ARIZONA DEPARTMENT OF TRANSPORTATION

INDUSTRY FORUM

Progressive Design-Build
Project No. F097601C
SR-89A Repair and Restoration
MP 375 to MP 397

Annette Riley
ADMP Project Manager

November 10, 2026
10:00 a.m. – 12:00 p.m.

6515 South Rural Road, Suite 107
Tempe, AZ 85283

AGENDA

01 Project Location and Background

- Location, Roadway Condition, and Slope Stability

02 Stakeholders and Project Team

- Project Roles and Responsibilities

03 Project Status Update

- Environmental, ROW, Utilities, and MOT

04 Progressive Design-Build Contract and Approach

- ADOT's Goal, Priority, and Expectations

05 Procurement

- Budget, Funding, Key Dates, Next Steps, and Site Visits

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Project Location and Background

Location, Roadway Condition, and Slope Stability

Project Location and Background

SR-89A: MP 375 to 397



From October 30, 2026 through November 1, 2026, above average rainfall caused significant damage to the roadway and drainage system:

- Rock fall
- Large amounts of silt
- Large trees and other debris
- Slope failure
- Pavement damage
- Blocked drainage culverts
- Guardrail damage

MP 381.9



MP 382.9



MP 382.9



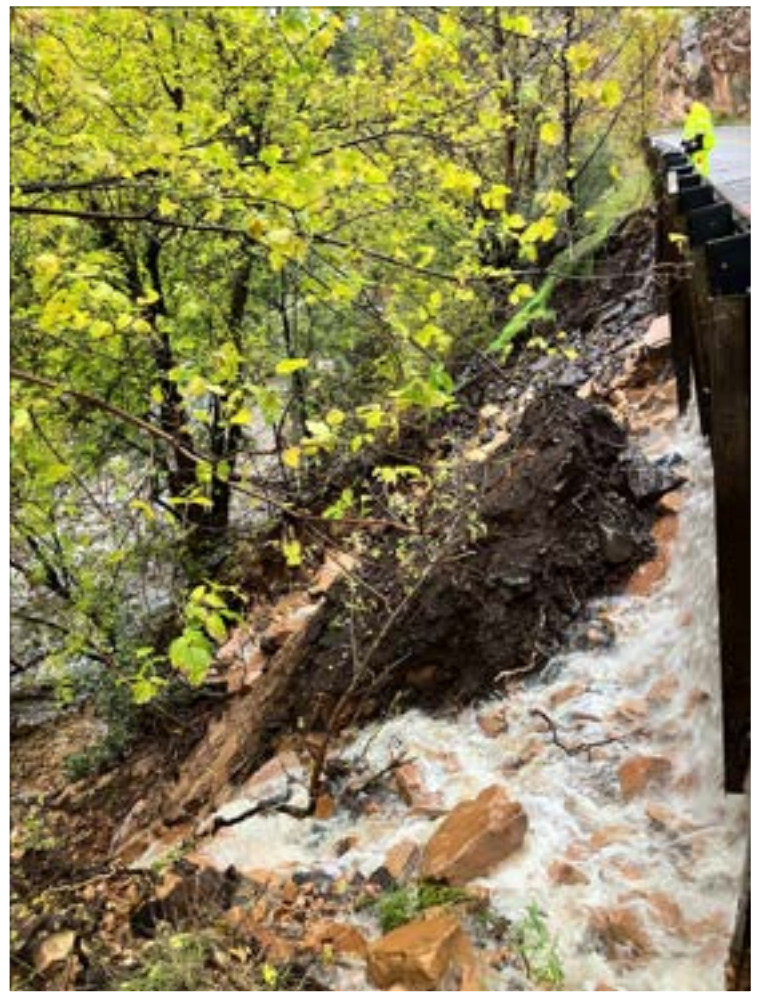
MP 382.9



MP 382.9



MP 382.9

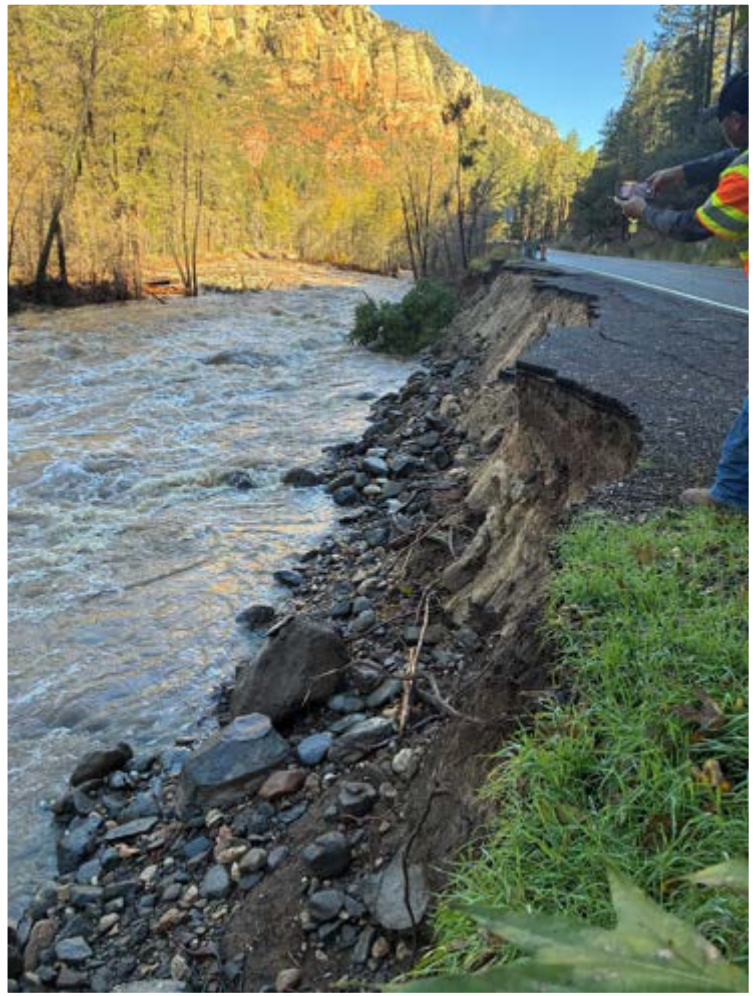


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MP 382.9 (North of Junipine/Bootlegger)

- 120-foot cumulative washout spread across two to three segments
- Primary gap: 80 feet wide, undermined by 4’-5’
- Guardrail posts entirely suspended
- Secondary southern settling and minor northbound undercutting were identified.

MP 385.6



MP 385.6



MP 387.4



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MP 385.6 (Former Roadside Parking Area)

- Involved 300’ of compromised shoulder, comprising:
- 170’ span from the southern terminal
- 130’ section where slope is actively fracturing and separating from pavement striping

Plans entail placing TCB from guardrail to nearest tree, utilizing gabion baskets for bank protection, and coordinating with the US Forest Service regarding environmental clearances and long-term parking footprints.

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MP 387.4 (Harding Spring/Pump House Wash Corridor)

- 175’ of guardrail damage and 60’ of shoulder erosion from heavy debris flow
- 2” water line that functions as the local spring water line and is owned by the US Forest Service was exposed

MP 387.4



MP 387.7



MP 388.4



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Mile Post 388.4 (Inside Curve)

- 230’ of damaged southbound guardrail
- 3’-4’ of subgrade undermining
- Severe overtopping driven by a severely plugged upstream box culvert inlet
- Mitigation requires embankment fill, slope armoring, and clearing an off-road beaver and debris dam inside the eastern ravine to redirect water back to its historical channel.

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Mile Post 388.6

- Remediation required for 60’ of shoulder erosion and minor curve embankment stabilization

MP 388.6



MP 388.8



MP 389.1



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Mile Post 388.8

- Debris flow across road resulted in total structural failure of concrete erosion control wall constructed three to four years prior
