Every Day Counts (EDC)
Arizona Local Public Agency (AZLPA) Stakeholder Council
Meeting Minutes

DATE: Thursday, September 27, 2018

TIME: 10:00AM - 2:00PM

LOCATION: Maricopa Association of Governments (MAG) – 302 N. 1st Ave, Phoenix, AZ 85003

WELCOME AND INTRODUCTIONS

Welcome by Mark Henige.

RECAP AND SUMMARY OF JUNE 14, 2018 MEETING AND TOPICS

- Review of June 14, 2018 meeting minutes.
    - Mark Henige reviewed the Every Day Counts (EDC) initiative, purpose, roles and responsibilities, EDC 4 coming to a close and new EDC 5 initiatives are to come.
    - Project Status Tracking Tool
        - General Consensus – One tool will not fit all agencies. This task has been closed via a group decision.
    - FHWA Update
    - Financial Management Services (FMS) – Patrick Stone
    - Highway Safety Improvement Program (HSIP) Updates – Kerry Wilcoxon

PARTICIPANT FEEDBACK AND OPEN DISCUSSION

- LPA section is promoting the EDC innovation initiatives to have more agencies become involved.
- Currently 6 ADOT projects have EDC innovation involvement. Areas around the state facilitating the projects include Yavapai County, Northern Arizona Southern Arizona. Project topics are asphalt density, intelligent compaction, 3D machine control and E-construction.

EDC 4 INNOVATION OF THE MONTH VIDEOS

- EDC highlights innovation initiatives each month. Since our June 2018 meeting, there have been 3 innovations of the month…Ultra High Performance Concrete, Pavement Preservation When, Where and How, and Community Connections. The videos below are one of these innovations. This meetings topic is on pavement innovation/asset management.
    - https://www.youtube.com/watch?v=ep3j7f__LuM&feature=youtu.be
    - https://www.youtube.com/watch?v=qNXFD6LSoxo&feature=youtu.be
- Pavement preservation – Mark presented the When, Where and How EDC Fact Sheet handout and noted accomplishments.
- The 27th Rocky Mountain Asphalt Conference, October 23-25, 2018 will have many asphalt subject matter experts attending.

PAVEMENT PRESERVATION INNOVATION PRESENTATIONS

- Kevin Robertson, ADOT Surface Treatment Engineer
  - Highlights from the presentation:
    - Maximizing the life of asphalt – "whole life planning."
    - Pavement preservation is not repair, is not maintenance, it should be "planned."
    - Keep a good road good by managing pavement now and not letting it fail.
- Christopher Salas, Town of Florence.
  - Highlights from the presentation:
    - Chris discussed pavement lifecycle and their experience with pavement preservation.
    - Chris talked about the Town of Florence and their pavement program.
    - The town had local roadways driven and inventoried to support planning (i.e. asset management.)

HOW TO AVOID THE RIGHT-OF-WAY (ROW) ZOMBIES

- December EDC pre-planning discussion with Matt Tolman, ADOT ROW Project Coordinator.
- Matt showed the group the following site where they can access ROW tools: https://www.azdot.gov/business/RightofWay_Properties/project-management
- Matt shared a ROW acquisition scheduling tool and requested the group discuss with LPAs at the technical advisory committee (TAC) meeting. The team is to bring back their requested information for the December meeting.
- Matt shared best case and worse case scenarios. Always try to plan ahead and have a timeline and schedule for acquisition.

FEDERAL HIGHWAY ADMINISTRATION (FHWA) UPDATES:

- Ed Stillings, FHWA Senior Transportation Planner presented updates to the committee.
  - The group watched the following video on Community Connections. https://www.youtube.com/watch?v=y4sUfXkLtxw&feature=youtu.be
  - Ed discussed the role of the EDC council and that EDC has been in place since 2011. It is now in its 8th year.
  - Each initiative has a two year cycle and FHWA provides quarterly updates on each initiative for each state. EDC 4 progress report #3 is available here - https://www.fhwa.dot.gov/innovation/everydaycounts/reports/edc4_progressreport3.pdf?utm_content=&utm_medium=email&utm_source=govdelivery
  - Each state has its own council and they kicked off in 2012.
  - Arizona Innovation Day was September 25, 2018. Noted speakers were from Honeywell, Gila River and ADOT. They were on hand to discuss innovation and successful projects.
  - Indefinite-Delivery Indefinite Quantity (ID/IQ) does not have any updates at this time.
  - EDC 5 has selected the Top 5 innovations and initiatives for EDC 5 for 2019/2020:
    1. Safe Transportation for Every Pedestrian (STEP)
    2. Value Capture: Capitalizing on the Value Created by Transportation
    3. Virtual Public Improvement
    4. Project Bundling
    5. Reducing Rural Roadway Departures

