

Business Engagement and Compliance

Governor Hobbs Joins ADOT in Announcing \$50.5-Million Investment in Road Repair

More lasting repairs underway, funds reallocated for paving projects

As warming weather allows the Arizona Department of Transportation to begin more permanent repairs to highways after a rough winter, the agency is reallocating \$50.5 million to replace deteriorating pavement surfaces within 23 locations, most of them in northern Arizona. Funding for the pavement repair work comes from savings on other projects.

The State Transportation Board in April approved ADOT's plan to address severe roadway deterioration on segments of I-40, I-17, I-10, US 60, SR 260 and SR 77. ADOT plans to recommend \$40 million for similar projects in the agency's 2024-2029 Tentative Five-Year Construction Program.

"I'm proud to announce an over \$50-million investment in fixing our roads," said Governor Katie Hobbs. "For too long, Arizona has failed to invest the money we need to protect our highways and ensure a brighter

future for all Arizonans. Snow and rain this winter exposed the lack of upkeep and I'm grateful to the State Transportation Board for identifying these projects and approving these critical investments."



How to Ask Good Questions – Part 1



Phoenix Wants Recycled Wastewater Project by 2030



Cottonwood Paving Project and New Roundabout Move Forward



Florence to Close North Wastewater Treatment Plant



NEWLY CERTIFIED DBE FIRMS:

- Rani Engineering
- Countermeasures Assessment & Security Experts LLC DBA CASE LLC
- Axios Civil Solutions
- RKG Technologies
- Alpha Services

- ▶ EVENTS
- ▶ OPPORTUNITIES
- ▶ EXTERNAL LINKS

Governor Hobbs Joins ADOT in Announcing \$50.5-Million Investment in Road Repair (Cont'd)

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The projects, which ADOT plans to begin as soon as possible, are in areas where pavement was already stressed in recent years due to age and use. The snow and rain during the record-setting winter created ideal conditions for potholes and other road surface damage in these highway stretches.

“ADOT’s goal is to deliver the safest and most reliable highway system possible with the funding we have to make improvements around the state,” ADOT State Engineer Greg Byres said. “We know these projects to improve pavement conditions are much-needed, and we will move forward as quickly as possible.”

Depending on the project, work is expected to begin from mid-May into June. These projects will consist of removing and replacing damaged surface pavement in locations within these highway stretches:

I-40

- both directions between Needle Mountain Road and SR 95 (MP 2-9)
- eastbound between US 93 and Silver Springs Road (MP 72-79)

- eastbound between Willow Ranch and Fort Rock roads (MP 88-92)
- westbound between Cross Mountain and Willow Ranch roads (MP 95-89)
- eastbound between Fort Rock Road and Seligman (MP 92-123)

- both directions between Seligman and Ash Fork (MP 123-146)

- both directions between the Riordan Bridge and I-17 (MP 190-195)

- both directions between Walnut Canyon and Townsend-Winona roads (MP 204-211)

- both directions between SR 99 and Tucker Flat Wash (MP 242-249)

- both directions between Pinta and McCarrell roads (MP 319.1-330.55)

I-17

- both directions between Sunset Point and SR 69 (MP 251-263)
- both directions between SR 69 and SR 169 (MP 266-278)
- northbound between SR 169

and 1 mile north of SR 179 (MP 280-300)

- southbound between Middle Verde Road and SR 169 (MP 290-280)

- both directions between SR 179 and the Scenic Overlook (MP 300-310)

I-10

- both directions between US 191 and New Mexico line (MP 350-391)

- SR 260

- both directions between Rim Road and Heber (MP 282-302)

- both directions between Knottingham Lane and fire station (MP 347.1-349.3)

- both directions between Penrod Lane and Buck Springs Road (MP 354.1-354.4)

US 60

- both directions between Wickenburg and SR 74 (MP 110-120)

- both directions between Seneca and Salt River Bridge (MP 288-293)

- both directions between Vernon and Cerro Montoso (MP 363.5-367.2)

SR 77

- both directions between Dripping Springs and El Capitan (MP 154-163)

• These projects are in addition to pavement repairs that continue in many areas. To address the recent issues, ADOT crews first applied temporary patches and now, with warmer weather, are beginning the more permanent repairs. These repairs often involve patching material or milled and recycled pavement and a heavy-compaction roller to fill in potholes or areas of pavement.

