ADOT

CAPITAL IMPROVEMENT PLAN

- Capital Improvement
  - FY 2022 Capital Projects Requests
  - FY 2023-2024 Capital Project Forecast
- FY 2023 Building Renewal Forecast
- Capital Project Status Report
- Building Condition Recap
- Building Inventory Recap

October 15, 2020

The Honorable Douglas A. Ducey
Governor of Arizona
Executive Tower
1700 West Washington Street
Phoenix, AZ 85007

Dear Governor Ducey:

I respectfully submit the Arizona Department of Transportation (ADOT) FY 2022 Capital Improvement Plan (CIP). The total funding request in FY 2022 is for $19,482,300. The request includes $15,732,300 for building renewal and $3,750,000 in capital improvement funding.

Building Renewal

The buildings and infrastructure within ADOT's system of facilities are in a constant state of deterioration and decline due to age and level of use. ADOT established a strategic objective to improve the maintenance, operation, and service of the transportation system. ADOT is requesting 100% of the fully funded renewal formula in FY 2022. This year's request to fully fund building renewal according to the established formula aligns with ADOT's strategic plan. The funding request of $15,732,305 includes $15,421,909 from the Highway Fund and $310,396 from the Aviation Fund.

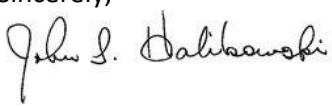
Capital

The request for new capital project funding of $3,750,000 represents two important projects. The first request is $1,950,000 for the construction of 10,000 gallon liquid brine tanks at four locations: Globe, Show Low, Prescott Valley, and Keams Canyon. ADOT currently lacks sufficient brine production and storage facilities along Arizona highways. As a result, ADOT is unable to properly treat all of its highways with liquid deicer. The result is closed highways when they become unsafe. The second request is for $1,800,000 to replace vehicle fueling facilities at three locations: Flagstaff, Holbrook, and Kingman. ADOT manages 57 fueling facilities located throughout the State of Arizona issuing over 4 million gallons of fuel annually. Currently, 16 of the 57 fuel facilities have fueling equipment that is in excess of 30 years in age with single wall tanks. Investment is needed now to begin the replacement/upgrade of the equipment at these fuel facilities.

In addition to these monetary requests, ADOT is requesting a change to language contained in recent capital outlay bills to increase the time allowed to complete construction projects. Due to the time needed to complete the design and planning phase, complete the bidding process, receive legislative approval to move forward, and complete construction, the current time allowed is insufficient for project completion. This limited time allotment for project completion is particularly problematic for a project which is logistically difficult to complete due to the complexity of the project, limited administrative staffing, or the remote location of the project.

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,



John S. Halikowski
ADOT Director

Enclosure

STATE OF ARIZONA
FY 2022 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 2022 Capital Request	Total Request
GENERAL FUNDS			
OTHER APPROPRIATED FUNDS	$ 15,732,305	$ 3,750,000	$ 19,132,305
FEDERAL FUNDS			
NON-APPROPRIATED FUNDS			
TOTAL REQUEST	$ 15,732,305	$ 3,750,000	$ 19,482,305

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.

John S. Halikowski — Director

Signature of Agency Head — Title

Tom L. Heideman — Facilities Planning Manager — 602-712-6081 — 10/15/2020

Request Prepared by — Title — Phone — Date

STATE OF ARIZONA
FY 2022 CAPITAL IMPROVEMENT PLAN
FY 2022 CAPITAL PROJECT REQUEST SUMMARY

Form
CIP-2
(Rev 1/03)

Agency: DEPARTMENT OF TRANSPORTATION

Priority	Project Name	Project Description	Fund Sources	Total Costs
1	Liquid Brine Tanks Statewide (3 Year Project)	Construct new liquid brine storage tank and production facility at 4 locations	Highway	$ 1,950,000
2	Statewide Fuel Facility Replacements (3 Year Project)	New above ground fuel facilities for Flagstaff, Holbrook and Kingman	Highway	$ 1,800,000
		TOTAL OF PROJECTS SUBMITTED		**$ 3,750,000**

STATE OF ARIZONA
FY 2022 CAPITAL IMPROVEMENT PLAN
FY 2022 CAPITAL PROJECT DESCRIPTION

Form
CIP-3
(Rev 2/04)

Agency: Arizona Department of Transportation

Project: Liquid Brine Tanks Statewide (3 Year Project) **Priority:** 1

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

Capital Cost Estimate[1]	
Category	Cost
Land Aquisition	
Construction	$ 1,600,000
A & E Fees	$ 200,000
F F & E	
Other	$ 150,000
Total	**$ 1,950,000**

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

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

Proposed Funding Schedule[3]				
Total Costs	Prior	FY2022	FY2023	FY2024
$ 1,950,000		$ 1,950,000		