PROJECT CLOSEOUT

- Presentation by Patrick Stone, Federal Aid Administrator for ADOT Financial Management Services FMS).
- Reviewed of the new project closeout dashboard that will assist with tracking closeout funds.
    - A Plan Do Check Act (PDCA) for project closeout started in 2017 and it is now in its implementation stage.
    - ADOT developed a project closeout dashboard for ADOT staff to see data and where projects are in their lifecycle.
    - Phases closeout while the project is still on-going.
    - What does closeout mean to FMS? When the project is closed out in the Financial Management Information System (FMIS.)
    - ADOT no longer uses the term TRACS for project numbers. TRACS is now called ADOT Project Number.
    - The project manager will have the ability with this new system to export information and send it to the local agency. Information can be brought to quarterly meetings.
    - A new systems is to come for tracking construction projects.
    - FMS will provide a report noting the federal and local match breakdown.
    - The Highway User Revenue Fund (HURF) is moving forward with 7 projects initiated in fiscal year 2018.
    - The estimates have been more accurate and there is a cost savings to the locals.

PROJECT MANAGEMENT GROUP (PMG) UPDATES

- Derek Boland, Project Manager for PMG gave updates to the team. They included:
    - PMG is looking into best practices that can be incorporated into managing local projects.
    - PMG is available to assist with project closeout.
    - The agency will be moving forward with a collaborative tool to work with technical areas on project delivery.
    - FY18 project delivery summary.

ROUNDTABLE:

- No items noted at this time.

ANNOUNCMENTS - UPCOMING EDC MEETINGS

- December 13, 2018
- 2019 Tentative Dates:
    - March 14, 2019
    - June 13, 2019
    - September 12, 2019
    - December 12, 2019

SEPTEMBER 27, 2018 MEETING - ACTION ITEMS

Action Required by ADOT Staff:

1. ROW to follow up on local ROW acquisitions.
2. LPA to meet with PMG to discuss PMG attendance at Technical Advisory Committee (TAC) meetings.
3. LPA to research sharing ADOT bridge and pavement data.
4. Discuss internally, can best results from our pavement testing data be sent to other agencies.
5. Patrick Stone to conduct a survey…what kind of reporting do the LPAs want?
6. Invite local agencies and TAC members to EDC meetings.

Action Required by EDC attendees:

1. Share the When, Where and How Fact Sheet with their TAC.
2. ROW planning scheduling homework/information.
3. Invite local agencies and TAC members to EDC meetings.

ADJOURN

- September 27, 2018 at 2:05 pm

ATTACHMENTS

- Sign in sheet
- ADOT Asphalt and Pavement presentations
- When Where and How EDC Factsheet
- Right-of-Way Handouts
    - Best Case and Worst Case Schedule
    - Critical Path Method
- Project Closeout presentation
- Project delivery measurement graphic

FHWA EDC-4 Pavement Life Extension Program

Prepared by: Kevin J. Robertson, P.E.
ADOT Surface Treatment Engineer
TSM&O - Pavement Management Section

Every Day Counts
Arizona Local Public Agency Stakeholder Council Meeting
September 27, 2018

Pavement Life Extension

- The Pavement Life Extension Program is a part of a Pavement Preservation Strategy

Pavement Life Extension

- What is Pavement Preservation?
  - Pavement Preservation is a cost-effective set of practices that extend pavement life and improve safety and motorist satisfaction while saving public tax dollars.
  - Not "repair;" is not "maintenance"
  - Planned activities to extend/sustain the useful life (performance life) of the pavement.
  - Not "one-size fits all"
  - The goal is to Keep A Good Road Good

Pavement Life Extension

- Arizona State Highway System:
  - 12,738 Centerline Miles
  - 20,130 Total Paved Lane Miles (Asphalt and Concrete)
  - 29,406 Total Paved Lane Miles Including Shoulders