ADOT reminds motorists to slow down in work zones and give workers plenty of space.

The repairs planned for I-17 complement a \$35 million paving project that’s resuming this week after winter hiatus. Alongside shorter-term pavement repairs, this project will help address rough conditions on 29 miles of southbound Interstate 17 near Flagstaff.

Phoenix Plans 35th Avenue as First Bus Rapid Transit Route

Phoenix is planning to introduce its first Bus Rapid Transit (BRT) system along 35th Avenue, which will provide faster, more reliable, and more convenient public transportation options for commuters in the area. The route will stretch 13.6 miles, from the former Metrocenter Mall at Dunlap Avenue at the north to Van Buren Street in the south. It will also stretch east along Van Buren to end at Central Avenue. This first path represents

roughly one-fifth of the total BRT planned in the overall [Phoenix Transportation 2050](#) initiative.

The BRT system will include dedicated bus lanes, traffic signal priority and level boarding platforms, among other improvements. Options for the roadway design are being considered by city planning staff and project planning consultant AECOM.

Options for the roadway include acquiring land for right of way, making the path wider to accommodate the BRT line, or keeping the width the same and eliminating traffic lanes. A series of public meetings are being held, soliciting survey responses and inviting public comment.

Construction is not expected to begin until fall 2026 and is estimated to complete in winter 2028. ([Source](#))

Tips to help business owners uncover better information

How to Ask Good Questions – Part 1

Smart business owners know they don't know everything. In fact, the best entrepreneurs surround themselves with wise counsel, including accountants, mentors, and attorneys. They know who to call when the going gets rough. Since brilliant business owners do not need to know all the ins and outs, they learn to ask good questions for sound leadership and decision-making.

Are you listening? Here are some thoughts about how to ask good questions.

"Successful people ask better questions, and as a result, they get better answers," says Tony Robbins. First, take a moment to clarify the purpose your question, which can fall into one of four categories:

- 1. Questions that ask for information**, such as "When will you make a decision about the team who is selected for this project?" or "What is the scope of services for this project?"
- 2. Questions that ask for tangible help or favors**, such as "Could you please send me the specifications for this product?" or "Can you please meet with our team to show us your facility?"
- 3. Questions that ask for advice**, such as "I'm not sure what market sectors show the most growth for 2023. What markets are you tracking these days?" or "What additional

services would you like to see us offer to help us become your 'one-stop shop'?"

4. Questions that ask for feedback or opinions, such as "What are some areas where our team did not meet your expectations on the last project?" or "What are your thoughts about artificial intelligence in the design and construction industry?"

"There is a difference between listening and waiting for your turn to speak," says Simon Sinek. With that in mind, be attentive to the rhythm of the discussion. Conversations flow. It may start with your question, and then it goes to your speaking partner. Generally, the most interesting (and valuable) conversations include both give and take, where each person shares an insight, fact, or opinion, and then tosses the subject back to the other.

When you are on the hunt for information, help, advice, or feedback, expect to ask the question, then get a response. Give verbal cues that you understand such as "uh-huh," or "is that so?" And if you do not agree or understand, then probe for more information, like "tell me more" or "that is not what I expected to hear." Observe when the other person has several points to make and allow them the time to speak. Sometimes you will have short responses, and other times, you will have



more to say, which may lead to another question.

Be careful not to cut the other person off mid-sentence or ask an entirely new question without transition. It will seem that you are not listening. The important thing is to allow the dialogue to continue without interruption, and transition between questions so the other person feels heard. Listen to understand, not to speak.

