ARIZONA DEPARTMENT OF TRANSPORTATION

206 S. 17th Ave
Phoenix, AZ 85007

KATIE HOBBS
GOVERNOR

JENNIFER TOTH
DIRECTOR

October 15, 2025

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's (ADOT) FY 2027 Capital Improvement Plan (CIP). The total funding request in FY 2027 is for $56,343,300, which is comprised of $24,574,100 for building renewal and $31,769,200 for capital improvement funding.

Building Renewal

The buildings and infrastructure within ADOT's system of facilities are in continuous need of maintenance, repair, and improvement due to age and high usage. ADOT is requesting the established Building Renewal formula be fully funded at 100% in FY 2027. The funding request of $24,574,148 includes $24,158,528 from the State Highway Fund and $415,620 from the State Aviation Fund.

Capital

The request for new capital project funding of $31,769,200 represents six projects funded from the state highway fund and one project funded from the state aviation fund. The first capital project request of $4,944,000 from the state highway fund will be used to continue ADOT's planned replacement of vehicle fueling facilities at three (3) additional locations, bringing the total to 13 (FY 2022 - 3 sites, FY 2023 - 4 sites, and FY 2024 3 – sites) of the 16 fueling facility replacements required. These 16 sites represent the highest risk of failure locations of the 57 in operation and have fueling equipment that is more than 30 years in age with single wall tanks. When a single wall tank leaks, it is not contained and may result in an environmental hazard. Improving these sites enables ADOT to continue to provide more than 4 million gallons of fuel annually, supporting all state agencies, and is critical to emergency actions.

The second capital project request of $5,038,000 from the State Highway Fund is to construct a new materials laboratory in Kingman adjacent to the existing facility. The current facility has deficiencies in regards to accreditation, space and process accommodations, and safety protocols. The new facility will incorporate environmental and climate control systems designed to protect employees from dust, heat, and chemicals while meeting specific testing requirements. Enhanced plumbing and electrical infrastructure will support increased operational demands. The new layout is designed to provide for smooth and efficient movement of materials through the testing process.

The third capital project request of $8,239,200 from the State Highway Fund is to renovate an 18,000 square foot building to allow the Enforcement and Compliance Division (ECD) headquarters, armory, and evidence storage to vacate external leased space. ECD headquarters will be relocated to an ADOT-owned property. The renovation will bring the building up to current building code standards and provide ADA accesses. In addition to paying approximately $380,000 annually in rental costs, ECD has security and force protection concerns as emergency services and utilities are controlled by the lessor of their current space. This move would address those concerns.

The fourth capital project request of $8,895,000 from the State Highway Fund is to renovate the 23,150 square foot first floor of ADOT's Engineering Building and add a 4,420 square foot extension. The second and third floors of the building have already undergone renovation. This project will allow ADOT to relocate Project Delivery and Operations (PDO) staff with related functions into one building. The project will improve interdepartmental communication, foster collaboration, and streamline operational workflows.

The fifth capital project request of $3,142,000 from the State Highway Fund is to support the purchase of land and design effort of a new 12,000 square foot Motor Vehicle Division (MVD) Customer service Center in the San Tan Valley area. ADOT intends to request additional capital funding in FY 2029 based on the completed design to validate and adjust the current construction estimate of $11,741,000. This new MVD location will improve access to MVD customer services to support continued population growth in the suburban and rural areas in and around San Tan Valley, which grew from 1,500 in 2000 to more than 99,000 in 2020.

The sixth capital project request of $611,000 from the State Highway Fund is to complete the design and engineering to renovate a 12,282 square foot Transportation Systems Management and Operations (TSMO) signs and signals warehouse in Phoenix. An initial feasibility study was completed in 2023 using other monies to determine viability of the project, which was deemed too large to be supported with Building Renewal Funding.

ADOT intends to request additional Capital funding in FY 2028 based on the completed design to validate and adjust the current construction estimate of $4,984,100. This renovation will improve the function and efficiency of the storage space while bringing it into compliance with Americans with Disabilities Act (ADA) and current building code.

The final capital project request of $900,000 from the State Aviation Fund is to replace Grand Canyon Airport signage. The current signage was constructed in 1967 and has a detrimental effect on the tourist experience. Some of it is damaged or displays incorrect information. It is in need of code updating, material updating, and informational updating.

ADOT and the Department of Public Safety (DPS) have continued to collaborate and communicate with one another regarding 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 2027 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
ADOT Director

Enclosure

STATE OF ARIZONA
FY 2027 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 2027Capital Request	Total Request
GENERAL FUNDS			
OTHER APPROPRIATED FUNDS	$24,574,148	$ 31,769,200	$ 56,343,348
FEDERAL FUNDS			
NON-APPROPRIATED FUNDS			
TOTAL REQUEST	$ 24,574,148	$ 31,769,200	$ 56,343,348

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 — Director

Signature of Agency Head — Title

John C. Hetzel, Jr. — Facilities Manager — 602-712-7952 — 10/15/2025

Request Prepared by — Title — Phone — Date

STATE OF ARIZONA
FY 2027 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	Replace Vehicle Fueling Facilities Statewide	Replace vehicle fueling facilities at three locations.	**Highway**[1]	$ 4,944,000
2	Construct New Materials Lab Kingman	Build New Materials Lab	**Highway**[1]	$ 5,038,000
3	Renovate Enforcement & Compliance Division (ECD) Headquarters Building	Renovate 18,000 SF Building for new ECD Headquarters with Armory and Evidence Storage	**Highway**[1]	$ 8,239,200
4	Renovate the 1st Floor of the Engineering Building	Renovate 18,730 to 21,150 Square feet of Office space supporting Project Delivery and Operations (PDO) Staff	**Highway**[1]	$ 8,895,000
5	Design and Land for New Motor Vehicle Division (MVD) Office in San Tan Valley	Purchase land and design for new MVD customer service center (Construction in FY 2029)	**Highway**[1]	$ 3,142,000
6	Design to Renovate Traffic Signal And Lighting Warehouse in Phoenix	Design renovation of 12,282 SF warehouse and offices (Construction in FY 2028)	**Highway**[1]	$ 611,000
1A	Replace Grand Canyon Airport Signage	Replace Grand Canyon Airport Signage	**Aviation**[1]	$ 900,000
		TOTAL OF PROJECTS SUBMITTED		**$ 31,769,200**

[1] ADOT requests the FY 2027 Capital Projects be appropriated for a minimum period of 3 years.