Pavement Life Extension

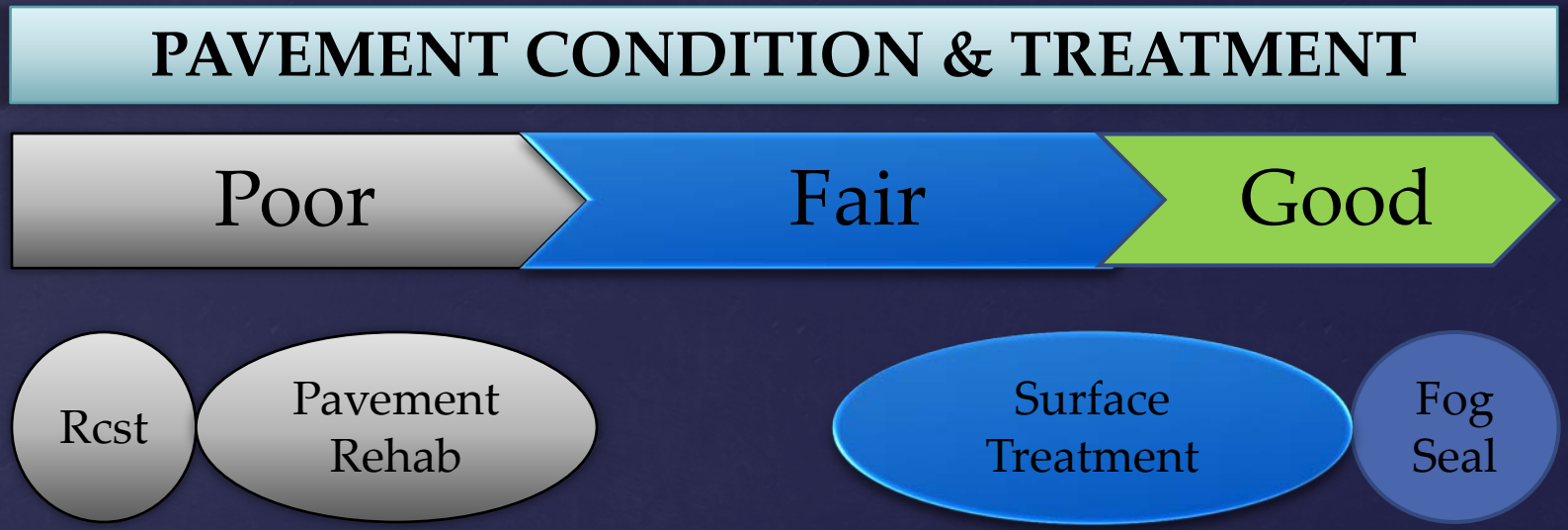
The State Highway System is valued at more than $20 Billion In Todays Dollars!!!

Pavement Life Extension

- Pavement Preservation Program Funding:
  - Statewide Rehabilitation (Remove & Replace the Pavement Surface)
    - $160 Million
  - Statewide Preventative Surface Treatments (Protect the Pavement Surface)
    - $16 Million
  - State Funded Surface Treatments
    - $25.6 Million (New for FY19 2018/2019)

Pavement Life Extension

- The Way It's Always Been Done……..



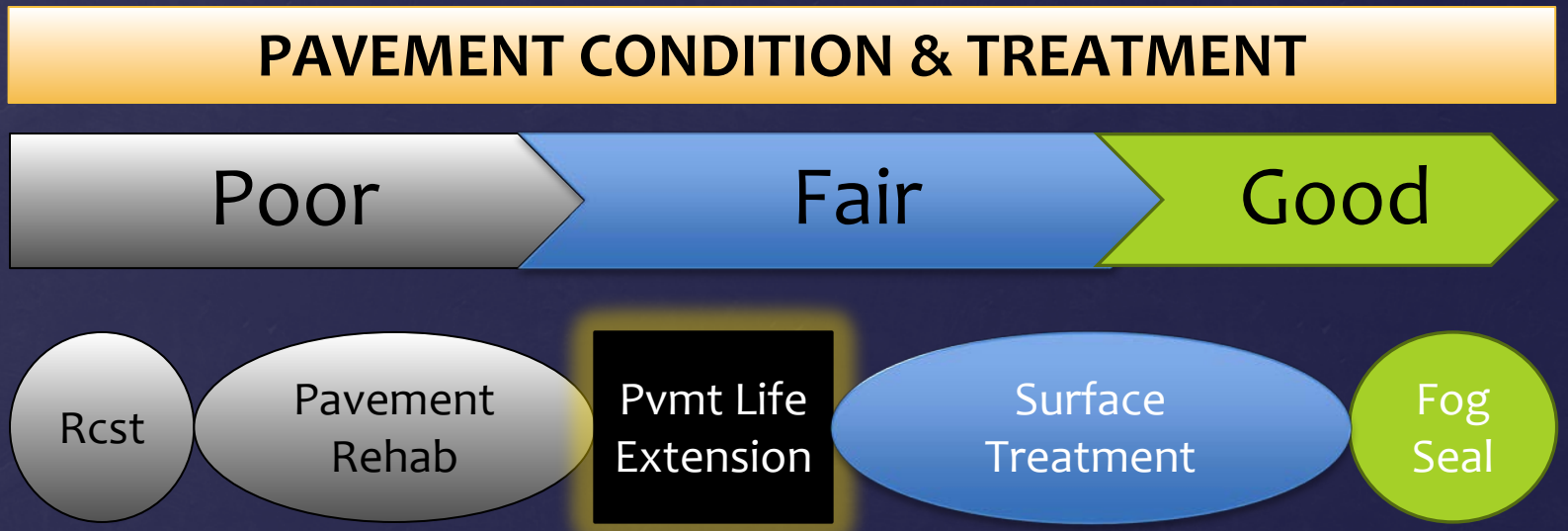
Pavement Life Extension

Pavement Life Extension

- The Missing Piece of the Puzzle:
  - Faced with a Tough Question
  - *Q: What do you do with a pavement that is not bad enough to Rehabilitate, but is not good enough for a Surface Treatment???*
  - *A: Develop a Pavement Life Extension Program.*
  - Goal: Maximize the Life of the Pavement Asset.