"What does seem to be clear is that rhythm is useful to us in communicating: it helps us to find our way through the confusing stream of continuous speech, enabling us to divide speech into words or other units, to signal changes between topic or speaker, and to spot which items in the message are the most important," says Peter Roach in *Phonetics*.

"Timing is everything," says Buck Brannaman. This means, choose the right time to ask a question. Be on the lookout for stress, anger, sadness, or other emotions that might

get in the way of a quality response. For example, if your employee runs into the office and has that look of "I have just been in horrific rush hour traffic and am way behind schedule," then now is not the time to ask for a favor or their opinion on the status of a project. In fact, the answer to your question is not likely to be accurate or friendly. Give them some space to settle in, and then check if it is a good time to get a project update. You will both be glad that you timed the question for a better response.

Asking good questions is one of the best ways to find out good information and insights that lead to satisfied clients, happy employees, and long-term business success.

We have only scratched the surface about questions. In the next issue, we will discuss the magic of fat and skinny questions, aka open and closed. We will even provide a good list of both types that will help you in your business. •

Phoenix Wants Recycled Wastewater Project by 2030

The city of Phoenix plans to add a multibillion-dollar direct potable reuse project into the 91st Avenue Wastewater Treatment Plant that will be able to purify 60 million gallons of water per day.

The project, which Phoenix hopes to deliver by 2030, will add a major new drinking water supply to Phoenix and partner cities at a time when supplies from the Colorado River are shrinking and subject to allocation reductions. Purified water from the reuse project will supply enough water annually for approximately 200,000 homes. Without purification, the water would be discharged into the Salt River.

The Colorado River supplies 40% of the drinking water portfolios for Phoenix and Mesa. The new facility's output could replace half of Phoenix's annual Colorado River draw. Without new supplies, cities will probably have to resort to nonrenewable supplies, such as groundwater, which would lead to more severe water shortage management plans.

While other cities already engage in indirect reuse for wastewater, directing treated wastewater into the ground for natural filtration, Phoenix's project will be the first in the area to directly purify and reuse the water for drinking purposes on a significant scale.

The water purification technology will repeatedly clean the wastewater through several processes, including ozone treatment, granular activated carbon treatment and ultrafiltration or reverse osmosis.

Sensors will monitor the water and it will be tested at the end of the process to ensure quality. Water that fails testing will be discharged to the Salt River.

Officials in Phoenix have not issued exact cost details for the facility beyond saying the price tag will be in the billions. The city's share will depend on several factors, including how many other municipalities want to buy in.

The 91st Avenue Wastewater Treatment Plant is co-owned by Phoenix, Mesa, Tempe, Glendale and Scottsdale. There could be as many as 10 cities ultimately benefiting from the new plant.

Mesa officials have already expressed interest in participating. While the two cities could directly send water and wastewater to each other, the more likely scenario would be a water exchange agreement in which Mesa buys into the plant and takes a portion of Phoenix's Colorado River water while Phoenix, in turn, keeps the purified water.

Funding is expected from a variety of sources. The Arizona Water Infrastructure Finance Authority received \$1 billion last year as part of an unsuccessful attempt to fund a desalination plant. The Federal Infrastructure Investment and Jobs Act has allocated \$8.3 billion for water projects in the western U.S., including \$550 million for high-volume water recycling. A portion of the costs will also be paid by water users in the cities using the plant. ([Source](#))



Cottonwood Paving Project and New Roundabout Move Forward

The Cottonwood City Council directed city staff to proceed with a planned repaving project along Main Street from 10th Street to State Route 89A. The project is broken into three phases as follows:

Phase I: 10th Street and Main Street roundabout.

Phase II: From the new roundabout to the northern city limits.

Phase III: From the new roundabout to SR 89A.

The project was first identified as a priority in January 2022. The status of the project is currently at 30% design. The project is estimated to cost \$10.7 million for the pavement rehabilitation and \$2.3 million for the round-about. The project is expected to increase in cost as scope is added, notably, drainage improvements and streetscape improvements.