STATE OF ARIZONA
FY 2027 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT SCOPE & COST

Form CIP-3 Rev(2/04)

Agency: Arizona Department of Transportation

Project: Replace Vehicle Fueling Facilities Statewide **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	$0
Construction	$4,233,000
A & E Fees	$261,000
F F & E	$0
Contingency	$450,000
Total	$4,944,000

Proposed Funding[2]	
Funding Source	**Amount**
Prior Appropriation	
General Fund Request	
Highway	$ 4,944,000
Other	
Total	$ 4,944,000

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 2027	FY 2028	FY 2029
$ 4,944,000		$ 4,944,000		

Proposed Work Schedule	
Phase	**Start Date**
Planning	Complete
Design	Jan-27
Construction	Jan-28
Occupancy	Jan-29

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 2027 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT DESCRIPTION

Form CIP-4 Rev (2/04)

Agency: **Arizona Department of Transportation**

Project: **Replace Vehicle Fueling Facilities Statewide**

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 fuel 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 sites. As a result, agencies such as 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. The average lifecycle for a typical fueling system is 30 years.

Currently, ADOT has 16 of 57 fuel facilities that have fueling equipment that is in excess of 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). These sites are strategically located near transportation corridors 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.

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 a fuel leaking into the environment.

Problem/Justification (cont.)

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: we test 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 systems continue to age the amount of spare parts, breakdown, service calls and time out-of-service will continue to rise.

Proposed Solution

The proposed solution is to replace the entire fueling systems at three more sites in FY 2027. This includes the removal of underground storage tanks and associated equipment and installation of new above ground tanks with 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 three new fueling facilities 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 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

The current risk of aging equipment and degradation caused by modern fuel additives increases the potential for a serious release of fuel into the environment. The existing underground tanks are either at or significantly past the manufacturer's 30-year warranty periods, and in some cases manufacturers are not honoring warranties because the existing tanks were not designed with modern fuel additives as a consideration. Modern fuel additives, along with aging systems, are causing serious degradation of tank systems, which include the piping and pumping equipment. ADOT has experienced failures of these components at several sites; fortunately, monitoring equipment has helped to identify suspected leaks and has alerted staff to the problems, but significant environmental impacts and damage have occurred.

The release of fuel into the environment is a serious risk, and the cost to remedy a release can easily exceed $1M. ADOT's current monitoring systems have, so far, identified issues early and prevented large impacts or cleanup costs; however, it only takes one failure of a tank to create a very large problem. In addition to potential cleanup cost, the degradation of the system components increases current maintenance, repair, and downtime costs. During periods ADOT is unable to provide fuel, it forces customers like ADOT's heavy equipment teams to locate and use higher-cost commercially available fuel: additionally, downtime impacts the ability to perform critical road maintenance, snow removal, and may impact emergency response actions due to large equipment being unable, or having to travel further, to access fueling facilities that can support it.

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.

STATE OF ARIZONA
FY 2027 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT SCOPE & COST

Form CIP-3 Rev(2/04)

Agency: Arizona Department of Transportation

Project: Construct New Materials Lab Kingman **Priority:** 2

Project Scope		Construction Cost	Total Project Cost
GSF	NASF	$/GSF	$/NASF
3055	3055	$ 1,288	$ 1,649

Capital Cost Estimate[1]	
Category	Cost
Land Acquisition	$ -
Construction	$ 3,934,000
A & E Fees	$ 115,000
F F & E	$ 279,000
Contingency	$ 710,000
Total	$ 5,038,000

Proposed Funding[2]	
Funding Source	Amount
Prior Appropriation	$ 153,905
General Fund Request	
Highway	$ 5,038,000
Other:	
Total	$ 5,191,905

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 2027	FY 2028	FY 2029
$ 5,233,875	$ 195,875	$ 5,038,000		

Proposed Work Schedule	
Phase	Start Date
Planning	Complete
Design	Nov-26
Construction	Jun-27
Occupancy	May-28

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 2027 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT DESCRIPTION

Form CIP-4 Rev (2/04)

Agency: Arizona Department of Transportation

Project: Construct New Materials Lab Kingman

Priority: 2

Problem/Justification

The Arizona Department of Transportation (ADOT) Facilities plans to complete the construction of a new Kingman Materials Lab. This project was originally included in the Laws 2018 Chapter 277 (SB 1522), Section 19 appropriated $2,250,000 to construct a new materials lab in Kingman. The project received a favorably reviewed in the December 2019 Joint Committe on Capital Review (JCCR) meeting and the design was completed; however, COVID and other State Budget considerations prevented the project from progressing beyond the completed design and $2,096,094.94 of the appropriation was reverted.

The Kingman lab is still in need of replacement. The insufficiencies identified in the original request for the new lab building noted the inability of the current facility to provide for ADOT materials testing operations regarding accreditation, space and process accommodations, and safety protocols. Notably, the building lacks proper and safe ventilation for laboratory testing processes and considerable conditioned air is wasted without proper ventilation systems. Today those deficiencies are still applicable with further degradations. Additionally, new testing equipment and methods are under consideration for all ADOT labs and those requirements will be incorporated into this new facility.

Proposed Solution

The construction of a new Materials Laboratory adjacent to the existing facility. The new laboratory will feature updated workspaces including offices, restrooms, meeting rooms, training areas, and break facilities. It will incorporate environmental and climate control systems designed to protect employees from dust, heat, and chemicals while meeting specific testing requirements. Additionally, enhanced plumbing and electrical infrastructure will support increased operational demands.

