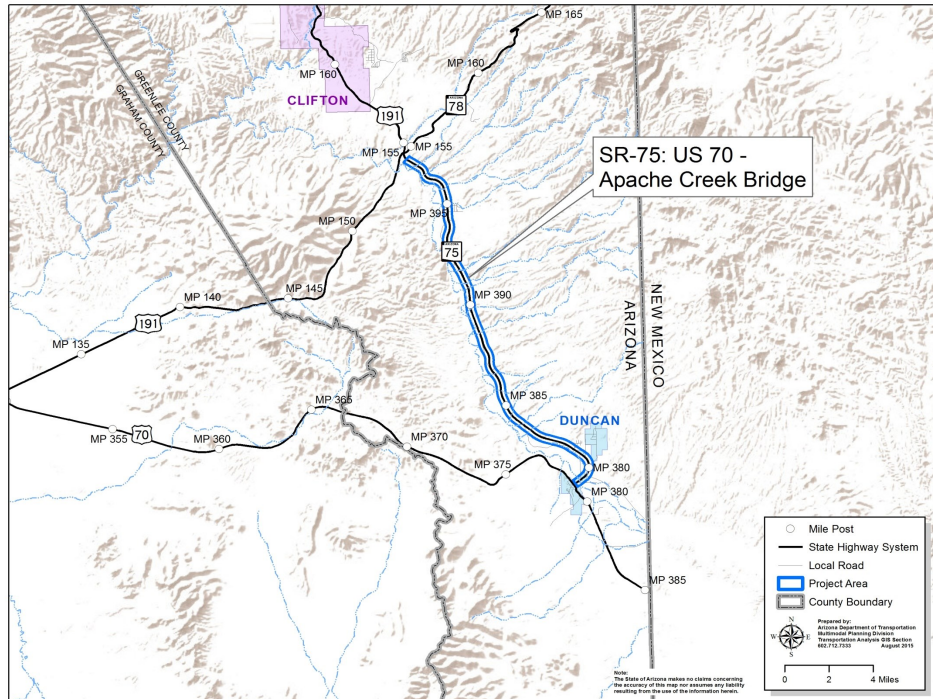
% UNDER ESTIMATE: (22.7%)

PROJECT DBE GOAL: 5.93%

BIDDER DBE PLEDGE: 6.41%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

200 Working Days

The proposed project is located in Coconino County within the National Forest boundaries on Lake Mary Road, approximately 4 miles north of SR 87. The project begins at milepost 294 and ends at milepost 317.5. The work consists of removing trees within the right-of-way and other miscellaneous work.

Bid Opening Date : 2/5/2016, Prequalification Required, Engineer Specialist : Zarghami Ata

Project No.	Highway Termini	Location	Item
0000 CN COC SS94202C CCN-0-(208)T	LAKE MARY ROAD (FOREST HIGHWAY 3)	SR 87 - MORMON LAKE RD Flagstaff District	Local

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$801,474.00	DEPARTMENT	
1	\$802,805.00	VASTCO, INC.	425 INDUSTRIAL DRIVE CHINO VALLEY, AZ 86323
2	\$919,406.00	TIFFANY CONSTRUCTION COMPANY	P O BOX 97970, PHOENIX, AZ 85060
3	\$995,531.20	M. ANDERSON CONSTRUCTION, CORP.	4650 N KAIN AVENUE TUCSON, AZ 85705

Apparent Low Bidder is 0.2% Over Department Estimate (Difference = \$1,331.00)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 5, 2016, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 CN CCN SS94202C
PROJ NO HSIP-CCN-0(208)T
TERMINI LAKE MARY ROAD (FOREST HIGHWAY 3)
LOCATION SR 87 – Mormon Lake Road

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	Northcentral	Local

The amount programmed for this contract is \$770,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in Coconino County within the National Forest boundaries on Lake Mary Road, approximately 4 miles north of SR 87. The project begins at milepost 294 and ends at milepost 317.5. The work consists of removing trees within the right-of-way and other miscellaneous work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Removal of Trees	Acre	544

The time allowed for the completion of the work included in this project will be 200 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 2.89.

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 \$7.00, 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 Supervisor:	Tom Goodman	(928) 468-5063

STEVE BEASLEY,
Engineer - Manager
Contracts & Specifications

December 31, 2015

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

90 Working Days

The proposed project is located in Graham County Arizona, within the unincorporated limits of the county. The work consists of construction of a Shared Use Path, including asphalt concrete pavement, fencing and signs.

Bid Opening Date : 2/5/2016, Prequalification Required, Engineer Specialist : James Wimmenauer

Project No.	Highway Termini	Location	Item
0000 GH GGH SL72001C GGH-0-(202)T	SHARED USE PATH	GOLF COURSE ROAD REAY LN TO 20 Safford District	71615

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$329,718.00	DEPARTMENT	
1	\$337,918.62	CKC CONSTRUCTION & MATERIALS LLC	1234 E. AIRPORT ROAD SAFFORD, AZ 85546
2	\$363,886.00	MEADOW VALLEY CONTRACTORS, INC.	3333 E. CAMELBACK RD, SUITE #240 PHOENIX, AZ 85018
3	\$369,000.00	K E & G CONSTRUCTION, INC.	1601 PASEO SAN LUIS - STE #202 SIERRA VISTA, AZ 85635
4	\$383,415.45	INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC.	1564 N. ALMA SCHOOL RD, SUITE #200 MESA, AZ 85201
5	\$389,389.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714
6	\$402,000.00	J. BANICKI CONSTRUCTION, INC.	6423 S. ASH AVENUE TEMPE, AZ 85283
7	\$436,518.00	TIFFANY CONSTRUCTION COMPANY	P.O. Box 97970, Phoenix, Az. 85060

Rank	Bid Amount	Contractor Name	Address of Contractor
8	\$500,000.00	SURFACE CONTRACTING, INC.	P.O. Box 3708, Glendale, AZ, 85311

Apparent Low Bidder is 2.5% Over Department Estimate (Difference = \$8,200.62)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 5, 2016, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 GH GGH SL720 01C
PROJ NO TEA-GGH-0(202)T
TERMINI SHARED USE PATH
LOCATION GOLF COURSE ROAD, REAY LANE TO 20TH AVENUE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
0000	0000	SOUTHEAST	71616

The amount programmed for this contract is \$483,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in Graham County Arizona, within the unincorporated limits of the county. The work consists of construction of a Shared Use Path, including asphalt concrete pavement, fencing and signs.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Roadway Excavation	CU.YD.	
Borrow	CU.YD.	1896
Separation Fabric	SQ.YD.	1532
GEO Grid Reinforcement	SQ.YD.	1260
Aggregate Base	CU.YD.	1260
Asphaltic Concrete(Misc.Structual)	TON	934
Concrete Ford Wall(Upstream and Downstream)	LFT.	933
Construction Survey and Layout	L.SUM	600
		1

The time allowed for the completion of the work included in this project will be 90 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.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 2.28%.

