



Director's Office

Katie Hobbs, Governor

Jennifer Toth, Director

October 15, 2023

The Honorable Katie Hobbs
Governor of Arizona
Executive Tower
1700 West Washington Street
Phoenix, AZ 85007

Dear Governor Hobbs:

I respectfully submit the Arizona Department of Transportation (ADOT) FY 2025 Capital Improvement Plan (CIP). The total funding request in FY 2025 is for \$42,330,100. The request includes \$22,540,100 for building renewal and \$19,790,000 in capital improvement funding.

Building Renewal

The buildings and infrastructure within ADOT's system of facilities are in continuous need of maintenance and repair due to age and high usage. ADOT is requesting the Building Renewal formula be fully funded at 100% in FY 2025. This year's request is to fully fund building renewal according to the established formula. The funding request of \$22,540,100 includes \$22,082,800 from the Highway Fund and \$457,300 from the Aviation Fund.

Capital

The request for new capital project funding of \$19,790,000 represents four important projects. The first request of \$5,660,000 will replace vehicle fueling facilities at three (3) locations: Payson, Phoenix (Durango St), and Mesa (Recker Rd). These sites are strategically located in northern Arizona, central Phoenix, and along the US-60 to allow ADOT and other agencies to receive fuel. ADOT manages 57 fueling facilities located throughout the State of Arizona, issuing more than 4 million gallons of fuel annually. Currently, 16 of the 57 fuel facilities have fueling equipment that is more than 30 years in age with single wall tanks. Continued investment is needed for the replacement/upgrade of the equipment at these fuel facilities. ADOT has received funding for and is in the process of replacing 10 of the 16 sites (FY 2022 3 sites, FY 2023 4 sites and FY 2024 3 sites).

The second request of \$4,240,000 is to construct two new 2,500 square foot buildings, one at Little Antelope and one at Gray Mountain, to include offices for supervisor and lead, crew room, meeting/training area, computer workstations, ADA-compliant restrooms, and breakroom. ADOT plans to utilize the building designs from the Williams and Seligman maintenance yards. The new facilities will provide adequate work space for administrative offices and space to hold safety meetings, unit training, lockers, and work stations.

The third request of \$5,850,000 is for the construction of an approximately 10,000 square foot metal pre-engineered building/shop facility with three 25' x 80' dual-capacity drive-thru bays at the Avondale yard. The new building will include six vehicle service stations with high-lift abilities for performing maintenance on all ADOT and State Fleet vehicles and equipment. Also included will be a covered and an open bay for equipment cleaning and washing and space for restrooms, break areas, parts room, and offices. Minimal site improvements are required, and it is assumed that adequate utilities are available.

The existing truck-port structure currently used for ADOT's Equipment Services will remain and be used for equipment storage by ADOT yard operations.

Finally, of the remaining \$4,040,000 is to construct a four (4) bay truck barn and an office and crew area at the Kayenta yard. This will facilitate storage of snow-removal equipment inside during winter conditions and also provide Equipment Services and other personnel with a modern, safe area to service and repair equipment. The new office area would provide modern, updated work areas for the staff with Americans with Disabilities Act (ADA)-compliant restroom facilities, crew spaces, and a training room.

ADOT and DPS have continued to collaborate and communicate with one another about upcoming CIP needs. The intent is to identify areas where collaboration will accommodate joint projects in an attempt to achieve operational efficiencies and cost savings. No projects in ADOT's FY 2025 CIP request were identified that met DPS' facility requirements and needs.

It is imperative that we continue to strategically invest in capital projects that will yield high benefits for years to come. I look forward to discussing the request with you and members of your staff.

Sincerely,



Jennifer Toth
Director

Enclosure

**STATE OF ARIZONA
FY 2025 CAPITAL IMPROVEMENT PLAN
TRANSMITTAL STATEMENT**

Form
CIP-1
(Rev 1/03)

AGENCY: DEPARTMENT OF TRANSPORTATION

A.R.S. CITATION: 28-331

	Building Renewal Needs	FY 2025 Capital Request	Total Request
GENERAL FUNDS			
OTHER APPROPRIATED FUNDS	\$22,540,100	\$ 19,790,000	\$ 42,330,100
FEDERAL FUNDS			
NON-APPROPRIATED FUNDS			
TOTAL REQUEST	\$ 22,540,100	\$ 19,790,000	\$ 42,330,100

This and the accompanying schedules, statements, and explanatory information, constitute the Capital Budget estimates of this agency for proposed expenditures.

All statements and explanations contained in the estimates submitted herewith are true and correct to the best of my knowledge.