Benefits

A new Kingman Material Laboratory would provide the Department and contractors with the highest quality test results in as efficient and timely manner as possible. This can only be achieved with a laboratory space that is designed with sufficient area and layout that provides for a smooth and efficient movement of materials through the testing process, while at the same time providing a safe and efficient workspace for employees. The new design eliminates the energy use conflicts and associated costs, while assuring the ability to complete all test procedures according to established standards.

Consequences of Deferral

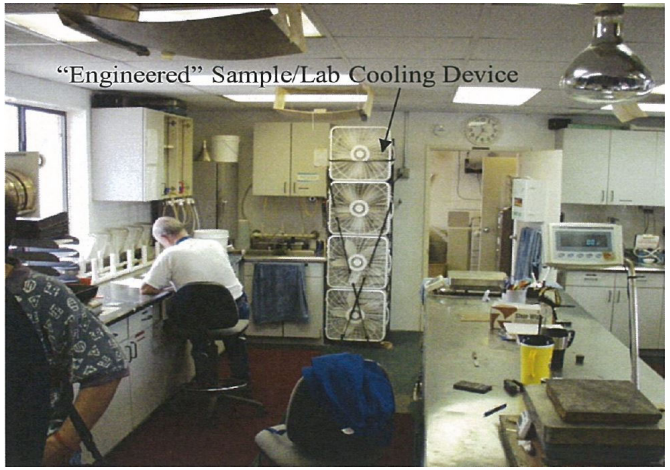
Due to the inadequate size and poor design of the current laboratory, the necessary testing procedures cannot be conducted efficiently, safely, and in compliance with ADOT statewide laboratory protocols.

Coordination with the Department of Public Safety (DPS)

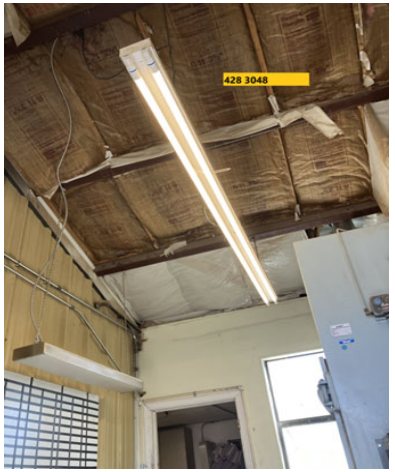
ADOT coordinated with DPS regarding this project; DPS stated that it did not have any facility requirements that could be addressed by this project.


Concrete Cylinder Curing


3048


“Engineered” Sample/Lab Cooling Device


428 3048 lab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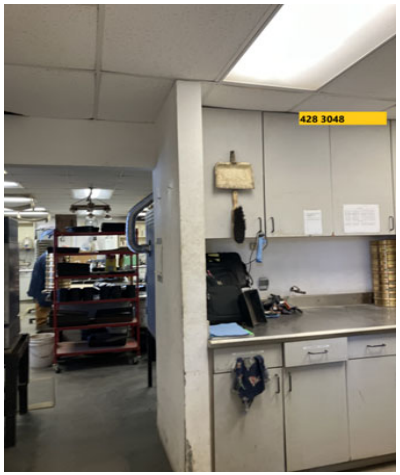
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STATE OF ARIZONA
FY 2027 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT SCOPE & COST

Form CIP-3 Rev(2/04)

Agency: Arizona Department of Transportation

Project: Renovate Enforcement Compliance Division (ECD) Headquarters Building **Priority:** 3

Project Scope		Construction Cost	Total Project Cost
GSF	NASF	$/GSF	$/NASF
20,000		$ 220	N/A

Capital Cost Estimate[1]	
Category	Cost
Land Acquisition	$ 2,000,000
Construction	$ 4,390,000
A & E Fees	$ 382,000
F F & E	$ 900,000
Contingency	$ 567,200
Total	$ 8,239,200

Proposed Funding[2]	
Funding Source	Amount
Prior Appropriation	
General Fund Request	
Highway	$ 8,239,200
Other:	
Total	$ 8,239,200

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 2027	FY 2028	FY 2029
$ 8,239,200		$ 8,239,200		$ -

Proposed Work Schedule	
Phase	Start Date
Planning	Sep-26
Design	Nov-26
Construction	Sep-27
Occupancy	Sep-28

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 2027 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT DESCRIPTION

Form CIP-4 Rev (2/04)

Agency: Arizona Department of Transportation

Project: Renovate Enforcement & Compliance Division (ECD) Headquarters Building

Priority: 3

Problem/Justification

ECD's primary operations and headquarters are currently located in an external leased office space at 3838 N Central Ave in Phoenix, where they occupy several floors of a commercial high-rise. However, these operations are encountering security and force protection concerns due to the reliability of the emergency services and utilities controlled by the building's lease management. There is sufficient undeveloped space at a building that ADOT jointly owns with the Maricopa Association of Governments (MAG) that will provide improved operational resilience and security.

Proposed Solution

The proposed solution is to purchase additional space in the building from MAG. Then ADOT will complete a total redesign in FY 2027 and renovation of the building in FY 2028 to bring the building up to current building code standards, which will allow the existing structure to serve the needs of the Department of Transportation for years into the future. Interiors will be upgraded for staff areas with applicable amenity standards, and ADA accesses will be established in staff areas and restrooms. Building infrastructures will be modernized and upgraded.

Benefits

Relocating and renovating the ECD operations and headquarters to 4010 S 43rd Place supports ADOT’s strategic objective of reducing lease expenditures by consolidating external operations into an ADOT-owned facility. This move will eliminate the current lease, resulting in annual savings of approximately $380,000.

The proposed renovation will address current security and force protection concerns while meeting ECD's immediate spatial needs. Furthermore, this renovation allows ECD to make use of currently vacant areas within ADOT's property, thereby optimizing resource utilization and improving operational efficiency.