Pavement Life Extension

- The Way It's Done NOW……..



Pavement Life Extension

- Pavement Life Extension Pilot Projects
- Summer 2019
  - SR 260 in Heber - MP 302.70 to MP 310.05
    - *Heavy Duty Cape Seal (New for ADOT)*
    - *Medium Duty Cape Seal (New for ADOT)*
  - *SR 77 in Oracle – MP 95.05 to MP 103.60*
    - *Thin Bonded Overlay (TBO) (New for ADOT)*

Pavement Life Extension

- Pavement Life Extension Projects are now a critical part of a Transportation Asset Management Plan (TAMP).

Thank You

Kevin J. Robertson, P.E.
602 712 3131
KRobertson2@azdot.gov

Pavement Preservation
(When, Where, and How)

Applying a pavement preservation treatment at the right time (when), on the right project (where), with quality materials and construction (how) is a critical investment strategy for optimizing infrastructure performance.

Whether a highway pavement is constructed using asphalt, concrete or a composite system, traffic loads and environmental elements will contribute to its deterioration over time. Pavement preservation treatments can slow this structural decline. When the right treatment is applied at the right time with quality materials and construction, these practices offer a proven, cost-effective approach to extending the overall service life of pavements and achieving smoother, safer roads with fewer costly repairs.

Just as pavements differ, so do pavement preservation treatments. There is an array of different analyses, treatments, and construction methods that can help infrastructure owners achieve and sustain a desired state of good repair for their transportation facilities—despite tight budgets.

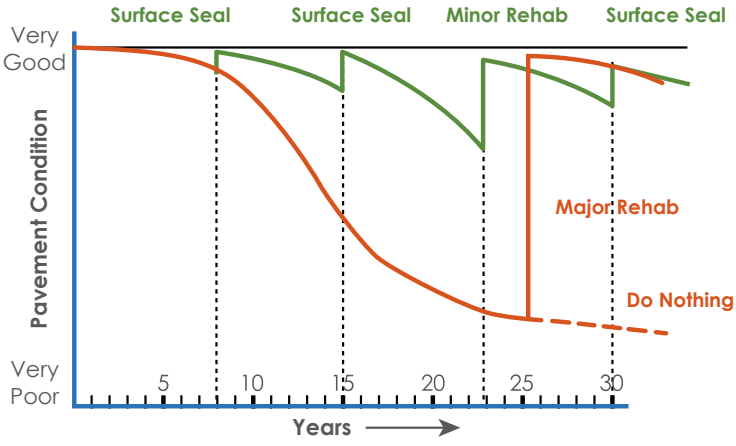
Advanced, proven preservation practices can help extend the overall service life of pavements.

The ***When and Where*** component of this innovation, as part of the fourth round of Every Day Counts (EDC-4), supports preserving highway investments by managing transportation pavements proactively. The ***How*** component promotes quality construction and materials practices, including treatment options that apply to both flexible and rigid pavements.

PAVEMENT PRESERVATION: WHEN AND WHERE

Historically, pavement preservation programs have focused on applying specific project treatments at specific locations. These projects demonstrated that the proper application of a treatment could extend the life of a pavement at a relatively low cost. However, not all projects were successful due to poor timing, inappropriate treatments, substandard materials, and inexperienced construction crews. As a result, the policy in many agencies today is to allow pavements to deteriorate until reconstruction is the only option, resulting in higher costs and more pavements in poor condition.

Pavement Management with *"Good Roads Cost Less"* Preservation Strategies



Source: Utah DOT

The mantra, "Right Road, Right Treatment, at the Right Time" was promoted from 1995–2005 to address these issues. Extensive training by the asphalt and concrete pavement industries and by the Federal Highway Administration (FHWA) at the time helped eliminate many of the construction issues and the improper uses for temporary fixes. While these practices were valuable to demonstrate the viability of preservation projects, they were project based and did not link to pavement management or other strategic processes.

This EDC-4 effort supports moving the preservation concept significantly forward. The focus today in transportation is on sustaining infrastructure through "whole-life" investments and quantifying the risks. Pavement preservation has a key role in managing pavements in these whole-life programs.