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 \$17.00, 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:	Jim Wimmenauer	(602) 712-7765
Construction Supervisor:	Brian Jevas	(928) 432-4936

STEVE BEASLEY,
Engineer-Manager
Contracts & Specifications Section

0000 GH GGH SL720 01C
TEA-GGH-0(202)T
(01/07/2016) JW: jw:

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

105 Working Days

The project is located in Surprise, Maricopa County, Arizona. The project consists of two paved 12-foot travel lanes, two paved 2-foot shoulders with clear zones, roadside ditches for drainage, and signage and pavement marking for traffic control.

Bid Opening Date : 2/12/2016, Prequalification Required, Engineer Specialist : James Wimmenauer

Project No.	Highway Termini	Location	Item
0000 MA SUR SZ14501C SUR-0-(219)T	147TH AVE TO EAST CITY LIMIT(133RD AVE)	JOMAX RD: 147TH AVE TO EAST CI Phoenix District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$665,000.00	N.G.U CONTRACTING, INC.	2320 E. BASELINE ROAD, SUITE 148-459 PHOENIX, AZ 85042-6951
	\$682,250.00	DEPARTMENT	
2	\$733,374.60	MARKHAM CONTRACTING CO., INC.	22820 NORTH 19TH AVENUE PHOENIX, AZ 85027
3	\$743,093.83	RUMMEL CONSTRUCTION, INC	7520 E. ADOBE DRIVE SCOTTSDALE, AZ 85255
4	\$743,526.02	COMBS CONSTRUCTION COMPANY, INC.	2801 S. 49TH AVENUE PHOENIX, AZ 85043
5	\$769,769.00	INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC.	1564 N. ALMA SCHOOL RD, SUITE #200 MESA, AZ 85201
6	\$816,950.00	NESBITT CONTRACTING CO., INC.	100 SOUTH PRICE ROAD TEMPE, AZ 85281

Rank	Bid Amount	Contractor Name	Address of Contractor
7	\$842,053.80	CEMEX CONSTRUCTION MATERIALS SOUTH, LLC.	2088 East 20TH STREET YUMA, AZ 85365-2507

Apparent Low Bidder is 2.5% Under Department Estimate (Difference = (\$17,250.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 5, 2016, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 MA SUR SZ145 01C
PROJ NO CM-SUR-0(219)T
TERMINI JOMAX RD PM - 10
LOCATION 147TH AVENUE TO EAST CITY LIMIT (133RD AVENUE)

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
0000	0000	CENTRAL	LOCAL

The amount programmed for this contract is \$749,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The project is located in Surprise, Maricopa County, Arizona. The project consists of two paved 12-foot travel lanes, two paved 2-foot shoulders with clear zones, roadside ditches for drainage, and signage and pavement marking for traffic control.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Roadway Excavation	CU.YD.	8339
Asphaltic Concrete(Misc.Structual)	TON	4232
Seeding	ACRE	6
Erosion Control (Wattles)(9")	LFT	13,725
Rip Rap (Grouted)	C.U.YD.	1184
Quality Control	L.SUM	1
Construction Survey and Layout	L.SUM	1

The time allowed for the completion of the work included in this project will be 105 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.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 8.37%.

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 \$21.00, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of Transportation. 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:	Jim Wimmenauer	(602) 712-7765
Construction Supervisor:	Joshua Lee	(602) 712-6470

STEVE BEASLEY,
Engineer-Manager
Contracts & Specifications Section

0000 MA SUR SZ145 01C
CM-SUR-0(219)T
(01/07/2016) JW: jw:

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

180 Calendar Days

The proposed work is located in Yuma County within the City of Yuma, extending from South Avenue B to West 1st Street along the north bank of the West Main Canal. The work consists of constructing an asphaltic concrete pathway. Additional work includes installing pedestrian lighting, constructing rest stops, and other miscellaneous work.

Bid Opening Date : 2/5/2016, Prequalification Required, Engineer Specialist : William Nanni

Project No.	Highway Termini	Location	Item
0000 YU YUM SL71601C YUM-0-(210)T	CITY OF YUMA	WEST MAIN CANAL:S AVE B-MAIN C Yuma District	71616

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$527,124.65	AJP ELECTRIC, INC.	11250 N. CAVE CREEK RD. PHOENIX, AZ 85020
	\$553,491.50	DEPARTMENT	
2	\$556,522.50	ROADWAY ELECTRIC, LLC	2035 W. MOUNTAIN VIEW ROAD PHOENIX, AZ 85021

Apparent Low Bidder is 4.8% Under Department Estimate (Difference = (\$26,366.85))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 5, 2016, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 YU YUM SL716 01C
PROJ NO TEA-YUM-0(210)T
TERMINI CITY OF YUMA
LOCATION WEST MAIN CANAL: S AVE B – MAIN CANAL – W 1ST ST

ROUTE NO. MILEPOST DISTRICT ITEM NO.
N/A N/A SOUTHWEST LOCAL

The amount programmed for this contract is \$640,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Yuma County within the City of Yuma, extending from South Avenue B to West 1st Street along the north bank of the West Main Canal. The work consists of constructing an asphaltic concrete pathway. Additional work includes installing pedestrian lighting, constructing rest stops, and other miscellaneous work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Roadway Excavation	Cu.Yd.	2,200
Aggregate Base, Class 2	Cu.Yd.	1,350
Asphaltic Concrete (Miscellaneous Structural)	Ton	700
Pole (Pathway Light)	Each	35
Electrical Conduit (Various Sizes) (PVC)	L.Ft.	5,000
Conductor (Various Sizes)	L.Ft.	40,000
Concrete Driveway	Sq.Ft.	1,300
Construction Surveying And Layout	L.Sum	1

The time allowed for the completion of the work included in this project will be 180 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 7.44%.

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 \$24.00, payable at time of order by cash, check or money order. Please indicate whether a bid proposal package or a subcontractor/supplier set is desired. An additional fee of \$5.00 will be charged for each set of Special Provisions requested which is not accompanied by the purchase of a related set of project plans. Checks should be made payable to the Arizona Department of

Transportation. 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:	William Nanni	(602) 712-6899
Construction Supervisor:	Jamie Hernandez	(928) 317-2158

STEVE BEASLEY,
Engineer - Manager
Contracts & Specifications

W.N.: 0000 YU YUM SL71601C
December 16, 2015

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

70 Calendar Days

The proposed work is located in Pima County on I-10 in the City of Tucson at milepost 268.10. The proposed work consists of installation of new traffic signal system, constructing new sidewalk, sidewalk ramps, replacing pavement markings and other related items.