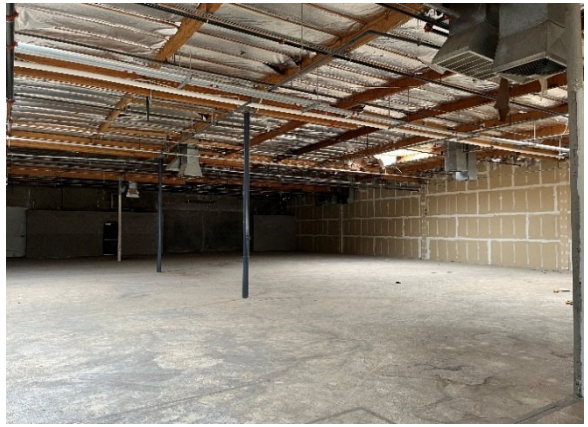
Consequences of Deferral

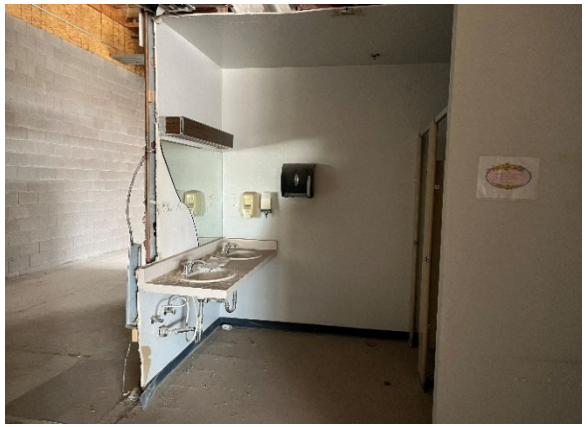
ADOT will continue funding leased spaces while ADOT-owned facilities remain unused and ECD's security and force protection concerns persist.

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.


FIRE LANE





STATE OF ARIZONA
FY 2027 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT SCOPE & COST

Form CIP-3 Rev(2/04)

Agency: Arizona Department of Transportation

Project: Renovate the 1st Floor of the Engineering Building **Priority:** 4

Project Scope		Construction Cost	Total Project Cost
GSF	NASF	$/GSF	$/NASF
23,150		$ 401	N/A

Capital Cost Estimate[1]	
Category	**Cost**
Land Acquisition	$ -
Construction	$ 7,356,000
A & E Fees	$ 300,000
F F & E	$ 1,158,000
Contingency	$ 475,000
Total	$ 9,289,000

Proposed Funding[2]	
Funding Source	**Amount**
Prior Appropriation	
General Fund Request	
Highway	$ 9,289,000
Other:	
Total	$ 9,289,000

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 2027	FY 2028	FY 2029
$ 9,289,000	$ 394,000	$ 8,895,000		

Proposed Work Schedule	
Phase	**Start Date**
Planning	Jan-26
Design	Nov-26
Construction	Mar-28
Occupancy	Mar-29

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 2027 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT DESCRIPTION

Form CIP-4 Rev (2/04)

Agency: Arizona Department of Transportation

Project: Renovate the 1st Floor of the Engineering Building

Priority: 4

Problem/Justification

The Arizona Department of Transportation (ADOT) Engineering Building, a three-story, 90,000-square-foot concrete office structure with a partial basement and central plant, has undergone phased renovations in recent years. The second floor was fully renovated in FY 2019, and the third floor was completed in FY 2025, incorporating updated finishes, furniture, and infrastructure.

To continue aligning with the Central Campus Modernization Plan and to support the agency's long-term space optimization strategy, this proposal seeks to renovate the first floor. This effort is aimed at consolidating related functions by relocating Project Delivery and Operations (PDO) staff into the building. Co-locating these units will improve team adjacency, streamline workflows, and enhance operational efficiency.

Proposed Solution

The proposed scope includes a 23,150-square-foot full-floor tenant improvement, along with a 4,420-square-foot expansion that will be constructed directly beneath the exterior waffle deck. This expansion involves removing the existing concrete panels and installing a new glass facade that matches the aesthetic of the adjacent Annex building, thereby creating additional usable interior space. The project will also include the renovation of the basement restrooms to support the increased occupancy.

The interior renovation will deliver 20 new offices and 118 workstations, along with updated finishes, furnishings, and infrastructure to support a modern, flexible work environment. A new west-facing entry with ADA-compliant ramp access will also be constructed.

Benefits

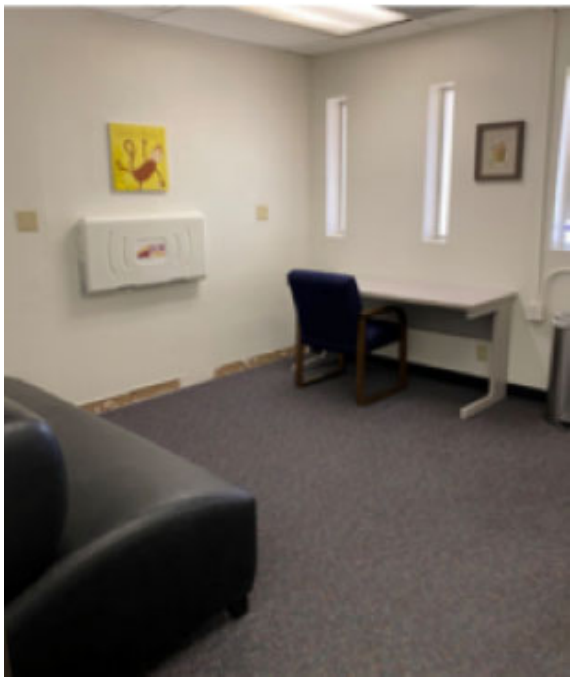
This project directly supports the Central Campus Modernization Plan by maximizing the use of existing space and allowing for the strategic co-location of Project Delivery and Operations (PDO) staff. By housing related teams in one location, the project will improve interdepartmental communication, foster collaboration, and streamline operational workflows. The updated layout and infrastructure will increase staff productivity, support modern work practices, and make better use of the building's existing footprint without requiring additional offsite leases or interim accommodations. These improvements will also contribute to long-term cost efficiency and ensure the facility meets the current and future needs of the agency.

Consequences of Deferral

Deferring this project would prolong existing inefficiencies caused by fragmented team locations, reduce momentum behind the broader campus modernization effort, and delay urgently needed upgrades to aging systems and accessibility infrastructure. Without renovation, the first floor will remain underutilized and continue to operate with outdated building systems and an inefficient floor plan, directly impacting staff productivity and service delivery.

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.



STATE OF ARIZONA
FY 2027 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT SCOPE & COST

Form CIP-3 Rev(2/04)

Agency: Arizona Department of Transportation

Project: Design and Land for New Motor Vehicle Division (MVD) Office in San Tan Valley **Priority:** 5

Project Scope		Construction Cost	Total Project Cost
GSF	NASF	$/GSF	$/NASF
12,000	12,000	$ 597	$ 978

Capital Cost Estimate[1]	
Category	Cost
Land Acquisition	$ 2,128,000
Construction	$ 7,165,000
A & E Fees	$ 1,014,000
F F & E	$ 717,000
Contingency	$ 717,000
Total	$ 11,741,000

Proposed Funding[2]	
Funding Source	Amount
Prior Appropriation	
General Fund Request	
Highway	$ 11,741,000
Other:	
Total	$ 11,741,000

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 2027	FY 2028	FY 2029
$ 11,741,000		$ 3,142,000		$ 8,599,000

Proposed Work Schedule	
Phase	Start Date
Planning	Complete
Design	Sep-27
Construction	Jul-29
Occupancy	Jul-30

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 2027 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT DESCRIPTION

Form CIP-4 Rev (2/04)

Agency: Arizona Department of Transportation

Project: Design and Land for New Motor Vehicle Division (MVD) Office in San Tan Valley

Priority: 5

Problem/Justification

The Arizona Department of Transportation's (ADOT) Motor Vehicle Division (MVD) has 42 field offices across the state, including 14 in the greater Phoenix metropolitan area, extending from Apache Junction in the east to Avondale and Surprise in the west, and from North Phoenix in the north to Chandler in the south. Due to population growth across the state and especially in the further reaches of the Valley, some areas are underserved by MVD. One of the most impacted regions is the San Tan Valley area, southeast of Mesa, Chandler, and Gilbert, and south of Apache Junction. San Tan Valley grew from under 1,500 residents in 2000 to over 99,000 in 2020. San Tan Valley is about 19 miles from both the Apache Junction MVD and the Coolidge MVD, and is 24 miles from the Southeast Mesa MVD. As such, ADOT-provided motor vehicle and driver services are significantly farther away from San Tan Valley residents than they are for other urban and suburban dwellers in the state. Residents of the San Tan Valley use all of the MVD offices near them, but all of these offices are a long drive for the community's residents.

The ZIP codes covering San Tan Valley accounted for nearly 75,000 MVD field office transactions in FY 2023. For comparison, the Apache Junction field office processed about 66,000 transactions in the same period, about 15,000 of them coming from ZIP codes that would be better served by an MVD office local to the San Tan Valley. The Southeast Mesa field office at Greenfield and Baseline conducted nearly 160,000 transactions with about 19,000 coming from customers who could have been served by an office in the San Tan Valley. With more customers coming from the San Tan Valley to various MVD offices than visited some entire offices in FY 2023, the San Tan Valley area would be well served by a full-size MVD office.

Proposed Solution

Purchase approximately 7 acres of land, design, and construct a new approximately 12,000 square feet MVD field office with a paved testing track in the San Tan Valley area.

Benefits

Once a new MVD office is open in the region, distance to travel to nearest MVD for San Tan Valley residents would decrease, more customers can be served, and total door-to-door customer experience time at nearby offices will improve. It is expected that a new office in this area would take advantage of TeleMVD to provide maximum service availability and with as small of a footprint and as little staffing expansion as possible.

Consequences of Deferral

Arizona residents in the San Tan Valley will continue to have to travel farther for Motor Vehicle Division services than other residents of the Valley. Overall customer wait time at impacted offices will increase as the region's population grows.

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.

STATE OF ARIZONA
FY 2027 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT SCOPE & COST

Form CIP-3 Rev(2/04)

Agency: Arizona Department of Transportation

Project: Design to Renovate Traffic Signal And Lighting Warehouse in Phoenix **Priority:** 6

Project Scope		Construction Cost	Total Project Cost
GSF	NASF	$/GSF	$/NASF
12,282	12,282	$ 315	$ 406

Capital Cost Estimate[1]	
Category	Cost
Land Acquisition	
Construction	$ 3,873,000
A & E Fees	$ 611,000
F F & E	$ 47,000
Contingency	$ 453,100
Total	$ 4,984,100

Proposed Funding[2]	
Funding Source	Amount
Prior Appropriation	$ 55,486
General Fund Request	
Highway	$ 4,984,100
Other:	
Total	$ 5,039,586

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 2027	FY 2028	FY 2029
$ 5,039,586	$ 55,486	$ 611,000	$ 4,373,100	

Proposed Work Schedule	
Phase	Start Date
Planning	Complete
Design	Nov-26
Construction	Apr-28
Occupancy	Apr-29

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 2027 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT DESCRIPTION

Form CIP-4 Rev (2/04)

Agency: Arizona Department of Transportation

Project: Design to Renovate Traffic Signal And Lighting Warehouse in Phoenix

Priority: 6

Problem/Justification

In March of 2023, a feasibility study was completed to determine the most effective way to meet the warehouse efficiency needs for the Arizona Department of Transportation's (ADOT) Transportation Systems Management and Operations (TSMO) division. The pre-engineered metal building structure and exterior of the warehouse are in good condition and are suitable for the continued use as a warehouse. Many existing interior modifications are inadequate and not code compliant. The metal racks are installed in a manner that does not allow the forklift used by the building occupants to maneuver between them and required accesses are inefficient and waste considerable usable space. The restrooms available are not compliant with ADA. Overall, the building has an inefficient layout, lacks many code requirements, and needs to be renovated.

Proposed Solution

The proposed solution is a total redesign in FY 2027 and renovation of the building in FY 2028 to increase the storage capacity and bring the building up to current building code standards, which will allow the existing structure to serve the needs of the Department for years into the future. New warehouse racking systems will be installed and organized in a manner to provide the most efficient workflow for the warehouse staff. Exterior racking systems as appropriate will allow greater storage abilities and better organization. Interiors will be upgraded for staff areas with applicable amenity standards, and ADA accesses will be established in staff areas and restrooms. The building infrastructure will be modernized and upgraded.

Benefits

This existing warehouse will be saved, modernized, and made significantly more efficient as opposed to building a new warehouse and demolishing the current facility, which would be considerably more expensive. Current efficiency studies and renovation scenarios have produced numerous effective solutions/improvements for ADOT in handling materials in this facility, and this knowhow could benefit other ADOT warehouse material centers to increase efficiencies and better utilize existing ADOT structures.

Consequences of Deferral

This facility will continue to be operated ineffectively and in a potentially compromised state without infrastructure upgrades and employee amenity/code related modifications.

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.


SPEED LIMIT 10


CAUTION

STATE OF ARIZONA
FY 2027 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT SCOPE & COST

Form CIP-3 Rev(2/04)

Agency: Arizona Department of Transportation

Project: Replace Grand Canyon Airport Signage **Priority:** 1A

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

Capital Cost Estimate[1]	
Category	Cost
Land Acquisition	$ -
Construction	$ 756,000.00
A & E Fees	$ 69,000.00
F F & E	$ -
Contingency	$ 75,000.00
Total	$ 900,000

Proposed Funding[2]	
Funding Source	Amount
Prior Appropriation	
General Fund Request	
Highway	
Other:	$ 900,000
Total	$ 900,000

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

Proposed Funding Schedule[3]				
Total Costs	Prior	FY 2026	FY 2027	FY 2028
$ 900,000			$ 900,000	

Proposed Work Schedule	
Phase	Start Date
Planning	Complete
Design	Nov-26
Construction	May-27
Occupancy	Dec-27

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 2027 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT DESCRIPTION

Form CIP-4 Rev (2/04)

Agency: Arizona Department of Transportation

Project: Replace Grand Canyon Airport Signage

Priority: 1A

Problem/Justification

The current Grand Canyon National Park Airport (GCNPA) site destination identifications and vehicular traffic signage was constructed in 1967 and requires aesthetic and functional updating to modernize the customer experience and support updated traffic safety directives in and around the airport roadways.

The GCNPA is a public interfacing operation and its success and fulfillment is based on public communication, public attraction, and delivery of services appropriate to the operating mission of the airport. The airport site destination signage is primarily an attractive device to create an identity for the airport and services available on the site and from the adjacent highway. Current site destination signage is obsolete and degraded. Vehicular traffic signage (stop signs, one-way signs, etc.) for site roadways and parking is outdated, dilapidated, and incomplete, and is intended to be updated and replaced as a part of this project as well. GCNPA to date has had the complete signage package designed in 2021 for $69,144 in consultant fees, but no construction has been accomplished. Further costs will be required for design updating to meet current standards and needs.

Proposed Solution

ADOT has procured planning and design detailing to establish an overall concept of signage aesthetics and function, and that existing design effort will be the baseline for updated considerations for a final signage design package to meet the needs for site and building identifications, and for updated traffic directional signage.

Benefits

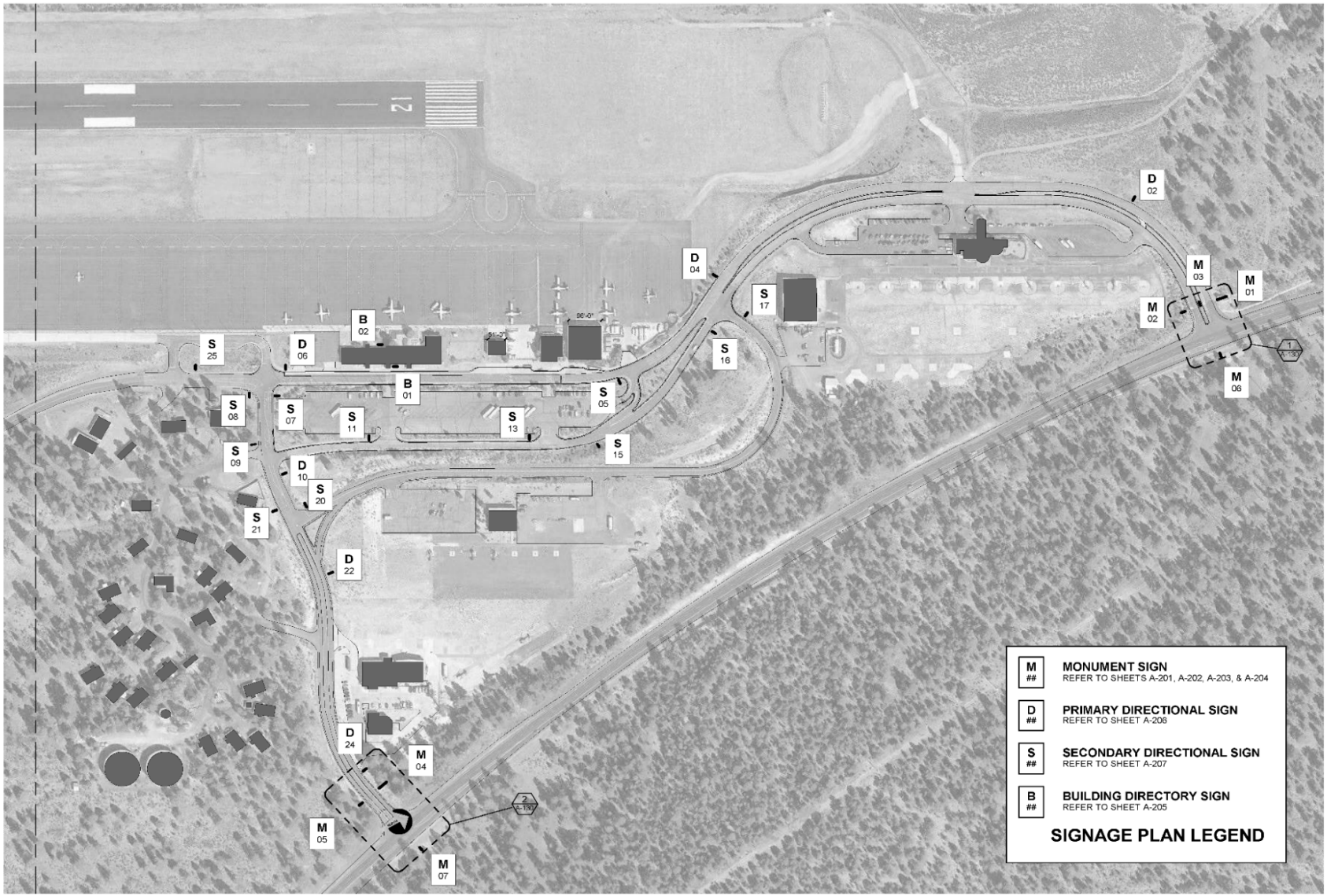
The benefits of updating and expanding the existing airport signage is integral to the airport modernizations anticipated for the terminal and other airport vendor facilities. Updated signage will provide a professional aesthetic and code compliance, comprehensively applied to the overall airport site and integrating with the themes to be maintained and established enhancing the Grand Canyon imagery.