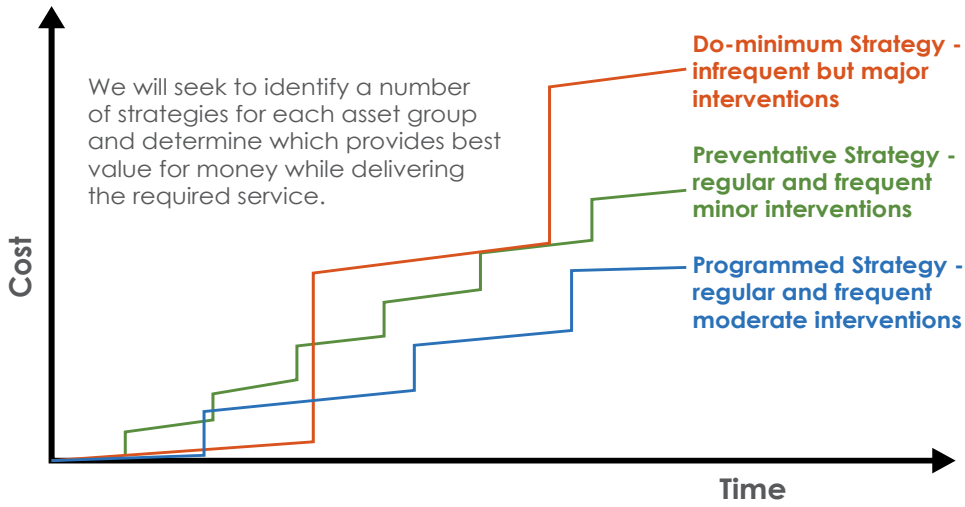
For example, a class of pavements with an expected life of 30 years will have several construct / operate / preserve / repair / restore alternatives and schedules over the expected lifecycle. Selection of a comprehensive strategy that includes preservation programs not only meets the performance expectations of the owners and users, but does so at a cost that is predictable and affordable. Making this evaluation a key part of pavement policy is an innovative approach to sustaining pavements in the future.

Under current federal statute on asset management (23 USC 119) and on performance management (23 USC 150), states are required to include consideration of pavement preservation as part of their long-term business practices that support federal funding. This consideration extends to evaluating the benefits and costs related to the lifecycle analysis for pavements. The EDC-4 pavement preservation team is focused on assisting state departments of transportation in this effort.

BENEFITS

- **Economy.** Whole-life planning for pavements defines expectations and risks for the long term and provides more stability to the cost of operating and maintaining highway pavements.
- **Performance.** Identifying preservation policies and strategies at the network level provides a cost-effective alternative for extending the performance period for pavements and reducing the need for frequent or unplanned reconstruction.
- **Sustainability.** A well-defined pavement strategy that includes preservation will aid in setting achievable performance targets.

Comparison of lifecycle cost for three alternative maintenance strategies



Source: Transport Scotland

PAVEMENT PRESERVATION: HOW

Pavements deteriorate as a result of many different forces, but the predominant factors affecting pavement performance are the vehicle loads and environmental elements they are exposed to over their lifetime. Today, most highway agencies accept that an effective pavement preservation program will slow down the rate of pavement deterioration, while also providing a safer, smoother ride to the traveling public. Pavement preservation programs based on the 3Rs—right treatment, right pavement, and right time—have been proven to extend pavement life while saving money.

One obstacle to successful pavement preservation is the impact that treatment failures can have on an entire program. Whether it is a failed patch, stone flying off a chip seal, or a microsurfacing that peels off because it did not set, even a single failure and the associated damages can set back an agency's program for many years. However, most early failures can be attributed to a breakdown in some part of the construction process, such as the materials, site preparation, or placement practices, and as such are avoidable.

What is Preservation?

Pavement Preservation includes work that is planned and performed to improve or sustain the condition of the transportation facility in a state of good repair. Preservation activities generally do not add capacity or structural value, but do restore the transportation facility's overall condition.

EDC-4 is promoting quality construction and materials practices that apply to both flexible and rigid pavements. For flexible pavements these include using improved specifications for thin asphalt surfacings such as chip seals, scrub seals, slurry seals, microsurfacing, and ultrathin bonded wearing courses; following improved construction practices; and using the right equipment to place these treatments. Rigid pavement strategies include the rapid retrofitting of dowel bars to reduce future faulting; the use of new, fast-setting partial- and full-depth patching materials to create a long-lasting

surface; advanced pavement removal techniques to accelerate patching construction times; and advancements in diamond grinding that contribute to smoother and quieter pavement surfaces with enhanced friction.

Far too often, the past response to a construction failure has been to introduce bans or moratoriums on using treatments that have otherwise been proven effective. By following the best practices for materials selection and construction practices, pavement preservation will be less disruptive and safer while also eliminating much of the "fix-the-fix" problems endemic to many conventional pavement repair and rehabilitation techniques. Improved construction practices and the associated reduction in construction-related failures allow agencies to continue to use treatments that are proven to be effective, enabling them to realize the benefits of these techniques.

STATE OF THE PRACTICE

The past 20 years have seen significant advancements in the quality of the materials used in preservation, as well as technological advancements in equipment and construction methods, but early failures persist, and they are often attributed to poor construction practices.