A second roundabout at Kindra Heights was discussed and city staff was directed to proceed with that as part of a future project. [\(Source\)](#)



Florence to Close North Wastewater Treatment Plant

Florence Town Council has approved moving forward with a state environmental consent decree for the future abandonment of the North Wastewater Treatment Plant. Closing the plant has been identified as a need since the 1990s. Most recently state environmental officials noted a violation of nitrogen levels in the effluent discharge, prompting the Town to renew its efforts to abandon the facility.

An infrastructure project is needed to move wastewater from the existing north plant to the town's south treatment plant. Sunrise Engineering is leading the design of that project, which is estimated to cost \$8 million. Future plans may include demolishing the old plant and restoring the area in conjunction with the future Poston Butte Preserve. [\(Source\)](#)



Business Engagement and Compliance

ADOT/BECO Other Associations

****ATTENTION TO ALL FIRMS****

Need help preparing DBE affidavits?
Please see our tutorial video below:

["Preparing DBE Affidavits"](#)



MAY

- 10** AZ Water Association's 9th Annual Career Connect
10 a.m. - 3 p.m.
Location: Phoenix Convention Center South Building Exhibition Hall
- 10** MPA's 2023 Common Ground Awards
5:30-8:30 p.m.
Location: 17 W. Congress, Tucson
- 11** APWA: Young Professionals Happy Hour
5-7 p.m.
Location: Boulders on Broadway 530 W. Broadway Road, Tempe
- 11** USGBC Morning Mingles: Networking and Coffee in Arizona
8-10 a.m.
Location: Gensler 2575 E. Camelback Road, Ste. 175, Phoenix
- 11** AGC Webinar: The Power of Community: Making Positive Impact While Winning Work?
2 p.m.
Location: *Online Only*
- 12** ULI Arizona "Understanding UrbanPlan: How to Get Involved"
8-9 a.m.
Location: Northern Trust
2398 E. Camelback Road, Ste. 1100, Phoenix
- 16** ASA University: Right People, Right Seat 7:30-9 a.m.
Location: Bell Bank
2710 E. Camelback Road, #100, Phoenix
- 18** ASBA: 4 Things you Need to Take Your Business to The Next Level
10-11 a.m.
Location: *Online Only*
- 23** ACEC Arizona / City of Phoenix May Liaison
8-9 a.m.
Location: *Online Only*
- 25** ACEC Arizona / City of Scottsdale May Liaison
8-9 a.m.
Location: *Online Only*

Featured Federal-Aid Projects

CURRENT OPEN SOLICITATIONS

Due Date	Project Valuation	DBE Goal	Solicitation / Project Number	Type	Project Owner and Description	Contact
5/12/23 11 a.m. MST	\$880,000	2.63%	999-A(555)T; F043201C	IFB	ADOT - Northwest Region State Interstate 40 And Interstate 17. The work consists of installation of wrong way signing, pavement marking, and other related work.	Iqbal Hossain, Group Manager of Contracts & Specifications, at ihossain@azdot.gov
5/12/23 11 a.m. MST	\$5 million	7.45%	017-B(238)T; F042501C	IFB	ADOT - Cordes JCT to Flagstaff Highway (I-17). The work consists of rehabilitating existing restroom buildings, rehabilitating water and wastewater systems, addressing components to meet ADA compliance, and other related work.	Iqbal Hossain, Group Manager of Contracts & Specifications, at ihossain@azdot.gov
5/19/23 11 a.m. MST	\$1.588 million	9.97%	051-A(206)T; F043701C	IFB	ADOT - Piestewa Fwy (SR 51) JCT I-10 to Pima Freeway (SR 101L). The work consists of pavement rehabilitation, removal and replacement of asphalt concrete, concrete barrier, manhole and catch basin replacements, pavement marking, and other related work. DBE Goal of 6.38%.	Iqbal Hossain, Group Manager of Contracts & Specifications, at ihossain@azdot.gov

External Links:

[ADOT Current Advertisements](#)

[ADOT Advertised Alternative Delivery Projects](#)

[ADOT Engineering Advertisements](#)

[Bidding Opportunities Around the State](#)

[ADOT Public-Private Partnership Initiatives](#)

DBE SUPPORTIVE SERVICES PROGRAM

1801 W. Jefferson St., Suite 101, Phoenix AZ

602.712.7761

DBESupportiveServices@azdot.gov

I-17, ANTHEM WAY TI TO JCT. SR 69 (CORDES JUNCTION)



PROJECT OWNER

Arizona Department of Transportation

PROJECT NAME

I-17, Anthem Way TI to Jct. SR 69
(Cordes Junction)

Phoenix – Cordes Junction Highway

Public-Private Partnership
Design-Build-Operate-Maintain
Agreement

PROJECT NUMBER

17 MA 229 H6800 01C / NHPP-017-
A(228)S

DBE participation goal
established for this project:

10.16%
for Professional Services

10.88%
for Construction Work

OUR TEAM

The Kiewit-Fann Joint Venture (KFJV) is a strategic partnership between two trusted Arizona firms that have extensive experience working in rural environments, delivering highway projects. KFJV team members have an extensive history together on successful design-build and CMAR projects and have long-standing relationships with ADOT, local jurisdictions, and the community.

POTENTIAL SUBCONTRACT OPPORTUNITIES

KFJV is seeking diverse and local firms interested in pursuing multiple scopes of work on the I-17 Anthem Way project. The following scopes are open for solicitation:

- Aggregate Supplies (structural backfill, 3/4" drain rock)
- Bridge Deck Grooving
- Buy 3" PVC Underdrain
- Buy Epoxy Resin
- Buy Geocomposite Wall Drain & Pipe
- Buy Geogrid
- Buy Geotextile Fabric
- Buy Pipe Scuppers (deck drains)
- Buy PVC & CIP Wall Embeds
- Buy vehicle Arresting Barrier
- Core Holes for Bearing Pad Anchors
- Deck Drain Pipe & Appurtenances
- De-lead Existing Bridge Bearings
- Demo Embankment Curb
- Demo Guardrail & Barrier
- Demo ROW Fence (barbed wire and t-post)
- Flaggers
- Fully Operated & Maintained Equipment
- Install MSE Pedestrian Railing
- Install Rock Anchors
- Install Temp Detour Base Course
- Install Temp Detour Pavement
- Noise Wall
- Remove Ground Mounted Signs
- Routine Maintenance - Damaged Sign F&I
- Routine Maintenance - ITS Device Repairs
- Routine Maintenance - ROW Fence Repair (t-post & barbed wire)
- Security Services
- Shotcrete
- Small Tools & Supplies
- Sound Wall CMU
- Structural Paint Touch-up
- Temp Striping
- Traffic Control Labor
- Trucking
- Weld Bearing Replacements

Attachments: Wage Decision No. AZ20210008 Mod No. 0 - Dated 01/01/2021

TAKE THE FIRST STEPS

Head to <https://www.kiewit.com/business-with-us/opportunities/i-17-anthem-way-project/> to complete the Subcontractor Questionnaire and create an account with Building Connected, or for additional information and future event dates.

QUESTIONS? CONTACT US!

Contact us to learn about anticipated subcontract opportunities on the I-17 Anthem Way project at Flex.Outreach@kiewit.com and NAME at NAME@Kiewit.com.

KFJV is committed to meeting or exceeding stated project participation requirements upon award of ongoing and upcoming Arizona Department of Transportation projects; assisting interested DBEs in obtaining bonding, lines of credit or insurance; providing interested DBEs information related to the plans, specifications and requirements for work to be subcontracted or supplied by these DBEs; assisting interested DBEs in obtaining necessary equipment, supplies, materials or related assistance or services; sub-dividing bid items into economically feasible work units to DBEs every advantage to quoting the project.

KFJV is an Equal Opportunity Employer.