Bid Opening Date : 2/5/2016, Prequalification Required, Engineer Specialist : Jalal Kamal

Project No.	Highway Termini	Location	Item
010 PM 268 HX24901C 010-E(214)T	Tuscon-Benson Highway (I-10)	I-10 AT CRAYCROFT RD, TUCSON Tucson District	73316

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$359,057.60	AJP ELECTRIC, INC.	11250 N. CAVE CREEK RD. PHOENIX, AZ 85020
	\$365,522.60	DEPARTMENT	
2	\$374,000.00	K E & G CONSTRUCTION, INC.	5100 S. ALVERNON WAY TUCSON, AZ 85706
3	\$379,939.00	SOUTHERN ARIZONA PAVING & CONSTRUCTION, CO.	4102 E ILLINOIS ST TUCSON, AZ 85714
4	\$394,394.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714
5	\$419,024.60	ROADWAY ELECTRIC, LLC	2035 W. MOUNTAIN VIEW ROAD PHOENIX, AZ 85021

Rank	Bid Amount	Contractor Name	Address of Contractor
6	\$489,822.47	THE ASHTON COMPANY, INC. CONTRACTORS & ENGINEERS	2727 S. COUNTRY CLUB ROAD TUCSON, AZ 85713

Apparent Low Bidder is 1.8% Under Department Estimate (Difference = (\$6,465.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 5, 2016, AT 11:00 A.M. (M.S.T.)

TRACS NO 010 PM 268 HX24901C
PROJ NO NH-010-E(214)T
TERMINI Tucson-Benson Highway (I-10)
LOCATION I-10 at Craycroft Road TI

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-10	268.10	SOUTHCENTRAL	73316

The amount programmed for this contract is \$558,000.00. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Pima County on I-10 in the City of Tucson at milepost 268.10. The proposed work consists of installation of new traffic signal system, constructing new sidewalk, sidewalk ramps, replacing pavement markings and other related items.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Roadway Excavation	CU.YD.	80
Aggregate Base (Class 2)	CU.YD.	135
Asphaltic Concrete (Miscellaneous Structural)	TON	130
Pavement Marking (Extruded Thermoplastic)	L.FT.	8,400
Permanent Pavement Marking (Painted)	L.FT.	6,000
Traffic Signal Poles (Various Types) (Dept. Furnished)	EACH	9
Mast Arms(Tapered) (Various Sizes) (Dept. Furnished)	EACH	10
Electrical Conduits (Various Sizes)	L.FT.	1,550
Concrete Sidewalk (C-05.20)	SQ.FT.	1,010
Concrete Sidewalk Ramp (C-05.30)	EACH	8
Construction Surveying and Layout	L.SUM	1

The time allowed for the completion of the work included in this project will be **70** calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be **8.26**.

Project plans, special provisions, and proposal pamphlets may be purchased from Contracts and Specifications Section, 1651 W. Jackson, Room 121F, Phoenix, AZ 85007-3217, (602) 712-7221. Plans and bidding documents should be available for sale to bidders within one week following the advertisement for bids. The cost is \$19, 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:
Construction Supervisor:

JALAL KAMAL
Jeremy Moore

(602) 712-6920
(520) 388-4217

STEVE BEASLEY,
Engineer - Manager
Contracts & Specifications

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

160 Working Days

The proposed work is located in Apache County on Interstate 40 between mileposts 353.84 and 359.65, approximately 13 mile east of the City of Sanders. The work consists of removing the existing asphaltic concrete (AC) by milling and replacing it with new AC and Asphalt-Rubber Asphaltic Concrete Friction Course. Additional work includes replacing existing bridge rails with concrete bridge barrier; upgrading existing guardrail systems; replacing pavement markings, and other miscellaneous work.

Bid Opening Date : 2/26/2016, Prequalification Required, Engineer Specialist : Patwary Mohammed

Project No.	Highway Termini	Location	Item
040 AP 353 H878101C 040-E-(218)T	HOLBROOK-LUPTON HWY (I-40)	ALLENTOWN RD.-STATE LINE Holbrook District	72316

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$7,523,209.94	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302
2	\$8,179,084.92	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
3	\$8,295,000.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W. DRIVERS WAY TEMPE, AZ 85284
	\$8,325,940.83	DEPARTMENT	

Apparent Low Bidder is 9.6% Under Department Estimate (Difference = (\$802,730.89))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 26, 2016, AT 11:00 A.M. (M.S.T.)

TRACS NO 040 AP 353 H878101C
PROJ NO NH-040-E(218)T
TERMINI HOLBROOK-LUPTON HWY (I-40)
LOCATION ALLENTOWN RD. —STATE LINE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-40	353.84 to 359.65	NORTHEAST	72316 & 72516

The amount programmed for this contract is \$11,500,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Apache County on Interstate 40 between mileposts 353.84 and 359.65, approximately 13 mile east of the City of Sanders. The work consists of removing the existing asphaltic concrete (AC) by milling and replacing it with new AC and Asphalt-Rubber Asphaltic Concrete Friction Course. Additional work includes replacing existing bridge rails with concrete bridge barrier; upgrading existing guardrail systems; replacing pavement markings, and other miscellaneous work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Remove Bituminous Pavement (Milling)(Various Depths)	Sq. Yd.	308,500
Asphaltic Concrete Pavement 3/4" (End Product) (Sp. Mix)	Ton	64,500
Asphaltic Concrete Friction Course (AR-ACFC)	Ton	9,300
F-Shape Bridge Concrete Barrier and Transition (34")	L. Ft.	990
Pavement Marking (Paint)	L. Ft.	580,000
Pavement Marking (Dual Component) (Epoxy)	L. Ft.	243,400
Guardrail (W-Beam)	L. Ft.	14,240
Contractor Quality Control	L. Sum	1
Construction Surveying and Layout	L. Sum	1
Ground-In Rumble Strip (12 Inch)	L. Ft.	126,720

This project is located on a Native American Reservation, in the Navajo Nation area, which may subject the contractor to the laws and regulations of the Navajo Nation and its TERO office. Contractors are advised to make themselves aware of any taxes, fees or any conditions that may be imposed by the Navajo Nation on work performed on the Reservation.

The time allowed for the completion of the work included in this project will be 180 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 6.30.

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 \$40.00, 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:	Mohammed Patwary	(602) 712-8187
Construction Supervisor:	Carl Ericksen	(928) 524-5421

STEVE BEASLEY,
Engineer - Manager
Contracts & Specifications

MP: mp: UVA PROJECTS\H878101C \ADVERTISE: Long AD H878101C
DATE: 12/30/2015

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

130 Working Days

The proposed sign rehabilitation project is located in Coconino County on Interstate 40 from milepost 185 to milepost 225. The proposed work consists of Rehabilitation of signs on the Eastbound, Westbound and Traffic interchanges on the Interstate 40 within the project limits. Project will include ground mount and overhead sign replacement and other related work.