Consequences of Deferral

The airport signage continues to degrade and will require investment and continued maintenance initiatives. Without this comprehensive approach to wayfinding and traffic management, the customer experience needed to make the GCNPA competitive as a destination attraction will suffer as existing signs continue to appear with disrepair and misinformation.

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.



1 **PROPOSED SIGN LOCATIONS - NORTH**
1" = 150'-0"

STATE OF ARIZONA
FY 2027 CAPITAL IMPROVEMENT PLAN
FY 2028-2029 TWO YEAR CAPITAL PROJECT FORECAST

Form CIP-5 (Rev 1/03)

Agency: DEPARTMENT OF TRANSPORTATION

Year	Project Name	Project Description	Total Costs
FY28	Replace Vehicle Fueling Facilities Statewide	Replace vehicle fueling facilities at Fredonia, Williams, and St Johns	$ 8,626,000
FY28	Construct New Truck Barn and Maintenance Office Kayenta	Construct new 4 bay equipment barn with office and crew room	$ 6,060,000
FY28	Construct New Road Maintenance Office and Storage Building Ajo	Construct a new 3600 SF pre-engineered building to support PDO operations	$ 3,140,000
FY28	Renovate Traffic Signal/Lighting Warehouse Phoenix	Renovate 12,282 SF warehouse and offices	$ 4,893,600
FY28	Construct New Equipment Storage Building in Springerville	Design and construct new 8 bay 9,600 square foot equipment barn	$ 9,531,000
FY28	Demolish Old MVD Office Building Phoenix	Demolish vacant 3 story building in Phoenix	$ 2,038,000
FY28	Renovate Yuma MVD	Design the renovation of 9020 SF of office and customer service space (Construction in FY 2030)	$ 126,000
FY28	Renovate Kingman Vehicle Repair Shop	Design the renovation of 15,520 SF vehicle repair shop (Construction in FY 2030)	$ 315,000
		HIGHWAY SUBTOTAL	**$ 34,729,600**
FY29	Construct New Motor Vehicle Division (MVD) Office in San Tan Valley	Construct new MVD customer service center	$ 12,075,000
FY29	Construct New Vehicle Repair Shop Mesa	Construct new 4 bay vehicle repair shop	$ 8,955,000
FY29	Design and Land New Motor Vehicle Division (MVD) Office West Valley	Purchase Land and Design for New MVD Customer Service Center	$ 4,775,000
FY29	Construct Addition to the Equipment Storage Building Globe	Add 3 new bays to existing equipment barn	$ 5,060,000
FY29	Renovate Central Materials Lab	Design the renovation of 80,750 SF office and materials testing laboratory (Construciton in FY 2031)	$ 2,180,250
		HIGHWAY SUBTOTAL	**$ 33,045,250**
		TOTAL	**$ 67,774,850**

Form
CIP-6
(Rev 1/03)

STATE OF ARIZONA
FY 2027 CAPITAL IMPROVEMENT PLAN
BUILDING RENEWAL FORECAST

Agency: **DEPARTMENT OF TRANSPORTATION**

FUND SOURCE: **STATE HIGHWAY FUND**

Primary Category	FY 2027	FY 2028
Fire Life Safety	$ 455,492	$ 455,492
Roofs	$ 4,849,325	$ 4,849,325
Exterior Building Finishes	$ 1,818,636	$ 1,818,636
Major Building Systems	$ 4,516,705	$ 4,516,705
Interior Building Finishes	$ 238,856	$ 238,856
Major Renovation	$ 4,417,274	$ 4,417,274
ADA Accessibility	$ 188,863	$ 188,863
Infrastructure	$ 7,673,377	$ 7,673,377
Totals	**$ 24,158,528**	**$ 24,158,528**

FUND SOURCE: **STATE AVIATION FUND**

Primary Category	FY 2027	FY 2028
Fire Life Safety	$ 21,049	$ 21,049
Roofs	$ 10,525	$ 10,525
Exterior Building Finishes	$ 42,099	$ 42,099
Major Building Systems	$ 74,725	$ 74,725
Interior Building Finishes	$ 21,049	$ 21,049
Major Renovation	$ 64,201	$ 64,201
ADA Accessibility	$ 10,525	$ 10,525
Infrastructure	$ 171,447	$ 171,447
Totals	**$ 415,620**	**$ 415,620**

STATE OF ARIZONA
FY 2025 CAPITAL PROJECT STATUS REPORT

Form
CIP-7
(Rev 1/03)

AGENCY: DEPARTMENT OF TRANSPORTATION

Project Name ($100,000 or greater)	Approp Number	Primary Category[1]	Fund Source	FY 2025 Expenditures	Total Costs	Estimated Total Costs	Completion Date
FY2022 Fueling Stations (HWY)	DT55610	NC	SHF	$1,800,000	$1,800,000	$ 1,800,000	FY26
FY2023 Fueling Stations (HWY)	DT55610	NC	SHF	$2,133	$2,133	$ 371,200	FY26
FY2023 Fueling Stations (HWY)	DT55580	NC	SHF	$2,426,719	$2,426,719	$ 3,026,900	FY27
FY2024 Fueling Stations (HWY)	DT56050	NC	SHF	$2,600,000	$2,600,000	$ 2,600,000	FY26
FY2025 Fueling Stations (HWY)	DT57041	NC	SHF	$2,382,815	$2,382,815	$ 9,088,200	FY27
FY2023 206 Annex Building (HWY)	DT55560		SHF	$6,245,328	$6,245,328	$ 9,309,300	FY27
FY2024 Phoenix to Tucson Passenger Rail (SGF)	DT56100		GF	$0	$0	$ 3,500,000	FY27
FY2024 Catalina State Park Entrance Crossing	PR28113			$0	$0	$ 5,813,000	FY27
FY2024 Public Use Electric Vehicle Charging	DT56060	NC	SHF	$0	$0	$ 2,500,000	FY27
FY2024 Department Electric Vehicle Fleet Charging	DT56070	NC	SHF	$599,214	$599,214	$ 5,000,000	FY30
FY2024 Tucson Motor Vehicle Division Renovation	DT56080		SHF	$3,555,219	$3,555,219	$ 4,100,000	FY26
FY2024 Water Conservation	DT56090	NC	SHF	$171,295	$171,295	$ 2,500,000	FY27
FY2024 Keams Canyon New Building	DT57020	NC	SHF	$3,206,636	$3,206,636	$ 3,400,000	FY26
FY2026 Renovate Grand Canyon airport terminal	DT54020		AVN	$0	$0	$ 850,300	FY29
FY2026 Improvements to vehicle repair shop in Avondale	DT54000	NC	SHF	$0	$0	$ 6,951,000	FY29
FY2026 Construct new maintenance offices in Little Antelope and Gray Mou	DT54010	NC	SHF	$0	$0	$ 6,861,000	FY29
Subtotal: Projects more than $100,000				**$ 22,989,358**	**$ 22,989,358**	**$ 67,670,900**	

1. New Construction

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

New Building Construction							
New Infrastructure							
Fire Life Safety			Renewal	$3,456,587	$3,456,587	$2,037,496	FY25
Roofs			Renewal	$3,356,658	$3,356,658	$9,773,702	FY25
Exterior Building Finishes			Renewal	$15,278,527	$15,278,527	$7,805,121	FY25
Major Building Systems			Renewal	$1,228,523	$1,228,523	$25,214,917	FY25
Interior Building Finishes			Renewal	$13,338,180	$13,338,180	$2,434,652	FY25
Major Renovation			Renewal	$94,664	$94,664	$21,402,528	FY25
ADA Accessibility			Renewal	$7,210,857	$7,210,857	$353,387	FY25
Infrastructure			Renewal	$44,973,287	$44,973,287	$18,153,997	FY25
Land Acquisitions							
Land Sales							
Subtotal: Projects less than $100,000				**$ 88,937,282**	**$ 88,937,282**	**$ 87,175,800**	
Grand Totals				**$ 111,926,640**	**$ 111,926,640**	**$ 154,846,700**	

STATE OF ARIZONA
ARIZONA DEPARTMENT OF TRANSPORTATION
DEPARTMENT OF TRANSPORTATION BUILDING SYSTEM BUILDING INSPECTIONS
BUILDING CONDITION RECAP – July 1, 2024 to June 30, 2025

The Arizona Department of Transportation (ADOT) identified a FY 2024 discrepancy in the number of completed inspections; the completion dates between the actual inspection reports and the management system were not correct. The revised FY 2024 completed inspection numbers increased from 243 to 281 increasing the inspected square feet from 522,784 to 585,904 or 16% of the total square feet inventory. During Fiscal Year 2025, ADOT planned to conduct 245 of the required 348 inspections and was only able to complete 148 inspections totaling 435,602 square feet or 12% of existing square feet in the ADOT Building System Per ARS 41-793. ADOT was unsuccessful in completing the planned required inspections due to insufficient quantity of inspection staff and the geographic dispersion of the buildings requiring inspection. ADOT anticipates completing 230 of 352 in FY 2026 and is identifying additional resources to increase its capacity to meet ARS 41-793 requirements.

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
National Electric Code 2017 NEC
International Fire Code 2018 IFC

Upon completion of the inspections,

1. The Inspection results were discussed with the Regional Physical Plant Directors.
2. Maintenance or repair work orders were created in the Facilities Computerized Maintenance Management System (CMMS) to be completed by available ADOT resources
3. Maintenance or repair work not able to be completed with existing resources is deferred for later consideration as future work orders or inclusion in renovation or replacement projects

Buildings Inspected
148

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 coordinated with the ADOT State Building Inspector

STATE OF ARIZONA
ARIZONA DEPARTMENT OF TRANSPORTATION
DEPARTMENT OF TRANSPORTATION BUILDING SYSTEM INVENTORY
BUILDING INVENTORY RECAP – JUNE 30, 2025

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 **3,705,970** and a replacement value estimated at **$1,171,224,441.36**. 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 2026 Renewal Costs	Proj. FY 2027 Renewal Costs
Highway	1,369	3,612,344	$1,147,036,201	$22,990,400	$24,158,528
Aviation	41	93,626	$24,188,240	$394,900	$415,620
Totals	**1,410**	**3,705,970**	**$1,171,224,441**	**$23,385,300**	**$24,574,148**

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