Proposed Work Schedule	
Phase	Start Date
Planning	7/1/2021
Design	1/1/2022
Construction	1/1/2023
Occupancy	6/30/2024

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 2022 CAPITAL IMPROVEMENT PLAN
FY 2022 CAPITAL PROJECT DESCRIPTION

Form

(Rev 2/04)

Agency: **Arizona Department of Transportation**

Project: **Liquid Brine Tanks Statewide (3 Year Project)**

Priority: 1

Problem/Justification

Effective winter storm management that keeps state highways open and safe for the public requires the use of liquid deicers, including salt brine which is the most economical. These deicers are applied directly to the roadway and to the granular deicers as they are spread from the plow truck. These deicers must be available at specific maintenance yards in sufficient quantities to fully support extended operations before and during storms that can last for days. ADOT currently lacks sufficient brine production and storage facilities at key locations along Arizona highways. As a result, ADOT is unable to properly treat all highways with liquid deicer and to pre-treat the granular deicer to make it more effective. The result of this deficit is closed highways and limited access to others when they become unsafe. Accidents and closures negatively impact interstate commerce and tourism.

Proposed Solution

Construct four 10,000 gallon storage facilities with containment that meet local, state and ferderal requirements.

The proposed locations for FY 2022 are: Globe, Show Low, Prescott Valley, Keams Canyon.

Benefits

When there is sufficient quantity of brine and other liquid deicers available at strategic locations along the northern highways, the operations to keep roads open and safe are more effective and efficient. Roads can be pretreated with brine ahead of the storm to keep ice from forming and liquid magnesium chloride can be applied to the salt being spread on the highway. All of this means that during winter storms: 1) roads are less icy and less slippery, 2) there are fewer accidents, 3) roads stay open and 4) there is less delay to the road surface.

Consequences of Deferral

Critical shortages of essential deicing materials during winter storms will continue to force us to close roads, especially near interstate locations that do not have enough storage for the deicers required to maintain safe roads. Deferral will also perpetuate higher accident rates and delay to commercial traffic.

Typical Liquid Brine Tank

STATE OF ARIZONA
FY 2022 CAPITAL IMPROVEMENT PLAN
FY 2022 CAPITAL PROJECT DESCRIPTION

Form CIP-3 (Rev 2/04)

Agency: Arizona Department of Transportation

Project: Replace Vehicle Fueling Facilities Statewide: Flagstaff, Holbrook and Kingman **Priority:** 2

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

Capital Cost Estimate[1]	
Category	Cost
Land Aquisition	
Construction	$ 1,500,000
A & E Fees	$ 150,000
F F & E	
Other	$ 150,000
Total	**$ 1,800,000**

Proposed Funding[2]	
Funding Source	Amount
Prior Appropriation	
General Fund Request	
Highway	1,800,000
Other:	
Total	

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

Proposed Funding Schedule[3]				
Total Costs	Prior	FY2022	FY2023	FY2024
$ 1,800,000		$ 1,800,000		

Proposed Work Schedule	
Phase	Start Date
Planning	7/1/2021
Design	1/1/2022
Construction	1/1/2023
Occupancy	6/30/2024

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 2022 CAPITAL IMPROVEMENT PLAN
FY 2022 CAPITAL PROJECT DESCRIPTION

Form

(Rev 2/04)

Agency: **Arizona Department of Transportation**

Project: Replace Vehicle Fueling Facilities Statewide: Flagstaff, Holbrook and Kingman

Priority: 2

Problem/Justification

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

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

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

Currently, we have 16 of 57 fuel facilities that have fueling equipment that is in excess of 30 years in age with single wall tanks. The most critical sites in need of total system replacement are Flagstaff, Holbrook and Kingman. These sites are strategically located near the I-40 corridor to allow ADOT and other agencies to receive fuel. The Flagstaff location is one of ADOT's most important facilities during winter storms. This facility can issue more than 1,500 gallons of Diesel fuel daily during a snow removal operation. It's critical to have the snow plows fueled and moving to keep the roads clear of snow to enable the I-40 to be open for public safety.

STATE OF ARIZONA
FY 2022 CAPITAL IMPROVEMENT PLAN
FY 2022 CAPITAL PROJECT DESCRIPTION

(Rev 2/04)

Agency: **Arizona Department of Transportation**

Project: Replace Vehicle Fueling Facilities Statewide: Flagstaff, Holbrook and Kingman

Priority: 2

Problem/Justification (continued)

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.

ADOT's fuel systems are in full compliance, but the tanks and connected piping could have a catastrophic fuel leak at any time. The sites at Flagstaff, Holbrook and Kingman have single wall fiberglass tanks and fiberglass reinforced plastic piping which adds to increased risk and is a contributing factor for the need to replace the system. We recommend immediate action to replace the entire fueling system which includes the tanks, all piping, sumps, dispensers, fuel booth canopy, etc.

The Flagstaff diesel tank has 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.

STATE OF ARIZONA
FY 2022 CAPITAL IMPROVEMENT PLAN
FY 2022 CAPITAL PROJECT DESCRIPTION

Form

(Rev 2/04)

Agency: **Arizona Department of Transportation**

Project: Replace Vehicle Fueling Facilities Statewide: Flagstaff, Holbrook and Kingman

Priority: 2

Problem/Justification (continued)

The Flagstaff and Kingman 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. The Flagstaff 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. This system only has a single wall tanks and piping. 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.

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

- Flagstaff: Tanks and pipe installed 1986
- Holbrook: Tanks and diesel pipe installed 1983, unleaded pipe installed 1996
- Kingman: Tanks installed 1981, diesel pipe 1996, unleaded pipe installed 2002

STATE OF ARIZONA
FY 2022 CAPITAL IMPROVEMENT PLAN
FY 2022 CAPITAL PROJECT DESCRIPTION

Form

(Rev 2/04)

Agency: **Arizona Department of Transportation**

Project: Replace Vehicle Fueling Facilities Statewide: Flagstaff, Holbrook and Kingman

Priority: 2

Proposed Solution

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

The proposed replacement would be to add two new 12,000 aboveground storage tanks (AST) built to the UL 2085 standard and piped to a remote fuel island. To comply with federal regulations, we recommend 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. We recommend 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, we recommend a fuel island canopy with LED lighting and a booth to store the Fuel Force, spill kit etc.

Benefits

The new fueling facilities at Flagstaff, Holbrook and Kingman would provide a reliable fueling system that supports 57,000 fuel transactions, 456,000 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 to 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 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.

STATE OF ARIZONA
FY 2022 CAPITAL IMPROVEMENT PLAN
FY 2022 CAPITAL PROJECT DESCRIPTION

Form

(Rev 2/04)

Agency: **Arizona Department of Transportation**

Project: Replace Vehicle Fueling Facilities Statewide: Flagstaff, Holbrook and Kingman

Priority: 2

Consequences of Deferral

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

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

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

No matter how good the UST system is (inventory control, leak detection, etc.) there is always the possibility of fuel leaking into the environment from tiny quantities to major releases from a catastrophic failure. Our goal is to avoid any fuel leak into the environment. For this reason we are requesting the sites at Flagstaff, Holbrook and Kingman have total fuel system replacement.

Lastly, if these sites go out of service it causes increased time for customer to find fuel for logistical projects and increased safety risk associated with large equipment trying to pull in and around a non-industrial designed fueling system.

STATE OF ARIZONA
FY 2022 CAPITAL IMPROVEMENT PLAN
FY 2023-2024 TWO YEAR CAPITAL PROJECT FORECAST

Form CIP-5 (Rev 1/03)

Agency: DEPARTMENT OF TRANSPORTATION

Year	Project Name	Project Description	Total Costs
FY23	Renovate 206 Annex Building	Renovate ADOT's 3 story annex office building located at 206 S. 17th Ave.	$ 7,200,000
FY23	Replace Vehicle Fueling Facilities Statewide	Replace Vehicle Fueling Facilities at 3 locations	$ 1,800,000
		SUBTOTAL	**$ 9,000,000**
FY24	Kingman Materials Laboratory	Construct new materials testing laboratory	$ 2,250,000
FY24	Keams Canyon Maintenance Yard	Construct new 4 bay truck barn, office and ready room	$ 1,790,000
FY24	Replace Vehicle Fueling Facilities Statewide	Replace Vehicle Fueling Facilities at 3 locations	$ 1,800,000
		SUBTOTAL	**$ 5,840,000**
		TOTAL	**$ 14,840,000**

STATE OF ARIZONA
FY 2022 CAPITAL IMPROVEMENT PLAN
BUILDING RENEWAL FORECAST

Form
CIP-6
(Rev 1/03)

Agency: **DEPARTMENT OF TRANSPORTATION**

FUND SOURCE: **STATE HIGHWAY FUND**

Primary Category	FY 2022	FY 2023
Fire Life Safety	$ 500,000	$ 500,000
Roofs	$ 1,300,000	$ 1,300,000
Exterior Building Finishes	$ 1,300,000	$ 1,300,000
Major Building Systems	$ 2,800,000	$ 2,800,000
Interior Building Finishes	$ 1,200,000	$ 1,200,000
Major Renovation	$ 5,521,908	$ 5,521,908
ADA Accessibility	$ 100,000	$ 100,000
Infrastructure	$ 2,700,000	$ 2,700,000
Totals	**$ 15,421,908**	**$ 15,421,908**

FUND SOURCE: **STATE AVIATION FUND**

Primary Category	FY 2022	FY 2023
Fire Life Safety	$ 10,000	$ 10,000
Roofs	$ 10,000	$ 10,000
Exterior Building Finishes	$ 15,000	$ 15,000
Major Building Systems	$ 59,396	$ 50,000
Interior Building Finishes	$ 20,000	$ 20,000
Major Renovation	$ 163,000	$ 60,000
ADA Accessibility	$ 3,000	$ 3,000
Infrastructure	$ 30,000	$ 142,396
Totals	**$ 310,396**	**$ 310,396**

STATE OF ARIZONA
FY 2020 CAPITAL PROJECT STATUS REPORT

Form CIP-7 (Rev 1/03)

Agency: **DEPARTMENT OF TRANSPORTATION**

Project Name ($100,000 or greater)	Appropr Number	Primary Category	Fund Source	FY2020 Expenditures	Total Costs	Estimated Total Costs	Completion Date
FY2019 Keams Canyon Truck Barn (HWY)	DT57020	NC	SHF	$ 132,227	$ 132,227	$ 1,790,000	Unknown
FY2019 Spreader Rack Bays (HWY)	DT57025	NC	SHF	$ 1,486,159	$ 1,720,000	$ 1,720,000	FY20
FY2019 Kingman Materials Lab (HWY)	DT57030	NC	SHF	$ 153,905	$ 153,905	$ 2,250,000	Unknown
FY2020 Wickenburg New Buildings (HWY)	DT55940	NC	SHF	$ 291,318	$ 291,318	$ 4,600,000	Unknown
FY2020 Seligman/Williams Maintenance Buildings (HWY)	DT55930	NC	SHF	$ 520	$ 520	$ 2,300,000	FY22
Subtotal: Projects more than $100,000				**$ 2,064,129**	**$ 2,297,970**	**$ 12,660,000**	

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

New Building Construction							
New Infrastructure							
Fire Life Safety			Renewal	$ 440,552		$ 440,552	FY20
Roofs			Renewal	$ 273,059		$ 273,059	FY20
Exterior Building Finishes			Renewal	$ 630,058		$ 630,058	FY20
Major Building Systems			Renewal	$ 2,666,096		$ 2,666,096	FY20
Interior Building Finishes			Renewal	$ 407,073		$ 407,073	FY20
Major Renovation			Renewal	$ 4,758,112		$ 4,758,112	FY20
ADA Accessibility			Renewal	$ 50,841		$ 50,841	FY20
Infrastructure			Renewal	$ 763,576		$ 763,576	FY20
Land Acquisitions							
Land Sales							
Subtotal: Projects less than $100,000				**$ 9,989,367**	**$ -**	**$ 9,989,367**	
Grand Totals				**$ 12,053,496**	**$ 2,297,970**	**$ 22,649,367**	

STATE OF ARIZONA
ARIZONA DEPARTMENT OF TRANSPORTATION
DEPARTMENT OF TRANSPORTATION BUILDING SYSTEM BUILDING INSPECTIONS
BUILDING CONDITION RECAP – June 30, 2020

During Fiscal Year 2020, the Department of Transportation conducted 320 inspections of existing structures in the ADOT Building System per ARS 41-793. Upon completion of the inspections, written reports were prepared and the following action(s) taken:

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

Facility inspections that were conducted included Building, Structural, Roofing, Mechanical, Plumbing, Electrical, Fire Sprinkler, ADA, and the Site.

Facilities Type	Buildings Inspected
Intermodal Transportation Division	320
Grand Canyon Airport	-
Total	320

The condition of the facilities inspected in the past year range from good to poor. A majority of the facilities inspected were determined to be in good or fair condition where good condition means little or no repairs are required and fair condition means in need of some minor repairs.

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 word document file system.

This report was prepared by ADOT State Building Inspector

STATE OF ARIZONA
ARIZONA DEPARTMENT OF TRANSPORTATION
DEPARTMENT OF TRANSPORTATION BUILDING SYSTEM INVENTORY
BUILDING INVENTORY RECAP – JUNE 30, 2020

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 **1,475** buildings and structures that have a total square footage of approximately **3,594,226** and a replacement value estimated at **$852,464,089**. 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 2021 Renewal Costs	Proj. FY 2022 Renewal Costs
Highway	1,428	3,500,307	$830,985,770	$14,283,836	$15,421,909
Aviation	47	93,919	$21,478,319	$299,248	$310,396
Totals	**1,475**	**3,594,226**	**$852,464,089**	**$14,583,084**	**$15,732,305**

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