Bid Opening Date : 2/5/2016, Prequalification Required, Engineer Specialist : Vian Rashid

Project No.	Highway Termini	Location	Item
040 CN 185 H869501C 040-C-(214)T	ASH FORK-FLAGSTAFF HIGHWAY, I-40	TRANSWESTERN-BUFFALO RANGE RD Flagstaff District	14214

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$1,512,151.50	ROADWAY ELECTRIC, LLC	2035 W. MOUNTAIN VIEW ROAD PHOENIX, AZ 85021
	\$1,521,421.00	DEPARTMENT	
2	\$1,591,179.00	MEADOW VALLEY CONTRACTORS, INC.	3333 E. CAMELBACK RD, SUITE #240 PHOENIX, AZ 85018
3	\$1,633,051.00	ABBCO SIGN GROUP, INC.	8557 W. POTTER DRIVE PEORIA, AZ 85382
4	\$1,669,427.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027
5	\$2,724,237.00	CONTRACTORS WEST, INC.	1830 W. BROADWAY RD. MESA, AZ 85202-1125

Apparent Low Bidder is 0.6% Under Department Estimate (Difference = (\$9,269.50))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY, 05, 2016, AT 11:00 A.M. (M.S.T.)

TRACS NO 040 CN 185 H8695 01C
PROJ NO NH-040-C(214)T
TERMINI ASH FORK-FLAGSTAFF HIGHWAY, I-40
LOCATION TRANSWESTERN - BUFFALO RANGE RD TI

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-40	185 to 225	NORTHCENTRAL	14214

The amount programmed for this contract is \$ 2,000,000.00. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed sign rehabilitation project is located in Coconino County on Interstate 40 from milepost 185 to milepost 225. The proposed work consists of Rehabilitation of signs on the Eastbound, Westbound and Traffic interchanges on the Interstate 40 within the project limits. Project will include ground mount and overhead sign replacement and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Remove (Signs, Foundations, Posts)(Various Signs)	EACH	80
Breakaway Sign Post (Various Sizes)	L.FT.	4,525
Slip Base (New)	EACH	725
Sign Post (Perforated) (Various Type)	L.FT.	10,300
Warning, Marker, or Regulatory Sign Panel	SQ.FT.	7,100
EXTRUDED ALUMINUM SIGN PANEL	SQ.FT.	18,000
Flat Sheet Aluminum Sign Panel	SQ.FT.	1,600

The time allowed for the completion of the work included in this project will be 130 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Project plans, special provisions, and proposal pamphlets may be purchased 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 \$89, 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:	Vian Rashid	(602) 712-8260
Construction Supervisor:	Brenden Foley	(928) 714-2225

STEVE BEASLEY,
Group Manager
Contracts & Specifications

040 CN 185 H8695 01C, 12/10/2015; VR:

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

120 Working Days

The proposed Project H8591 01C is located on I-40 at MP 298.05, in the Northeast District, approximately nine miles east of Holbrook, Arizona within Navajo County. Work consists of constructing an equipment crossing in the median of I-40 connecting the two existing eastbound and westbound structures. The proposed Project H8608 01C is located on I-40, between MP 297.00 and MP 303.08, approximately eight miles east of Holbrook, Arizona within Navajo County. Work consists of pavement preservation, including a combination of milling, replacing and/or overlaying the existing lanes and shoulders, pavement marking and guardrail replacement.

Bid Opening Date : 2/26/2016, Prequalification Required, Engineer Specialist : Rene Teran

Project No.	Highway Termini	Location	Item
040 NA 297 H859101C NH-040-E(215)T	HOLBROOK - LUPTON HIGHWAY	EQUIPMENT CROSSING (MP 298) Holbrook District	17013
040 NA 297 H860801C NH-040-E(216)T	HOLBROOK - LUPTON HIGHWAY	SUNVALLEY RD - WASHBOARD RD Holbrook District	13415

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$4,587,087.87	FANN CONTRACTING, INC	1403 INDUSTRIAL WAY PRESCOTT, AZ 86301
2	\$4,891,376.68	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
3	\$5,005,005.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W. DRIVERS WAY TEMPE, AZ 85284
	\$5,130,750.00	DEPARTMENT	

Apparent Low Bidder is 10.6% Under Department Estimate (Difference = (\$543,662.13))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: Friday January 29, 2016, AT 11:00 A.M. (M.S.T.)

TRACS NO 040 NA 297 H8591 01C and 040 NA 297 H8608 01C
 PROJ NO NH-040-E-(215)T and NH-040-E-(216)T
 TERMINI HOLBROOK – LUPTON HIGHWAY
 LOCATION EQUIPMENT CROSSING (MP 298) and SUNVALLEY RD. –
 WASHBOARD RD.

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
1-40	298	NORTHEAST	17013
1-40	297.00 – 303.08	NORTHEAST	13415

The amount programmed for this contract is \$7,970,328.00. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed Project H8591 01C is located on I-40 at MP 298.05, in the Northeast District approximately nine miles east of Holbrook, Arizona within Navajo County. Work consists of constructing an equipment crossing in the median of I-40 connecting the two existing eastbound and westbound structures. Additional work associated with the equipment crossing construction includes construction of a skylight in the roof of the equipment crossing, grading and drainage items, guardrail removal, and repairs to existing eastbound and westbound equipment crossing structures.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
REMOVE GUARD RAIL	L.FT.	9,138
REMOVE BITUMINOUS PAVEMENT (MILLING) (2", 3 ½" and 4 ½" to 6")	SQ.YD.	198,700
ROADWAY EXCAVATION	CU.YD.	521
STRUCTURE BACKFILL	CU.YD.	240
BORROW (IN PLACE)	CU.YD.	1,379
BITUMINOUS TACK COAT	TON	183
ASPHALT BINDER (PG 70-22)	TON	2,250
ASPHALTIC CONCRETE FRICTION COURSE (ASPHALT-RUBBER)	TON	8,040
ASPHALT RUBBER MATERIAL (FOR AR-ACFC)	TON	764
ASPHALTIC CONCRETE (SHRP)(END PRODUCT ¾" MIX)	TON	44,910
STRUCTURAL CONCRETE (CLASS S)(F'C=3,000)	CU.YD.	205
REINFORCING STEEL	LB.	35,330
PAVEMENT MARKING, PREFORMED, PATTERNED, WHITE STRIPE	L.FT.	42,075
DUAL COMPONENT PAVEMENT MARKING (WHITE EPOXY)	L.FT.	101,040
DUAL COMPONENT PAVMENT MARKING (YELLOW EPOXY)	L.FT.	101,280
GUARD RAIL, W-BEAM, SINGLE FACE	L.FT.	8,075
CONTRACTOR BASED ON-THE-JOB TRAINING	HOUR	1,000
MISC. WORK (SEAL CRACKS IN AC) (POLYMER MODIFIED ASPHALT RUBBER CRACK SEALANT)	LB.	28,900
CONTRACTOR QUALITY CONTROL	L.SUM	1
CONSTRUCTION SURVEYING AND LAYOUT	L.SUM	1
GROUND-IN RUMBLE STRIP (8 and 12 INCH)	L.FT.	108,630

The proposed Project H8608 01C is located on I-40, between MP 297.00 and 303.08, approximately eight miles east of Holbrook, Arizona within Navajo County, Work consists of pavement preservation including a combination of milling, replacing and/or overlaying the existing lanes and shoulders, pavement marking and guardrail replacement, Asphaltic Concrete SPS-10 Test Sections are included on I-40 Eastbound between MP 297.00 and MP 298.67.