Jennifer Toth
Signature of Agency Head

Director
Title

John C. Hetzel, Jr.
Request Prepared by

Facilities Manager
Title

602-712-7952
Phone

10/15/2023
Date

**STATE OF ARIZONA
FY 2025 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT REQUEST SUMMARY**

Form
CIP-2
(Rev 1/03)

Agency: DEPARTMENT OF TRANSPORTATION

Priority	Project Name	Project Description	Fund Sources	Total Costs
1	Vehicle Fueling Facilities Statewide ¹	Replace vehicle fueling facilities at Payson, Phoenix (Durango), and Mesa (Recker Rd)	Highway	\$ 5,660,000
2	New Maintenance Offices and Crew Rooms at Little Antelope and Gray Mountain ¹	Construct two new roadway maintenance offices and crew rooms at Little Antelope and Gray Mountain	Highway	\$ 4,240,000
3	Avondale Vehicle Repair Shop ¹	Construct new 3 bay vehicle repair shop	Highway	\$ 5,850,000
4	Kayenta Truck Barn and Maintenance Office ¹	Construct new 4 bay equipment barn with office and crew room	Highway	\$ 4,040,000
TOTAL OF PROJECTS SUBMITTED				\$ 19,790,000

¹ ADOT requests the FY 2025 Capital Projects be appropriated for a minimum period of 3 years.

**STATE OF ARIZONA
FY 2025 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT SCOPE & COST**

Form
CIP-3
Rev(2/04)

Agency: Arizona Department of Transportation

Project: Replace Vehicle Fueling Facilities at Payson, Phoenix (Durango), and Mesa (Recker Rd)

Priority: 1

Project Scope		Construction Cost	Total Project Cost
GSF	NASF	\$/GSF	\$/NASF
		N/A	N/A

Capital Cost Estimate ¹	
Category	Cost
Land Acquisition	\$ -
Construction	\$ 4,950,000
A & E Fees	\$ 300,000
F F & E	
Other	\$ 410,000
Total	\$ 5,660,000

Proposed Funding ²	
Funding Source	Amount
Prior Appropriation	
General Fund Request	
Highway	\$ 5,660,000
Other:	
Total	\$ 5,660,000

Estimated Change Annual Facility Operations/Maintenance	
Category	Annual Cost
Utilities	
Personnel*	
Other	
Total	
Fund Source	HWY
*No. of FTE's	

Proposed Funding Schedule ³				
Total Costs	Prior	FY 2025	FY 2026	FY 2027
\$ 5,660,000		\$ 5,660,000		

Proposed Work Schedule	
Phase	Start Date
Planning	Complete
Design	Jul-24
Construction	Jul-25
Occupancy	Jun-26

1) Land Acquisition = land purchase price; Construction = site development, construction, fixed equipment, utility extensions, parking & landscaping;

A&E = architect and engineering and other professional services; FF&E = furniture, fixtures & equipment; Other = telecommunications equipment, etc.

2) List all funding sources and clearly identify proposed state funding request. Section will expand and contract based upon the number of funding sources.

3) Identify the years in which funding will be requested for multi-year funding.

**STATE OF ARIZONA
FY 2025 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT DESCRIPTION**

Form
CIP-4
Rev (2/04)

Agency: Arizona Department of Transportation

Project: Replace Vehicle Fueling Facilities at Payson, Phoenix (Durango), and Mesa (Recker Rd)

Priority: 1

Problem/Justification

The ADOT Equipment Services Fuel Systems Management Group manages 57 fueling facilities located throughout the State of Arizona, issuing over 4 million gallons of diesel, unleaded and E-85 fuel annually.

The fuel systems operation currently does not receive funds for replacement/upgrade of equipment after the total lifecycle has been depleted. ADOT's fueling network is the main source of energy for the agency's day-to-day operations and serves as the main fueling infrastructure in case of a State emergency. Some years ago, ADOT was granted funds from the legislature to install fuel islands and at the same time was identified as the State's fuel supplier going forward. This enterprise model eliminates other agencies requesting funds for fueling infrastructures and allows agencies to fuel at ADOT. As a result, agencies such as the Department of Public Safety, Department of Administration, County Sheriff Departments, and over 40 other municipalities utilize ADOT's fueling systems through an intergovernmental agreement process. The fuel sites also provide fuel for snow removal activities, emergency first responders, and specialized equipment for general roadway maintenance crews.

An evaluation was performed on the agency's 108 Aboveground Storage Tanks (AST), Underground Storage Tanks (UST), and the associated piping systems. Each fuel system was evaluated based on four factors; age of tank, age of connected piping, materials used, and type of tank -- either single or double wall construction. This study was conducted by Scott Chandler, Devin Darlek and James Brown, with over 80 years combined fuel system experience. These individuals are ADOT's subject matter fuel systems experts. The average lifecycle for a typical fueling system is 30 years.

Currently, 16 of the 57 fuel facilities have fueling equipment that is more than 30 years in age with single wall tanks. Continued investment is needed to continue the replacement/upgrade of the equipment at these fuel facilities. ADOT has received funding and is in the process of replacing 10 of the 16 sites (FY 2022 3 sites, FY 2023 4 sites and FY 2024 3 sites). The next three (3) that need replacement are Payson, Phoenix (Durango), and Mesa (Recker Rd). These sites are strategically located in northern Arizona, central Phoenix, along the US-60 to allow ADOT and other agencies to receive fuel.

The State Risk Management office completed a review of State-Agency-owned USTs in 2016. This was based on research from the Arizona Department of Environmental Quality (ADEQ) records. In this report they concluded the service life of a UST is roughly 20-30 years. Risk Management noted that agencies should assess the continued need for older gasoline USTs because of the high risk of the UST failing and causing pollution. Additionally, subsurface contamination due to slow leaks may exist even if the inventory control and leak detection systems do not indicate a release. Most leak detection and inventory control methods can only detect releases that exceed 150 gallons per month. State Risk believes the best method to monitor USTs for leaks is by checking the interstitial space of the tank and the piping.

Problem/Justification (continued)

The diesel tanks have 30+ years of sludge in the bottom of the tank that clogs the filters faster than normal. Pieces of clear coat have been found in the filter screen. This is usually the first sign of major degradation in the Fiberglass Reinforced Plastic (FRP) UST. This is a problem since the clear coat which is more resistant to the chemicals in the fuel is the main protective coating for the FRP tank.

Methanol residue in the bio-diesel (added to diesel fuel to improve lubricity) appears to have a similar effect as ethanol when reacting with the fiberglass tanks constructed prior to 1983. The alcohols have an affinity for water causing the water to coalesce out of the fuels and settle on the bottom of the tank. The microbes living in the water eat the fuel and excrete acetic acid as a waste product. Acetic acid has been demonstrated to damage both FRP and steel tank, which can damage the tank structure. The other issue is the alcohols in the fuel can react with the FRP resin on these tanks to degrade and dissolve the resin. Over time it is possible the alcohols can soften the resin, increasing the likelihood for tank to have a structural failure. The result would be fuel leaking into the environment.

Diesel tanks also have red thread A.O. Smith fiberglass product lines. Neither the red thread piping nor the glue kits used to assemble them claimed to be Ethanol compatible. The red thread pipe line was replaced with green thread and later with silver thread by the manufacturer in an effort to keep the piping certifiable for use with the ever-changing fuel blends mandated by the EPA (including ethanol and other chemicals introduced into the unleaded fuel to reduce emissions).

Unfortunately, the ultra-low Sulphur fuel (15 PPM) has also shown to have detrimental effects on the diesel fueling equipment. The largest problem is the fuel "drying" out the seals of the dispensing equipment. These product lines are not a "safe system", meaning if a problem was to develop in the piping the fuel could seep into the surrounding soil and evade detection. The EPA rule mandates precision line testing once every three years. ADOT has implemented a more rigorous testing regime: ADOT tests once per year. Even with a more aggressive testing schedule, the possibility still exists for the lines to leak before detection.

ADOT recommends replacing these systems prior to them failing and or causing pollution into the environment. Additionally, as these sites continue to age the amount of spare parts, breakdown, service calls and time out-of-service will continue to rise. The sites below have the year when the tanks and piping were installed.

- Payson: Tanks installed 1983, pipes installed 1992
- Phoenix (Durango): Diesel and Unleaded Tanks installed 1990 and piping installed 2014
- Mesa (Recker Rd.): Diesel and Unleaded Tanks and piping installed 1983

Proposed Solution

The proposed solution is to replace the entire fueling system at Payson, Phoenix, and Mesa. This includes the underground storage tanks, all piping, sumps, dispensers, fuel booth canopy etc.

The proposed replacement would be to add two new 12,000 aboveground storage tanks (AST) built to the UL 2085 standard and piped to a remote fuel island. To comply with federal regulations, ADOT recommends double wall piping sumps, dispenser pans, connected by double wall piping running through a chase pipe. The chase pipe allows for product line replacement without the need for excavation in the event of a piping failure. ADOT recommends an OPW flex work pipe, Gas Boy dispenser, Red Jacket submersible sump pumps, Veeder Root 450 for Automatic Tank Gauge (ATG) with all the containment structures continuously monitored for leaks by the ATG. The electronic monitoring fulfills the 2015 EPA requirement for monthly inspections that took effect October 2018. There should be containment around off-loading header and sensors in piping sump and dispensers. Lastly, ADOT recommends a fuel island canopy with LED lighting and a booth to store the Fuel Force, spill kit etc.

ADOT requests the project be appropriated for a minimum period of 3 years to ensure the project can be completed within the allotted timeframes.

Benefits

The new fueling facilities at Payson, Phoenix, and Mesa would provide a reliable fueling system that supports 51,000 fuel transactions, with 571,000 gallons of Diesel and Unleaded fuel issued annually.

The two main benefits for this fuel facility replacement are to have a dependable fueling system and protect the environment against a fuel leak. Additionally, these systems will reduce the amount of time spent repairing the 30+ year old systems.

A modern AST system consists of a double wall tank with monitoring between the two shells of the tank structure. The tanks are built to the 2018 standard and are two-hour fire and ballistic rated. Liability insurance is less expensive for an AST system since the entire storage tank area can be visually inspected to verify the tanks are not leaking fuel and are therefore safer than a UST storage system. The ASTs are located at a safe distance away from the fuel island; this provides an additional level of safety for the customer since they can stay outside of the fuel storage area during fuel off-loading.

Consequences of Deferral

If current conditions remain at the fueling facilities, the probability of a fuel release will increase each year. The aging fueling equipment will break down more frequently. This will lead to costly repairs and downtime, leaving the site out-of-service more frequently which results in customers searching for fueling locations. This could be a major problem with large equipment such as snow plows, etc., especially during a snow emergency coupled with a loss of utility power. (These fuel sites are equipped with emergency power back-up systems.) Additionally, if the site has a fuel release or is not in compliance, ADOT could receive fines up to \$10,000 per day and/or be required to pay expensive remediation fees to clean up the site.