- Concrete erosion wall escaped a blocked box culvert and was carried 100 yards downstream by flows
- 80’ of shoulder erosion and undermining on SB lane
- 60’ of wall gone, massive debris flow, plugged box culvert

MP 390.0



MP 391.0



MP 392.4



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Stakeholders and Project Team

Project Roles and Responsibilitiesand MOT

Stakeholders

- US Forest Service
- City of Sedona
- Coconino County
- DPS
- AZ Game and Fish
- Sedona Fire and Rescue
- Slide Rock State Park
- Oak Creek Canyon Businesses and Residents
- Coconino County Sheriff’s Office

Project Team and Delivery Roles

Annette Riley, ADMP Project Manager

ADMP

- Lead procurement
- Use on-call GEC support

North Central District

- Provide local input on design and pricing
- Inspection and construction administration

ADOT

- Oversee design and scope
- Oversee repairs

EPG

- Provide project clearance
- Provide environmental mitigation as needed

Fann’s Scope of Work

- Debris Clearing and Drainage Inlet/Outlet Restoration



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Project Status Update

Environmental, ROW, Utilities, and MOT

Project Status Update



Environmental: ADOT Environmental is producing an Environmental Document.



ROW: US Forest Service and ADOT Easement. No acquisitions are anticipated. May need temporary easement. ADOT approval is required for work, access, or staging outside existing ROW.



Utilities: APS is undertaking repairs to restore electric service. There is a potential waterline owned by the US Forest Service that extends from the fishery to the campground.



MOT: Local Traffic Restrictions.

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Progressive Design-Build Contract and Approach

ADOT's Goal, Priority, and Expectations

Seeking Design-Build Contractor

Progressive Design-Build under ARS 28-7704



Goal: Make all necessary roadway repairs to reopen the roadway to traffic safely and as soon as possible.

Priority: How fast can the selected contractor mobilize and have available resources?

ADOT Expectations for its Partner

Verify	Plan	Price	Execute
Existing site conditions	Phasing, including traffic control	Cost and schedule risks	Efficient phasing, MOT, and Stakeholder Coordination

- Early contractor input, coordination with ADOT, and contractor expertise
- The result is less uncertainty and better-managed risk before construction begins

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Procurement

Budget, Funding, Key Dates, Next Steps, and Site Visits

Budget and Funding



$15 million

Design & Construction (Estimated Value)

ADOT is applying for Emergency Relief (ER) funds in accordance with FHWA regulations

2026 Key Dates and Next Steps

Milestone	Target Date
Industry Forum	November 10, 2026
Contractor Site Visits	November 11-12, 2026
Draft RFQ	November 13, 2026
Advertisement	November 30, 2026
SOQs Due	December 11, 2026
Preferred Proposer Announced	December 18, 2026
Execute Contract	December 29, 2026

Individual Guided Site Visits

Wednesday, November 11, 2026, and Thursday, November 12, 2026

Come Prepared:

- Safety Vest
- Hard Hat
- Steel-Toe Boots

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Questions