The time allowed for the completion of the work included in this project will be **120** working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 6.07%.

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 \$33.00, 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:	Rene Teran	(602) 712-8264
Construction Supervisor:	Carl Ericksen	(928) 524-5421

STEVE BEASLEY,
Engineer - Manager
Contracts & Specifications

040 NA 298 H859101C and 040 NA 297 H860801C
NH-040-E(215)T and NH-040-E(216)T
December 30, 2015

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

80 Working Days

The proposed work is located in Navajo County with the eastern limit extending into the City of Show Low on State Route 260 (SR 260) from Cheney Ranch Loop (MP 334.46) to Bison Ridge Trail (MP 337.48). The work consists of saw cutting and widening the existing roadway to provide additional shoulder width in the following four segments:

Segment A: MP 334.46 to MP 334.88 (Widen both sides)

Segment B: MP 335.19 to MP 335.38 (Widen both sides)

Segment C: MP 336.69 to MP 336.89 (Widen both sides)

Segment D: MP 337.35 to MP 337.48 (Widen WB direction only)

The work includes: roadway excavation, embankment construction, grading, furnishing and placing aggregate base, asphaltic concrete base, asphaltic concrete friction course, pavement marking and other related work.

Bid Opening Date : 2/5/2016, Prequalification Required, Engineer Specialist : Rene Teran

Project No.	Highway Termini	Location	Item
260 NA 334 H825601C 260-B(210)T	PAYSON-SHOWLOW HIGHWAY SR260	CHENEY RANCH LOOP TO BISON RID Globe District	17716

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$972,195.00	DEPARTMENT	
1	\$979,028.00	MEADOW VALLEY CONTRACTORS, INC.	3333 E. CAMELBACK RD, SUITE #240 PHOENIX, AZ 85018
2	\$1,047,830.39	COMBS CONSTRUCTION COMPANY, INC.	2801 S. 49TH AVENUE PHOENIX, AZ 85043
3	\$1,063,377.50	FANN CONTRACTING, INC	1403 INDUSTRIAL WAY PRESCOTT, AZ 86301
4	\$1,078,099.25	SHOW LOW CONSTRUCTION, INC.	1801 WEST DEUCE OF CLUBS, SUITE 300 SHOW LOW, AZ 85901
5	\$1,156,134.45	RUMMEL CONSTRUCTION, INC	7520 E. ADOBE DRIVE SCOTTSDALE, AZ 85255

Rank	Bid Amount	Contractor Name	Address of Contractor
6	\$1,345,000.00	N.G.U CONTRACTING, INC.	2320 E. BASELINE RD, SUITE #148-459 PHOENIX, AZ 85042-6951

Apparent Low Bidder is 0.7% Over Department Estimate (Difference = \$6,833.00)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: Friday February 5, 2016, AT 11:00 A.M. (M.S.T.)

TRACS NO 260 NA 334 H8256 01C
 PROJ NO HSIP-260-B(210)T
 TERMINI PAYSON – SHOWLOW HIGHWAY
 LOCATION CHENEY RANCH LOOP to BISON RIDGE TRAIL

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 260	334.46 – 337.48	NORTHEAST	17716

The amount programmed for this contract is \$1,355,927.00. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Navajo County with the eastern limit extending into the City of Show Low on State Route 260 (SR 260) from Cheney Ranch Loop (MP 334.46) to Bison Ridge Trail (MP 337.48). The work consists of saw cutting and widening the existing roadway to provide additional shoulder width in the following four segments:

- Segment A: MP 334.46 to MP 334.88 (Widen both sides)
- Segment B: MP 335.19 to MP 335.38 (Widen both sides)
- Segment C: MP 336.69 to MP 336.89 (Widen both sides)
- Segment D: MP 337.35 to MP 337.48 (Widen WB direction only)

The work includes: roadway excavation, embankment construction, grading, furnishing and placing aggregate base, asphaltic concrete base, asphaltic concrete friction course, pavement marking and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
REMOVAL OF AC PAVEMENT	SQ.YD.	1,516
REMOVE GUARD RAIL	L.FT.	75
ROADWAY EXCAVATION	CU.YD.	15,181
AGGREGATE BASE, CLASS 2	CU.YD.	1,790
ASPHALTIC CONCRETE (MISC. STRUCTURAL)	TON	1,608
ASPHALTIC CONCRETE FRICTION COURSE (MISC.)	TON	128
SLIP BASE (NEW)	EACH	40
FOUNDATION FOR SQUARE TUBE POST	EACH	38
SIGN POST (PERFORATED) (2 S)	L.FT.	21
SIGN POST (PERFORATED) (2 ½ S)	L.FT.	355
SIGN POST (PERFORATED) (2 ½ T)	L.FT.	83
WARNING, MARKER, OR REGULATORY SIGN PANEL	SQ.FT.	127
FLAT SHEET ALUMINUM SIGN PANEL	SQ.FT.	90
DELINEATOR (FLEXIBLE) (DOUBLE WHITE or DOUBLE YELLOW)	EACH	32
PERMANENT PAVEMENT MARKING (PAINTED) (WHITE)	L.FT.	9,500
DUAL COMPONENT PAVEMENT MARKING (WHITE EPOXY)	L.FT.	14,250
GUARD RAIL, W-BEAM, SINGLE FACE	L.FT.	1,038
CONTRACTOR QUALITY CONTROL	L.SUM	1
CONSTRUCTION SURVEYING AND LAYOUT	L.SUM	1
GROUND-IN RUMBLE STRIP (8 INCH)	L.FT.	7,000

The time allowed for the completion of the work included in this project will be 80 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 7.74%

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 \$27.00, 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. A Geotechnical Report is also available on CD for \$5.00. 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:
Construction Supervisor:

Rene Teran
Elaine Leavens-Cooke

(602) 712-8264
(928) 532-2330

STEVE BEASLEY,
Engineer - Manager
Contracts & Specifications

260 NA 334 H8256 01C
HSIP-260-B(210)T
December 30, 2015

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

60 Working Days

The proposed removal and installation of new signs work is located in the City of Glendale in Maricopa County. The proposed work is located throughout the City of Glendale. The work consists of removal of existing sign panels and installation of new sign panels on the existing sign posts and foundations.