A focus on improved construction of pavement preservation highlights innovations in treatment materials, construction practices, improved specifications, better equipment, and a greater emphasis on construction quality, all of which lead to longer lasting preservation treatments. Properly constructed pavement preservation

Pavement Preservation
(When, Where, and How)

projects on flexible pavements using chip seals, microsurfacing and slurry seals, and ultrathin bonded wearing courses have allowed agencies to cover more miles of pavements more rapidly and with greater assurance of success. Similarly, successful preservation projects on rigid pavements, using techniques such as dowel bar retrofits, patching, and diamond grinding, have been demonstrated to add years of service life to pavements.

Highway agencies, industry and the FHWA have partnered in deploying the materials and methods needed to advance the *how* aspect of pavement preservation. They have identified effective approaches that are implementation-ready and have been used in all regions of the United States. Some of these include:

- the North Carolina Department of Transportation's chip seal specifications and construction practices
- the Kentucky Transportation Cabinet's slurry and microsurfacing specifications and construction practices
- the Clinton County, Iowa, portland cement concrete full panel replacement specifications and construction practices

BENEFITS

- **Safety.** The treatments are typically installed in shorter work zones and during off-peak hours, reducing the likelihood of work zone incidents. Improved skid resistance is a key functional benefit of preservation.
- **Performance.** Successful construction practices contribute to improved pavement performance, providing smoother and safer roads and delaying the need for time-consuming and costly rehabilitation.
- **Flexibility.** Retaining a mix of successful treatments in the preservation toolbox provides agencies greater flexibility in placing the right treatment on the right pavement at the right time.
- **Savings.** Improved performance and fewer failures keep a pavement network in a state of good repair at a lower cost.

RESOURCES

EDC-4 Pavement Preservation (When, Where, and How): *https://www.fhwa.dot. gov/innovation/everydaycounts/edc_4/pavement.cfm*

EDC-4 Pavement Preservation (When and Where): *http://www.fhwa.dot.gov/asset/*

EDC-4 Pavement Preservation (How): *https://www.fhwa.dot.gov/preservation/*

EDC-4 Summit Breakout Session: Fall 2016
When and Where:
https://www.youtube.com/watch?v=DDLK23UMx1g
How:
https://www.youtube.com/watch?v=WcfH4aoWLLQ

For additional information, please contact:

Pavement Preservation: When and Where

Thomas Van
FHWA Office of Infrastructure
202-366-1341
Thomas.Van@dot.gov

Steve Gaj
FHWA Office of Infrastructure
202-366-1336
Stephen.Gaj@dot.gov

Pavement Preservation: How

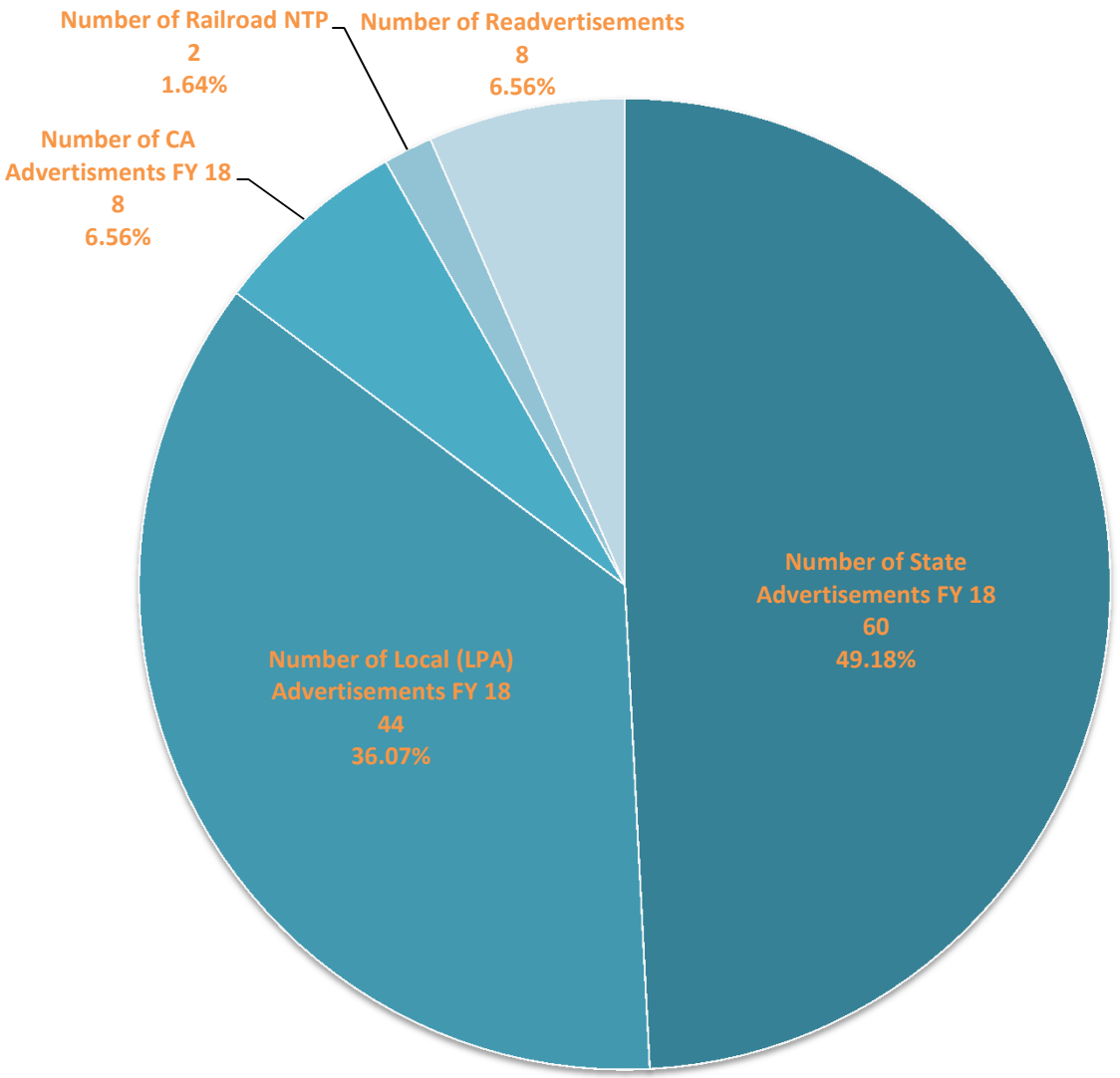
James Gray
FHWA Office of Infrastructure
517-702-1834
James.Gray@dot.gov

Connie Yew, P.E.
FHWA Office of Infrastructure
202-366-1078
Connie.Yew@dot.gov

U.S. Department of Transportation
Federal Highway Administration

Every Day Counts (EDC), a State-based initiative of FHWA's *Center for Accelerating Innovation*, works with State, local and private sector partners to encourage the adoption of proven technologies and innovations aimed at shortening and enhancing project delivery.

Program Delivery Measurement:
Number of Projects Advertised

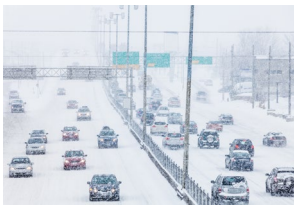


No. Projects Advertised FY18	
Quarter	Local
1	3
2	12
3	9
4	28

- Number of State Advertisements FY 18
- Number of Local (LPA) Advertisements FY 18
- Number of CA Advertisments FY 18
- Number of Railroad NTP
- Number of Readvertisements

On-Ramp to Innovation
every day counts




Mobility · Safety · Quality · Environment · Shortening Project Delivery

EDC-5 Innovations *(2019-2020)*

ADVANCED GEOTECHNICAL EXPLORATION METHODS

Conventional subsurface exploration methods provide limited data for project design, which can result in constructability issues and increased cost. Advanced geotechnical exploration methods offer solutions for generating more accurate geotechnical characterizations that improve design and construction, leading to shorter project delivery times and reducing the risks associated with limited data on subsurface site conditions.

COLLABORATIVE HYDRAULICS: ADVANCING TO THE NEXT GENERATION OF ENGINEERING (CHANGE)

Advances in hydraulic modeling tools are providing a more comprehensive understanding of complex flow patterns at river crossings versus traditional modeling techniques. These 2D hydraulic modeling and 3D computer visualization technologies also facilitate more effective communication and collaboration, improving agencies' ability to design safer and more cost-effective and resilient structures on waterways.

PROJECT BUNDLING

Many States continue to see an increase in the number of highways and bridges needing attention, and those that are posted for reduced loads adversely affect travel, freight movement, and emergency response times. Project bundling helps address this national issue. By awarding a single contract for several similar preservation, rehabilitation, or replacement projects, agencies can streamline design and construction, reduce costs, and effectively decrease transportation project backlogs.

REDUCING RURAL ROADWAY DEPARTURES

Reducing fatalities on rural roads remains a major challenge in the United States. Roadway departures on the rural road network account for one-third of traffic fatalities. Systemic application of proven roadway departure countermeasures, such as rumble strips, friction treatments, and clear zones, helps keep vehicles in their travel lanes, reduce the potential for crashes, and reduce the severity of those crashes that do occur.

SAFE TRANSPORTATION FOR EVERY PEDESTRIAN (STEP)

Pedestrians accounted for 16 percent of all roadway fatalities, and crashes are predominantly at midblock and intersection crossing locations. As pedestrian safety continues to be a concern for transportation agencies across the country, cost-effective countermeasures are available to assist practitioners in providing safer crossings for all pedestrians.