Everything has a usable lifespan, and, although the life can be prolonged by carefully maintaining the equipment, eventually it will fail. Fuel storage tank manufacturers provide a maximum of a 30-year guarantee on the storage tanks they manufacturer. The 30-year timeframe is based on historical data that has been gathered since fuel has been stored in large tanks to service the motoring public.

The FRP tanks are immune to rust but not from degradation caused by the newer fuel formulations. All the major tank manufacturers claim zero compatibility with Ethanol for tanks manufactured prior to 1983; that has presented a problem since Ethanol began to replace MTBE 15 years ago. The mandate was for 10% Ethanol and 90% gasoline, but due to splash blending concentrations as high as 22% were found by regulators. Rules were put into place that prohibited splash blending to insure that 10% was being delivered to the customer's storage tanks. There have been many reports of FRP tanks failing at the seams or sometimes the entire tank bottom. ADOT experienced a failed FRP tank in 2017 at its Avondale facility and in 2021 at its Needle Mountain facility. At the Avondale facility, an interior video shows massive damage to the clear coat lining of the tank as well as resin deterioration to the point that the fiberglass mesh was clearly visible in many parts of the tank bottom. Fortunately, the automatic tank gauge warned of the impending failure and ADOT was only unable to account for approximately 178 gallons after immediately responding to the data indicating a problem. Environmental characterization of the Avondale tank pit indicated the hydrocarbons and chemicals were well below the action levels mandated by the EPA so the site was successfully closed with no further remediation necessary.

Coordination with the Department of Public Safety (DPS)

N/A

**STATE OF ARIZONA
FY 2025 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT SCOPE & COST**

Form
CIP-3
Rev(2/04)

Agency: Arizona Department of Transportation

Project: Construct New Roadway Maintenance Offices and Crew Rooms at Little Antelope and Gray Mountain

Priority: 2

Project Scope		Construction Cost	Total Project Cost
GSF	NASF	\$/GSF	\$/NASF
5000	5000	\$ 640	\$ 848

Capital Cost Estimate ¹	
Category	Cost
Land Acquisition	\$ -
Construction	\$ 3,200,000
A & E Fees	\$ 320,000
F F & E	\$ 400,000
Other	\$ 320,000
Total	\$ 4,240,000

Proposed Funding ²	
Funding Source	Amount
Prior Appropriation	
General Fund Request	
Highway	\$ 4,240,000
Other:	
Total	\$ 4,240,000

Estimated Change Annual	
Facility Operations/Maintenance	
Category	Annual Cost
Utilities	
Personnel*	
Other	
Total	
Fund Source	HWY
*No. of FTE's	

Proposed Funding Schedule ³				
Total Costs	Prior	FY 2025	FY 2026	FY 2027
\$ 4,240,000		\$ 4,240,000		

Proposed Work Schedule	
Phase	Start Date
Planning	Complete
Design	Jul-24
Construction	Jul-25
Occupancy	Sep-26

1) Land Acquisition = land purchase price; Construction = site development, construction, fixed equipment, utility extensions, parking & landscaping;

A&E = architect and engineering and other professional services; FF&E = furniture, fixtures & equipment; Other = telecommunications equipment, etc.

2) List all funding sources and clearly identify proposed state funding request. Section will expand and contract based upon the number of funding sources.

3) Identify the years in which funding will be requested for multi-year funding.

STATE OF ARIZONA
FY 2025 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT DESCRIPTION

Form
CIP-4
Rev (2/04)

Agency: Arizona Department of Transportation

Project: Construct New Roadway Maintenance Offices and Crew Rooms at Little Antelope and Gray Mountain

Priority: 2

Problem/Justification

The Little Antelope Unit administrative office is located in a mobile home manufactured in 1971. The crew space in the mobile home and another crew space in the Unit Equipment Barn are small (approximately 200 sqft each) and cannot accommodate the 12 positions assigned to the unit as well as the additional 20+ snow plow operators who work out of this facility during winter events. The restrooms are in poor condition, non-compliant, and inadequate for everyone working out of this facility during a winter event. Adequate space and amenities including training areas, lockers, storage are lacking or non-existent.

The Gray Mountain Maintenance Unit facilities currently consists of administrative offices and crew "ready rooms" that are small and aging, with inadequate and non-compliant restroom facilities that are in disrepair. The administrative office is located in an aging mobile home placed into service in 1988 and is attached to a former converted mobile home "field construction office" that dates from the 1960's and is currently functioning as the crew room. The single non-compliant restroom available serves 11 employees, both male and female. A "porta john" is used outside the office to help supplement crew needs. These amenities are substandard and in serious need of correction.

The Northcentral District has 9 primary maintenance yards and 3 satellite camps. It has been several decades since substantial improvements have been made to any offices or crew spaces. The facilities supporting Little Antelope Maintenance and Gray Mountain Maintenance Units currently have the most pressing needs for improvements.

Proposed Solution

Construct two new 2500 sqft buildings, one at Little Antelope and one at Gray Mountain, to include offices for supervisor and lead, crew room, meeting/training area, computer workstations, ADA-complaint restrooms, and breakroom. It is planned to utilize the building designs from the Williams and Seligman maintenance yards. The new facilities will provide adequate work space for administrative offices and space to hold safety meetings, unit training, lockers, and work stations.

Benefits

These new buildings will eliminate the use of substandard mobile homes as offices and crew rooms at these sites and provide the standard employee amenities appropriate to an ADOT Maintenance operation. These facilities will also provide enough space to accommodate added staff during weather events, helping to keep roads and highways open.

Consequences of Deferral

Deferring this project would force ADOT staff and additional winter event support personnel to continue operations out of sub-standard, non-compliant facilities that do not meet the most basic work environment needs. Additionally, this would force the continued expense of portable restrooms to support existing inadequate facilities at Gray Mountain.

Coordination with the Department of Public Safety (DPS)

ADOT coordinated with DPS regarding this project; DPS stated that it did not have any facility requirements that could be addressed by this project.

Construct New Roadway Maintenance Offices and Crew Rooms at Little Antelope and Gray Mountain (Little Antelope Photos)



Construct New Roadway Maintenance Offices and Crew Rooms at Little Antelope and Gray Mountain (Gray Mountain Photos)



**STATE OF ARIZONA
FY 2025 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT SCOPE & COST**

Form
CIP-3
Rev(2/04)

Agency: Arizona Department of Transportation

Project: Construct New Avondale Vehicle Repair Shop

Priority: 3

Project Scope		Construction Cost	Total Project Cost
GSF	NASF	\$/GSF	\$/NASF
10000	10000	\$ 450	\$ 585

Capital Cost Estimate ¹	
Category	Cost
Land Acquisition	
Construction	\$ 4,500,000
A & E Fees	\$ 450,000
F F & E	\$ 450,000
Other	\$ 450,000
Total	\$ 5,850,000

Proposed Funding ²	
Funding Source	Amount
Prior Appropriation	
General Fund Request	
Highway	\$ 5,850,000
Other:	
Total	\$ 5,850,000

Estimated Change Annual Facility Operations/Maintenance	
Category	Annual Cost
Utilities	
Personnel*	
Other	
Total	
Fund Source	HWY
*No. of FTE's	

Proposed Funding Schedule ³				
Total Costs	Prior	FY 2025	FY 2026	FY 2027
\$ 5,850,000		\$ 5,850,000		

Proposed Work Schedule	
Phase	Start Date
Planning	Complete
Design	Jul-24
Construction	Jul-25
Occupancy	Sep-26

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A&E = architect and engineering and other professional services; FF&E = furniture, fixtures & equipment; Other = telecommunications equipment, etc.

2) List all funding sources and clearly identify proposed state funding request. Section will expand and contract based upon the number of funding sources.

3) Identify the years in which funding will be requested for multi-year funding.

**STATE OF ARIZONA
FY 2025 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT DESCRIPTION**

Form
CIP-4
Rev (2/04)

Agency: Arizona Department of Transportation

Project: Construct New Avondale Vehicle Repair Shop

Priority: 3

Problem/Justification

The current Avondale Yard houses an ADOT Equipment Services (EQS) function operating out of an open truck-port metal shade structure that is shared with road operations. This facility has evolved into a full-service vehicle maintenance operation operating out of this facility that is an open space without doors, cooling or heating, security, employee restrooms or support spaces, and support amenities and lacks the critical equipment equivalent to similar ADOT EQS facilities and/or standards.

This location currently services all classes of ADOT vehicles and equipment, as well as enterprise vehicles for other State of Arizona agencies. In addition to local-area vehicular servicing, this facility routinely services equipment as far away as Tonopah and Gila Bend, and occasionally receives diverted work from the ADOT PHX EQS as well.

Proposed Solution

This project proposes the construction of a new, approximately 10,000 SF metal pre-engineered building/shop facility with three 25' x 80' dual-capacity drive-thru bays, providing six vehicle service stations with high-lift abilities for performing maintenance on all ADOT and State Fleet vehicles and equipment. Also included will be a covered and open bay for equipment cleaning and washing, and one bay for shop personnel restrooms, break areas, parts room, and offices.

Minimal site improvements are required, and it is assumed that adequate utilities are available. The existing truck-port structure currently used for EQS will remain and be utilized for equipment storage by ADOT yard operations.

Benefits

This project will improve efficiency and productivity of EQS employees, which will increase equipment availability. This project will also provide EQS employees with a climate-controlled work environment with basic amenities, including compliant restrooms and support functions that are non-existent in the current facility.

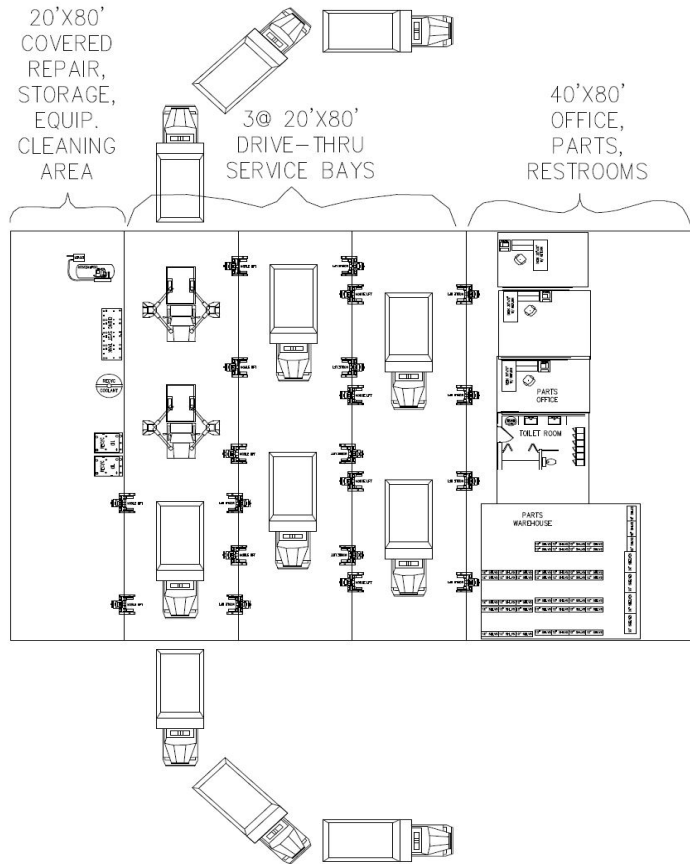
Consequences of Deferral

Continued use of this inadequate facility is subjecting ADOT EQS employees to substandard conditions, including environmental exposures of heat and cold, a lack of basic-need restrooms, and reduced efficiencies and effectiveness of ADOT employees to accomplish required work.

Coordination with the Department of Public Safety (DPS)

ADOT coordinated with DPS regarding this project; DPS stated that it did not have any facility requirements that could be addressed by this project.

Construct New Avondale Vehicle Repair Shop (Photos)



**STATE OF ARIZONA
FY 2025 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT SCOPE & COST**

Form
CIP-3
Rev(2/04)

Agency: Arizona Department of Transportation

Project: Kayenta Construct new 4 bay equipment barn with office and crew room

Priority: 4

Project Scope		Construction Cost	Total Project Cost
GSF	NASF	\$/GSF	\$/NASF
5322	5322	\$ 601	\$ 759

Capital Cost Estimate ¹	
Category	Cost
Land Acquisition	
Construction	\$ 3,200,000
A & E Fees	\$ 320,000
F F & E	\$ 200,000
Other	\$ 320,000
Total	\$ 4,040,000

Proposed Funding ²	
Funding Source	Amount
Prior Appropriation	
General Fund Request	
Highway	\$ 4,040,000
Other:	
Total	\$ 4,040,000

Estimated Change Annual	
Facility Operations/Maintenance	
Category	Annual Cost
Utilities	
Personnel*	
Other	
Total	
Fund Source	HWY
*No. of FTE's	

Proposed Funding Schedule ³				
Total Costs	Prior	FY 2025	FY 2026	FY 2027
\$ 4,040,000		\$ 4,040,000		

Proposed Work Schedule	
Phase	Start Date
Planning	Complete
Design	Jul-24
Construction	Jul-25
Occupancy	Sep-26

1) Land Acquisition = land purchase price; Construction = site development, construction, fixed equipment, utility extensions, parking & landscaping;

A&E = architect and engineering and other professional services; FF&E = furniture, fixtures & equipment; Other = telecommunications equipment, etc.

2) List all funding sources and clearly identify proposed state funding request. Section will expand and contract based upon the number of funding sources.

3) Identify the years in which funding will be requested for multi-year funding.

**STATE OF ARIZONA
FY 2025 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT DESCRIPTION**

Form
CIP-4
Rev (2/04)

Agency: Arizona Department of Transportation

Project: Kayenta Construct new 4 bay equipment barn with office and crew room

Priority: 4

Problem/Justification

The existing truck barn in the Kayenta Maintenance Yard is outdated and consists of only three small bays. It does not accommodate the number of vehicles in need of service and is too small to accommodate the modern equipment being used by the unit. The existing barn will only accommodate the smaller trucks. The existing office does not have a large enough area for the crew to meet, nor does it have the necessary amenities and compliant facilities to meet code and support this operation. Four full-sized bays that can accommodate the larger trucks and equipment in a heated space, with compliant new office and crew areas, are needed.

Proposed Solution

Construct a new four (4) bay truck barn and an office and crew area. This will facilitate storage of snow-removal equipment inside during winter conditions and also provide Equipment Services and other personnel with a modern, safe area to service and repair equipment. The new office area would provide modern, updated work areas for the staff with compliant restroom facilities, crew spaces, and a training room.

Benefits

Storing snow-removal and emergency response equipment inside during winter conditions means the crew can respond to incidents and snow storms in a more timely manner, due to reduction in warm-up time. The new barn will also upgrade the area where equipment is serviced and repaired. Modern crew and staff amenities will further support employee needs for operations and meet standards and code compliances.

Consequences of Deferral

This operation will continue to store snow-removal and emergency response equipment outside. The current truck barn is outdated and does not meet the needs of accommodating the more modern ADOT equipment. Employees will continue to operate out of substandard and amenity-lacking facilities.

Coordination with the Department of Public Safety (DPS)

ADOT coordinated with DPS regarding this project; DPS stated that it did not have any facility requirements that could be addressed by this project.

Construct new 4 bay equipment barn with office and crew room (Photos)



**STATE OF ARIZONA
FY 2025 CAPITAL IMPROVEMENT PLAN
FY 2026-2027 TWO YEAR CAPITAL PROJECT FORECAST**

Form
CIP-5
(Rev 1/03)

Agency: DEPARTMENT OF TRANSPORTATION

Year	Project Name	Project Description	Total Costs
FY26	Vehicle Fueling Facilities Statewide	Replace vehicle fueling facilities at 3 locations	\$ 4,010,000
FY26	Mesa Vehicle Repair Shop	Construct New 4 Bay Vehicle Repair Shop	\$ 6,110,000
FY26	Payson Roadway Office & Signing/Signal Shop	Construct New Multi-Use Building to Replace Trailers	\$ 3,080,000
FY26	TSMO Traffic Signal/Lighting Warehouse renovate & reconfigure OR relocate	Renovate 12,282 SF Warehouse with Restrooms	\$ 5,525,000
FY26	Phoenix Consolidated MVD Office	Renovate building for Customer Service Center	\$ 5,300,000
		HIGHWAY SUBTOTAL	\$ 24,025,000
FY26	Renovate Grand Canyon Airport Terminal	Renovate Grand Canyon Airport Terminal	\$ 4,200,000
FY26	Replace Grand Canyon Airport Signage	Replace Grand Canyon Airport Signage	\$ 1,650,000
		AVIATION SUBTOTAL	\$ 5,850,000
FY27	Vehicle Fueling Facilities Statewide	Replace vehicle fueling facility at St Johns	\$ 2,100,000
FY27	San Tan Valley MVD Office	Purchase land for new MVD Office	\$ 2,848,000
FY27	Springerville Maintenance New Equipment Barn	Construct new 8 bay equipment barn	\$ 4,930,000
FY27	Globe Maintenance Equipment Barn Addition	Add 3 new bays to existing equipment barn	\$ 1,860,000
FY27	Camp Verde Equipment Barn Addition	Construct new 4 bay equipment barn with office and crew room	\$ 4,230,000
FY27	Holbrook Maintenance Equipment Barn	Construct new 4 bay equipment barn with office and crew room	\$ 4,230,000
FY27	Demolish Old MVD Office Building	Demolish vacant 3 story building in Phoenix	\$ 839,000
		HIGHWAY SUBTOTAL	\$ 21,037,000
		TOTAL	\$ 50,912,000

**STATE OF ARIZONA
FY 2025 CAPITAL IMPROVEMENT PLAN
BUILDING RENEWAL FORECAST**

Form
CIP-6
(Rev 1/03)

Agency: DEPARTMENT OF TRANSPORTATION

FUND SOURCE: STATE HIGHWAY FUND

Primary Category	FY 2025	FY 2026
Fire Life Safety	\$ 608,695	\$ 608,695
Roofs	\$ 1,582,607	\$ 1,582,607
Exterior Building Finishes	\$ 2,208,224	\$ 2,208,224
Major Building Systems	\$ 4,626,083	\$ 4,626,083
Interior Building Finishes	\$ 1,826,085	\$ 1,826,085
Major Renovation	\$ 7,457,124	\$ 7,457,124
ADA Accessibility	\$ 121,739	\$ 121,739
Infrastructure	\$ 3,652,171	\$ 3,652,171
Totals	\$ 22,082,728	\$ 22,082,728

FUND SOURCE: STATE AVIATION FUND

Primary Category	FY 2025	FY 2026
Fire Life Safety	\$ 9,776	\$ 9,776
Roofs	\$ 9,776	\$ 9,776
Exterior Building Finishes	\$ 48,881	\$ 48,881
Major Building Systems	\$ 58,462	\$ 58,462
Interior Building Finishes	\$ 29,329	\$ 29,329
Major Renovation	\$ 266,892	\$ 266,892
ADA Accessibility	\$ 2,933	\$ 2,933
Infrastructure	\$ 31,284	\$ 31,284
Totals	\$ 457,333	\$ 457,333

**STATE OF ARIZONA
FY 2023 CAPITAL PROJECT STATUS REPORT**

Form
CIP-7
(Rev 1/03)

Agency:

DEPARTMENT OF TRANSPORTATION

Project Name (\$100,000 or greater)	Appropriation Number	Primary Category	Fund Source	FY2023 Expenditures	Total Costs	Estimated Total Costs	Completion Date
FY2020 Wickenburg New Buildings (HWY)	DT55940	NC	SHF	\$ 4,036,620	\$ 4,600,000	\$ 4,600,000	FY23
FY2022 Wickenburg New Buildings (HWY)	DT55940	NC	SHF	\$ 210,963	\$ 210,663	\$ 3,150,000	FY24
FY2023 Wickenburg New Buildings (HWY)	DT55940	NC	SHF	\$ -	\$ -	\$ 2,985,000	FY24
FY2022 Liquid Brine Tanks (HWY)	DT55600	NC	SHF	\$ 1,092,377	\$ 1,204,742	\$ 1,950,000	FY24
FY2023 Liquid Brine Tanks (HWY)	DT55600	NC	SHF	\$ 97,473	\$ 97,473	\$ 400,000	FY24
FY2022 Fueling Stations (HWY)	DT55610	NC	SHF	\$ 161,722	\$ 161,722	\$ 1,800,000	FY25
FY2023 Fueling Stations (HWY)	DT55610	NC	SHF	\$ 2,133	\$ 2,133	\$ 371,200	FY25
FY2023 Fueling Stations (HWY)	DT55580	NC	SHF	\$ -	\$ -	\$ 3,026,900	FY25
FY2023 206 Annex Building (HWY)	DT55560	NC	SHF	\$ 9,271	\$ 9,271	\$ 9,309,300	FY25
FY2023 Tucson Signal Equipment Repair Shop (HWY)	DT55570	NC	SHF	\$ 2,874	\$ 2,874	\$ 2,124,000	FY25
FY2023 Superior Deicer Materials Storage Barn (HWY)	DT55590	NC	SHF	\$ 9,005	\$ 9,005	\$ 1,200,000	FY25
Subtotal: Projects more than \$100,000				\$ 5,622,438	\$ 6,297,883	\$ 30,916,400	

Projects less than \$100,000 (summed by primary category)

New Building Construction							
New Infrastructure							
Fire Life Safety			Renewal	\$ 406,083		\$ 406,083	FY23
Roofs			Renewal	\$ 1,500,022		\$ 1,500,022	FY23
Exterior Building Finishes			Renewal	\$ 3,689,966		\$ 3,689,966	FY23
Major Building Systems			Renewal	\$ 2,754,859		\$ 2,754,859	FY23
Interior Building Finishes			Renewal	\$ 202,870		\$ 202,870	FY23
Major Renovation			Renewal	\$ 8,001,870		\$ 8,001,870	FY23
ADA Accessibility			Renewal	\$ 220,230		\$ 220,230	FY23
Infrastructure			Renewal	\$ 1,362,150		\$ 1,362,150	FY23
Land Acquisitions							
Land Sales							
Subtotal: Projects less than \$100,000				\$ 18,138,049	\$ -	\$ 18,138,049	
Grand Totals				\$ 23,760,487	\$ 6,297,883	\$ 49,054,449	

**STATE OF ARIZONA
ARIZONA DEPARTMENT OF TRANSPORTATION
DEPARTMENT OF TRANSPORTATION BUILDING SYSTEM BUILDING INSPECTIONS
BUILDING CONDITION RECAP – July 1, 2022 to June 30, 2023**

During Fiscal Year 2023, the Department of Transportation conducted 167 of 353 planned building inspections totaling 354,638 total square feet of existing structures in the ADOT Building System per ARS 41-793. ADOT was unsuccessful in completing the planned required inspections due to staffing turnover and availability. ADOT anticipates completing 235 of 353 building inspections in FY2024 and is identifying additional resources to increase its capacity to meet ARS 41-793 requirements.

Upon completion of the inspections, written reports were prepared and the following action(s) taken:

1. The Inspection results were discussed with the Regional Physical Plant Directors.
2. In some cases there were Service Work Orders created in the Tririga Work Order Tracking System
3. In other cases the necessary work is being submitted for building renovation consideration.

Facility inspections that were conducted included Building, Structural, Roofing, Mechanical, Plumbing, Electrical, Fire Sprinkler, ADA, and the Site using the following reference codes:

ICC A117.1-2009 Accessible and Usable buildings and facilities.

ADA

International Building Code 2018 IBC

International Mechanical Code 2018 IMC

International Plumbing Code 2018 IPC

International Fuel & Gas Code 2018 IFGC

Mechanical Code 2017 MFC

Buildings Inspected
167

The condition of the facilities inspected in the past year ranges from good to poor. A majority of the facilities inspected were determined to be in fair to marginal condition where fair condition means in need of some minor repairs and marginal means deteriorated or defective building components in need of replacement.

A detailed listing of the ADOT Building System inventory is on file in the ADOT Facilities Management & Support Group office.

Electronic files of all inspection reports are on file in the ADOT Facilities Management & Support Group office.

This report was prepared by ADOT State Building Inspector

**STATE OF ARIZONA
ARIZONA DEPARTMENT OF TRANSPORTATION
DEPARTMENT OF TRANSPORTATION BUILDING SYSTEM INVENTORY
BUILDING INVENTORY RECAP – JUNE 30, 2023**

The Department of Transportation’s Building System includes an inventory of all buildings and structures. For purposes of planning and risk management, the Facilities Management and Support Group of the Department of Transportation has compiled an inventory of 1,410 buildings and structures that have a total square footage of approximately 3,681,754 and a replacement value estimated at \$1,103,591,700.15. The valuation is based primarily upon the Marshall Valuation Service, R.S. Means estimating and actual past costs. The building inventory is updated annually and utilized in the formula for determining the amount for the Building Renewal Program.

The Department of Transportation’s building inventory is distributed and valued as follows:

Fund Source	# of Buildings	Square Footage	Repl. Costs	FY 2024 Renewal Costs	Proj. FY 2025 Renewal Costs
Highway	1,369	3,587,984	\$1,080,541,918	\$21,978,299	\$22,082,728
Aviation	41	93,770	\$23,049,782	\$441,889	\$457,333
Totals	1,410	3,681,754	\$1,103,591,700	\$22,420,188	\$22,540,062

A detailed listing of the ADOT Building Inventory is on file in the ADOT Facilities Management and Support Group office.