Bid Opening Date : 2/26/2016, Prequalification Required, Engineer Specialist : Shah Rimpal

Project No.	Highway Termini	Location	Item
0000 MA GLN SH60801C GLN-0-(245)T	CITY OF GLENDALE	VARIOUS LOCATIONS Phoenix District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$143,273.00	ABBCO SIGN GROUP, INC.	8557 W. POTTER DRIVE PEORIA, AZ 85382
2	\$149,337.40	AJP ELECTRIC, INC.	11250 N. CAVE CREEK RD. PHOENIX, AZ 85020
3	\$157,355.57	TRAFFICADE SIGNS AND SALES, INC.	2544 W MCDOWELL RD PHOENIX, AZ 85009
4	\$163,361.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027
	\$169,086.00	DEPARTMENT	
5	\$169,993.00	SUNLINE CONTRACTING, LLC	820 N 17TH AVENUE PHOENIX, AZ 85007
6	\$203,753.25	ROADWAY ELECTRIC, LLC	2035 W. MOUNTAIN VIEW ROAD PHOENIX, AZ 85021
7	\$206,891.00	MEADOW VALLEY CONTRACTORS, INC.	PO BOX 60726 PHOENIX, AZ 85082

Rank	Bid Amount	Contractor Name	Address of Contractor
8	\$274,265.80	CONTRACTORS WEST, INC.	1830 W. BROADWAY RD. MESA, AZ 85202

Apparent Low Bidder is 15.3% Under Department Estimate (Difference = (\$25,813.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JANUARY 08, 2016 AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 MA GLN SH60801C
PROJ NO HSIP-GLN-0(245)T
TERMINI CITY OF GLENDALE
LOCATION VARIOUS LOCATIONS

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	PHOENIX	LOCAL

The amount programmed for this contract is \$240,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed removal and installation of new signs work is located in the City of Glendale in Maricopa County. The proposed work is located throughout the City of Glendale. The work consists of removal of existing sign panels and installation of new sign panels on the existing sign posts and foundations.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Removal of Sign Panel	Each	1,777
Warning, Marker or Regulatory Sign Panel	Sq.Ft.	9,813
Truck Mounted Attenuator	Each-Day	60

The time allowed for the completion of the work included in this project will be 60 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Project plans, special provisions, and proposal pamphlets may be purchased 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 \$29, 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:	Mahfuz Anwar	(602) 712-7663
Construction Supervisor:	Mike Zimnick	(602) 712-8366

STEVE BEASLEY,
Manager
Contracts & Specifications Section

0000 MA GLN SH60801C
HSIP-GLN-0(245)T
December 07, 2015

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

120 Calendar Days

The proposed work is located in Maricopa County within the City of Glendale, along the Grand Canal, beginning at 107th Avenue alignment extending to the 103rd Avenue alignment. The work resumes at 99th Avenue and continues to east of the Loop 101 northbound on-ramp. The work consists of constructing approximately 4600 feet of new concrete multi-use pathway. The work also includes landscaping and other related work.

Bid Opening Date : 2/5/2016, Prequalification Required, Engineer Specialist : Mahfuz Anwar

Project No.	Highway Termini	Location	Item
0000 MA GLN SL61901C GLN-0-(203)T	CITY OF GLENDALE	GRAND CANAL MUP: LOOP 101 TO Phoenix District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$557,940.84	COMBS CONSTRUCTION COMPANY, INC.	2801 S. 49TH AVENUE PHOENIX, AZ 85043
2	\$595,000.00	VISUS ENGINEERING CONSTRUCTION, INC.	1831 NORTH ROCHESTER MESA, AZ 85205
3	\$647,985.00	VALLEY CREST LANDSCAPE DEVELOPMENT, INC.	2926 E. ILLINI STREET PHOENIX, AZ 85040
	\$685,768.00	DEPARTMENT	
4	\$695,043.22	BRISTON CONSTRUCTION, LLC	309 E. 10TH DRIVE MESA, AZ 85210-8706
5	\$703,703.00	J. BANICKI CONSTRUCTION, INC.	6423 S. ASH AVENUE TEMPE, AZ 85283

Rank	Bid Amount	Contractor Name	Address of Contractor
6	\$923,691.35	N.G.U CONTRACTING, INC.	2320 E. BASELINE RD, SUITE #148-459 PHOENIX, AZ 85042-6951

Apparent Low Bidder is 18.6% Under Department Estimate (Difference = (\$127,827.16))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 05, 2016 AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 MA GLN SL61901C
 PROJ NO TEA-CM-GLN-0(203)T
 TERMINI CITY OF GLENDALE
 LOCATION GRAND CANAL BETWEEN LOOP 101 & N 107TH AVE (NEW RIVER)

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	CENTRAL	LOCAL

The amount programmed for this contract is \$842,917.00. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Maricopa County within the City of Glendale, along the Grand Canal, beginning at 107th Avenue alignment extending to the 103rd Avenue alignment. The work resumes at 99th Avenue and continues to east of the Loop 101 northbound on-ramp. The work consists of constructing approximately 4600 feet of new concrete multi-use pathway. The work also includes landscaping and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
REMOVAL OF CONCRETE CURB AND GUTTER	L.FT.	125
REMOVAL OF CONCRETE SIDEWAKS, DRIVEWAYS AND SLABS	SQ.YD.	218
REMOVAL OF ASPHALTIC CONCRETE PAVEMENT	SQ.YD.	197
ROADWAY EXCAVATION	CU.YD.	1,032
BORROW	CU.YD.	1,148
AGGREGATE BASE CLASS 2	CU.YD.	451
ASPHALTIC CONCRETE(MISC. STRUCTURAL)(SPECIAL MIX)	TON	93
DECOMPOSED GRANITE (1/2" SCREENED GOLD)	SQ.YD.	770
TREE (VARIOUS SIZES)	EACH	118
SHRUB (VARIOUS SIZES)	EACH	588
CONTROLLER (AUTOMATIC)(12 STATION)(SOLAR)	EACH	1
PIPE (PVC)(VARIOUS SIZES)	L.FT.	9,297
EROSION CONTROL(WATTLE)(9")	L.FT.	5,630
RECONSTRUCT CHAIN LINK FENCE	L.FT.	2,895
CONCRETE SIDEWALK (C-05.20)	SQ.FT.	36,082
CONSTRUCTION SURVEYING AND LAYOUT	L.SUM	1

The time allowed for the completion of the work included in the Construction Phase of the contract will be **120** calendar days.

The time allowed for the completion of the work included in the Landscape Establishment Phase of the contract will be **180** calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 11.50.

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 \$45.00, 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:	Mahfuz Anwar	(602) 712-7663
Construction Supervisor:	Mike Zimnick	(602) 712-8366

STEVE BEASLEY,
Engineer Manager
Contracts & Specifications Section

0000 MA GLN SL61901C
TEA-CM-GLN-0(203)T
December 30, 2015

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

200 Working Days

The proposed work is located in Yavapai County in various locations in the Town of Prescott Valley. The work consists of constructing asphaltic concrete pathway, sidewalk, retaining walls, placing drainage pipes, and other miscellaneous work.