(over)

UNMANNED AERIAL SYSTEMS (UAS)

UAS can benefit nearly all aspects of highway transportation, from inspection to construction and operations, by collecting high-quality data automatically or remotely. These relatively low-cost devices allow agencies to speed the data collection needed for better-informed decisions while reducing the adverse impacts of temporary work zones on work crews and the traveling public.

USE OF CROWDSOURCING TO ADVANCE OPERATIONS

State DOTs and local agencies traditionally rely on data from fixed sensors and cameras that monitor single locations to operate and manage their transportation systems. Using new sources of crowdsourced traffic data, agencies have access to large amounts of reliable, real-time data with more geographic coverage of the transportation system than with traditional sources. Combining crowdsourced data with traditional data sources enables better management and operation of the transportation system through faster detection of and response to problems, faster and more accurate traveler information to the public, and more proactive and effective operations strategies.

VALUE CAPTURE: CAPITALIZING ON THE VALUE CREATED BY TRANSPORTATION

When public agencies invest in transportation assets that improve access and increase opportunity in the community, adjacent property owners benefit through greater land value and other economic impacts. Many techniques are available to the public sector to share in a portion of this increased land value to build, maintain, or reinvest in the transportation system.

VIRTUAL PUBLIC INVOLVEMENT

Robust public engagement during transportation planning and project development can accelerate project delivery by identifying issues and concerns early in the process. Virtual public involvement techniques, such as telephone town halls and online meetings, offer convenient, efficient, and low-cost methods for informing the public, encouraging their participation, and receiving their input.

WEATHER-RESPONSIVE MANAGEMENT STRATEGIES

More than 20 percent of crashes are weather-related, and weather-associated delays can result in significant losses in productivity and efficiency. Weather-responsive traffic and maintenance management strategies support State and local transportation agencies in deploying improved traffic control and traveler information systems that will significantly reduce highway crashes and delays resulting from adverse weather. It also promotes anti-icing strategies for reducing chloride use.

For additional information, please visit:

www.fhwa.dot.gov/everydaycounts

www.fhwa.dot.gov/innovation/everydaycounts/contacts.cfm

U.S. Department of Transportation
Federal Highway Administration

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Everyday Counts - Arizona Local Public Agency Stakeholder Council

Thursday, September 27, 2018 • 10:00 PM – 2:00 PM

Maricopa Association of Governments (MAG) • 302 N. 1st Ave, Ironwood Conference Room • Phoenix, AZ 85003

Completion of this sign-in sheet is completely voluntary and helps the project team keep an accurate record of meeting attendees. Under state law, any identifying information provided below will become part of the public record and, as such, must be released to any individual upon request. Please print clearly.

NAME	AGENCY	PHONE	EMAIL
Frank Sanchez	Yuma County	928-817-5120	Francisco.Sanchez@yumacountyaz.gov
JACKIE WATKINS	Cochise County	520-432-9313	jwatkins@cochise.az.gov
Derek B Boland	ADOT	602-309-4446	DBoland@azdot.gov
Jennifer Acuña	ADOT	602-712-8336	JAcuna@azdot.gov
DAN CISCO	TOWN OF FLORENCE	520 251-0735	dan.cisco@florenceAZ
CHRISTIAN COLLINS	TOWN OF FLORENCE	520-868-7695	CHRISTIAN.COLLINS@FLORENCEAZ.GOV
DAVE LIPINSKI	SCOTTSDALE	480-312-2641	DLIPINSKI@SCOTTSDALEAZ.GOV
Ed Stillings	FHWA	602 382-8966	ed.stillings@dot.gov
Celeste Garza	Pinal County	520-866-6402	celeste.garza@pinalcountyaz.gov
Jeanette Buckley	LHMPO	928-453-2823	buckleyj@lhcaz.gov
Joe Cottrell	ADOT	480-254-7227	jcottrell@azdot.gov
Kevin Robertson	ADOT	602 712 3131	krobertson2@AZDOT.gov
Tom Deitering	FHWA	602-382-8971	thomas.deitering@dot.gov

ADOT

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NAME	AGENCY	PHONE	EMAIL
Matt Tolman	Right of Way - ADOT		
Patrick Stone	financial Management - ADOT		
Jennifer Castagnaro	Local Public Agency - ADOT		
LISA Pounds	Local public Agency - ADOT		
Mark Hinsz	Local public Agency - ADOT		
Tricia Lewis	Local public Agency - ADOT		
Stan Boschen	Local public Agency - ADOT		
Steve Sanders	Gila County		
Frank Mansury	Town of Chino Valley		
Karen Lamberton	SVMPO - Sierra Vista		
JASON Hafner	Sun Corridor MPO		
Kevin Adam	Rural Transportation Advocacy Council		
Tom Deitering	federal Highway		
Chris SALAS	Town of Florence		