Bid Opening Date : 2/26/2016, Prequalification Required, Engineer Specialist : Jedidiah Young

Project No.	Highway Termini	Location	Item
0000 YV PRV SL68001C PRV-0-(205)T	TOWN OF PRESCOTT VALLEY	LAKESHORE DR. TO 89A Prescott District	Local

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$1,391,525.50	DEPARTMENT	
1	\$1,613,000.00	J. BANICKI CONSTRUCTION, INC.	6423 S. ASH AVENUE TEMPE, AZ 85283
2	\$1,632,146.20	ASPHALT PAVING & SUPPLY, INC.	2425 NORTH GLASSFORD HILL RD PRESCOTT VALLEY, AZ 86314
3	\$1,854,734.65	COMBS CONSTRUCTION COMPANY, INC.	2801 S. 49TH AVENUE PHOENIX, AZ 85043
4	\$1,890,000.05	N.G.U CONTRACTING, INC.	2320 E. BASELINE RD, SUITE #148-459 PHOENIX, AZ 85042-6951
5	\$1,890,199.00	FANN CONTRACTING, INC	1403 INDUSTRIAL WAY PRESCOTT, AZ 86301

Rank	Bid Amount	Contractor Name	Address of Contractor
6	\$2,151,864.30	STANDARD CONSTRUCTION COMPANY, INC.	810 E WESTERN AVE AVONDALE, AZ 85323

Apparent Low Bidder is 15.9% Over Department Estimate (Difference = \$221,474.50)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JANUARY 29, 2016, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 YV PRV SL68001C
PROJ NO TEA-PRV-0(205)T
TERMINI TOWN OF PRESCOTT VALLEY
LOCATION LAKESHORE DR. TO 89A

ROUTE NO. MILEPOST DISTRICT ITEM NO.
N/A N/A NORTHWEST LOCAL

The amount programmed for this contract is \$1,746,000. 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 in various locations in the Town of Prescott Valley. The work consists of constructing asphaltic concrete pathway, sidewalk, retaining walls, placing drainage pipes, and other miscellaneous work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Roadway Excavation	Cu. Yd.	2,400
Borrow (In Place)	Cu. Yd.	1,900
Aggregate Base Class 2	Cu. Yd.	2,400
Asphaltic Concrete (Miscellaneous Structural)	Ton	1,350
Pipe (Different Types and Sizes)	L. Ft.	2,000
Metal Handrail (42" and 56")	L. Ft.	6,600
Concrete Sidewalk (C-05.20)	Sq. Ft.	32,000
Retaining Wall (Segmental Block Wall)	Sq. Ft.	7,100
Contractor Quality Control	L. Sum	1
Construction Survey and Layout	L. Sum	1

The time allowed for the completion of the work included in this project will be 200 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 9.11.

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 \$124.00,

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:	Jedidiah Young	(602) 712-8117
Construction Supervisor:	Janet Doerstling	(928) 277-2906

STEVE BEASLEY,
Engineer - Manager
Contracts & Specifications

This project was advertised on Friday December 11, 2015

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

55 Working Days

The proposed pavement micro surfacing application for project 017 CN 333 H8749 is located in Coconino County on I-17 from MP 333.90 to MP 339.90. The work consists of micro surface seal application and other related work.

The proposed pavement micro surfacing application for project 098 CN 340 H8750 is located in Coconino County on SR 98 from MP 340.0 to MP 349.0 within Navajo Nation Reservation. The work consists of micro surface seal application and other related work.

Bid Opening Date : 2/12/2016, Prequalification Required, Engineer Specialist : Ghorbani Mahmood

Project No.	Highway Termini	Location	Item
017 CN 333 H874901C 017-B(231)T	CORDES JCT - FLAGSTAFF HIGHWAY (I-17)	MOUNTAINAIRE RD - LAKE MARY RD Flagstaff District	6706
098 CN 340 H875001C 098-A(201)T	PAGE - JCT US 160 HIGHWAY (SR 98)	BIA RT 6330 - NAVAJO MT RD Flagstaff District	6713

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$1,087,576.15	SOUTHWEST SLURRY SEAL, INC.	22855 N. 21ST AVENUE PHOENIX, AZ 85027-2034
2	\$1,281,418.41	GENEVA ROCK PRODUCTS, INC.	302 WEST 5400 SOUTH #201 MURRAY, UT 84107
	\$1,313,978.41	DEPARTMENT	
3	\$1,325,501.00	INTERMOUNTAIN SLURRY SEAL, INC.	P.O BOX 26754 SALT LAKE CITY, UT 84126

Apparent Low Bidder is 17.2% Under Department Estimate (Difference = (\$226,402.26))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 12, 2016, AT 11:00 A.M. (M.S.T.)

TRACS NO 017 CN 333 H874901C
PROJ NO IM-017-B(231)T
TERMINI CORDES JCT – FLAGSTAFF HIGHWAY (I-17)
LOCATION MOUNTAINEER ROAD - LAKE MARY ROAD

TRACS NO 098 CN 340 H875001C
PROJ NO STP-098-A(201)T
TERMINI PAGE JCT US 160 HIGHWAY (SR 98)
LOCATION BIA ROUTE 6330 - NAVAJO MOUNTAIN ROAD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I – 17	333.90 – 339.90	FLAGSTAFF	6706
SR 98	340.00 – 349.00	FLAGSTAFF	6713

The amount programmed for this contract is \$ 1,820,000. The location and description of the proposed work are as follows:

The proposed pavement micro surfacing application for project 017 CN 333 H8749 is located in Coconino County on I-17 from MP 333.90 to MP 339.90. The work consists of micro surface seal application and other related work.

The proposed pavement micro surfacing application for project 098 CN 340 H8750 is located in Coconino County on SR 98 from MP 340.0 to MP 349.0 within Navajo Nation Reservation. The work consists of micro surface seal application and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Emulsified Asphalt (Polymer Modified)(CQS-1hP)	TON	647
Mineral Aggregate Type III	TON	4,970
Pavement Marker, Recessed, Type C , D & E (W & Y)	EACH	2,788
Dual Component Pavement Marking (W & Y Epoxy)	L.FT.	332,227
Permanent Pavement Marking (W & Y Painted)	L.FT.	221,151

The time allowed for the completion of the work included in this project will be 55 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The 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.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 3.12.

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 \$9.00, 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:	Mahmood B. Ghorbani	(602) 712-6093
Construction Supervisor:	Brenden Foley	(928) 714-2225

STEVE BEASLEY, PE, Group Manager
Contracts & Specifications

017 CN 333 H874901C and 098 CN 340 H875001C
IM-017-B(231)T STP-098-A(201)T
Advertise Date: 11-12-2015

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

95 Working Days

The proposed work is located in Mohave County, within the City of Kingman, on SR 66 / Andy Devine Avenue and First Street. The work consists of intersection improvements, constructing a new hybrid beacon for a pedestrian crossing, constructing sidewalk and ramps, installing pavement marking, and related work.

Bid Opening Date : 2/26/2016, Prequalification Required, Engineer Specialist : Brandon Campbell

Project No.	Highway Termini	Location	Item
066 MO 049 H861201C SB-AZ-12(002)T	CITY OF KINGMAN	SR66; ANDY DEVINE & FIRST ST Kingman District	90000

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$160,243.20	DEPARTMENT	
1	\$230,259.65	AJP ELECTRIC, INC.	11250 N. CAVE CREEK RD. PHOENIX, AZ 85020
2	\$241,282.40	ROADWAY ELECTRIC, LLC	2035 W. MOUNTAIN VIEW ROAD PHOENIX, AZ 85021
3	\$242,269.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027
4	\$269,084.20	UTILITY CONSTRUCTION COMPANY, INC.	P.O. BOX 1774 GILBERT, AZ 85299

Apparent Low Bidder is 43.7% Over Department Estimate (Difference = \$70,016.45)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 5, 2016, AT 11:00 A.M. (M.S.T.)

TRACS NO 066 MO 049 H8612 01C
PROJ NO SB-AZ-12(002)T
TERMINI CITY OF KINGMAN
LOCATION SR-66 / ANDY DEVINE AVENUE AND FIRST STREET

ROUTE NO. MILEPOST DISTRICT ITEM NO.
SR 66 49.40 to 49.60 NORTHWEST 90000

The amount programmed for this contract is \$256,000. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed work is located in Mohave County, within the City of Kingman, on SR 66 / Andy Devine Avenue and First Street. The work consists of intersection improvements, constructing a new hybrid beacon for a pedestrian crossing, constructing sidewalk and ramps, installing pavement marking, and related work.

Table with 3 columns: REPRESENTATIVE ITEMS, UNIT, QUANTITY. Includes items like Aggregate Base, Emulsified Asphalt, Pavement Marking, Pole, Electrical Conduit, Traffic Signal Face, Control Cabinet, Concrete Curb and Gutter, Concrete Sidewalk.

The time allowed for the completion of the work included in this project will be 95 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 5.23 %.

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 \$18, 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:	Brandon Campbell	(602) 712-8257
Construction Supervisor:	Allison Baker	(928) 715-6989

STEVE BEASLEY,
Engineer - Manager
Contracts & Specifications

066 MO 049 H8612 01C
SB-AZ-12(002)T
B.C. h861201c: Advertised on December 18, 2015

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

175 Working Days

The proposed project is located in Greenlee County, on State Route 75, from mile post 378.92 to mile post 391.98, beginning in the Town of Duncan at the intersection with US 70 and extending north for 13.06 miles. The proposed work includes the milling and replacement of existing pavement, including turnouts; reconstruction of sidewalks, sidewalk ramps, and driveways near the US 70/SR 75 intersection; relocation of existing mailboxes; construction of pullouts for access to mailboxes; replacement of guardrail end terminals; reconstruction of bridge barriers and dados; installation of new three-beam transitions; signing and striping; and other related work.

Bid Opening Date : 2/26/2016, Prequalification Required, Engineer Specialist : Vian Rashid

Project No.	Highway Termini	Location	Item
075 GE 378 H815201C 075-A-(201)T	DUNCAN - GUTHRIE HIGHWAY, SR 75	US 70- APACHE CREEK BRIDGE Safford District	13815

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$4,395,000.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W. DRIVERS WAY TEMPE, AZ 85284
2	\$4,634,976.66	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
3	\$4,798,245.20	CKC CONSTRUCTION & MATERIALS LLC	1234 E. AIRPORT ROAD SAFFORD, AZ 85546
	\$5,685,725.65	DEPARTMENT	

Apparent Low Bidder is 22.7% Under Department Estimate (Difference = (\$1,290,725.65))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, FEBRUARY 26, 2016, AT 11:00 A.M. (M.S.T.)

TRACS NO 075 GE 378 H8152 01C
 PROJ NO STP-075-A(201)T
 TERMINI DUNCAN - GUTHRIE HIGHWAY, SR 75
 LOCATION US 70 – APACHE CREEK BRIDGE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 75	378.92 to 391.98	SOUTHEAST	13815

The amount programmed for this contract is \$8,000,000.00. The location and description of the proposed work and the representative items and approximate quantities are as follows:

The proposed project is located in Greenlee County, on State Route 75, from mile post 378.92 to mile post 391.98, beginning in the Town of Duncan at the intersection with US 70 and extending north for 13.06 miles. The proposed work includes the milling and replacement of existing pavement, including turnouts; reconstruction of sidewalks, sidewalk ramps, and driveways near the US 70/SR 75 intersection; relocation of existing mailboxes; construction of pullouts for access to mailboxes; replacement of guardrail end terminals; reconstruction of bridge barriers and dados; installation of new thrie-beam transitions; signing and striping; and other related work.

REPRESENTATIVE ITEMS	UNIT	QUANTITY
Removal of Concrete Sidewalks, Driveways and Slabs	SQ.FT.	1,262
Remove and Relocate Mailboxes	EACH	91
Remove Guard Rail	L.FT.	2,913
Remove Bituminous Pavement (Variable Milling)	SQ.YD.	289,084
Shoulder Build-Up (Milled AC)	L.FT.	105,298
Grading Roadway for Pavement	SQ.YD.	590
Asphalt Binder (PG 70-10)	TON	1,927
Asphalt Concrete Friction Course (Special with PG 76-22 TR+)	TON	5,762
Asphalt Concrete (Miscellaneous Structural)	TON	2,152
Asphalt Concrete (3/4" Mix) (End Product)	TON	38,534
F-Shape Bridge Concrete Barrier and Transition (34")	L.FT.	518
Warning, Marker, or Regulatory Sign Panel	SQ. FT.	268
Flagging Services (DPS & Local Enforcement Officer)	HOUR	2460
Pavement Marking Thermoplastic 0.090" (White & Yellow)	L.FT.	282,000
Erosion Control (Wattles) (9")	L.FT.	5,388
Guard rail, W-Beam, Single Face	L.FT.	2,050
Concrete Curb and Gutter (C-05.10)(Type G)	L.FT.	484
Concrete Sidewalk (C-05.20)	SQ.FT.	1,769
Force Account Work (Removal of Asbestos Material)	L.SUM	1
Force Account Work (Railroad Flagging Services)	L.SUM	1
Force Account (Add. Moni, Sam., Test., Impaired Water)	L.SUM	1
Contractor Quality Control	L.SUM	1
Construction Surveying and Layout	L.SUM	1
Ground-In Rumble Strip (8 Inch)	L.FT.	97,000

The time allowed for the completion of the work included in this project will be 175 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 5.93.

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 \$58, 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:	Vian Rashid	(602) 712-8260
Construction Supervisor:	Brian W. Jervas	(928) 432-4936

STEVE BEASLEY,
Group Manager
Contracts & Specifications

075 GE 378 H8152 01C,
12/23/2015; VR: