

FY 2021 – 2025 Tentative Five Year Program

February 21, 2020

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2021-2025 Tentative Program Discussion

ADOT

Background

Overview of Asset Condition

P2P Process

Tentative 5-Year Highway Delivery Program

MAG: Tentative Program

PAG: Tentative Program

Airport Program

Next Steps

Background

- Developed collaboratively with STB, ADOT (IDO,TSMO, FMS, MPD) and Regional Partners
- Demonstrates how federal and state dollars will be obligated over the next five years.
- Approved annually
- Fiscal year starts each July 1
- Must be fiscally constrained – STB Five Year Program

Overview of Asset Condition

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\$22.9 Billion = Value of State Highway System Infrastructure

ADOT

**\$22.9
Billion**



Without a commitment to preservation, the system would cost \$300 billion to replace.

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Bridge Ratings

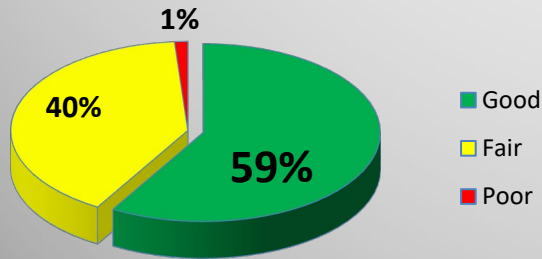
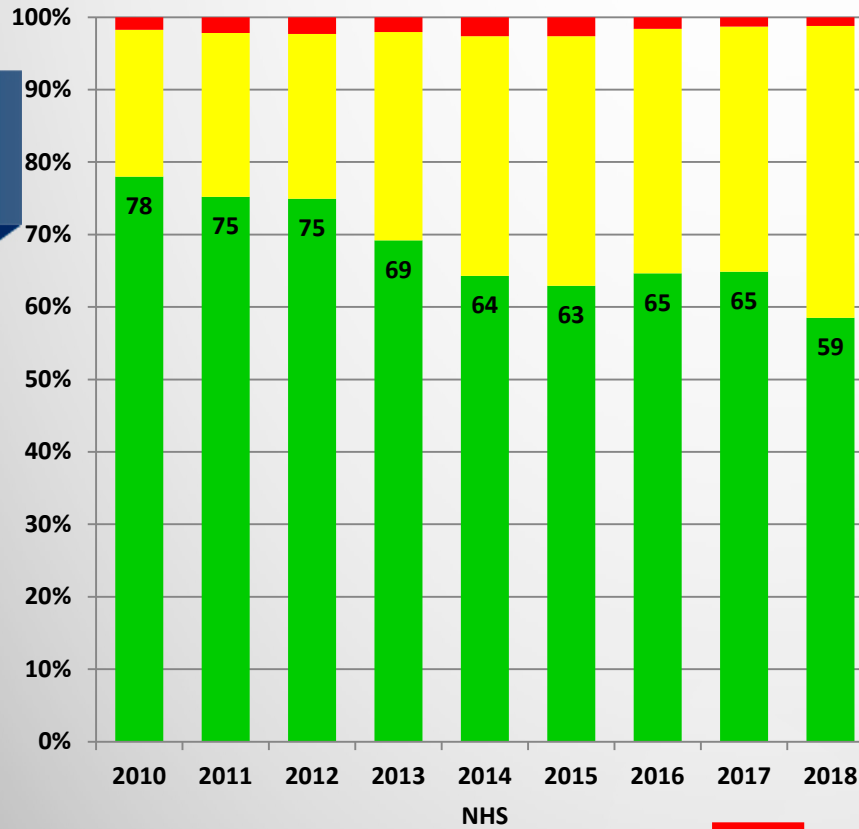
Good: Primary structural components have no problems or only very minor deterioration.

Fair: Primary structural components are sound but have some concrete deterioration or erosion around piers or abutments caused by flowing water (scour).

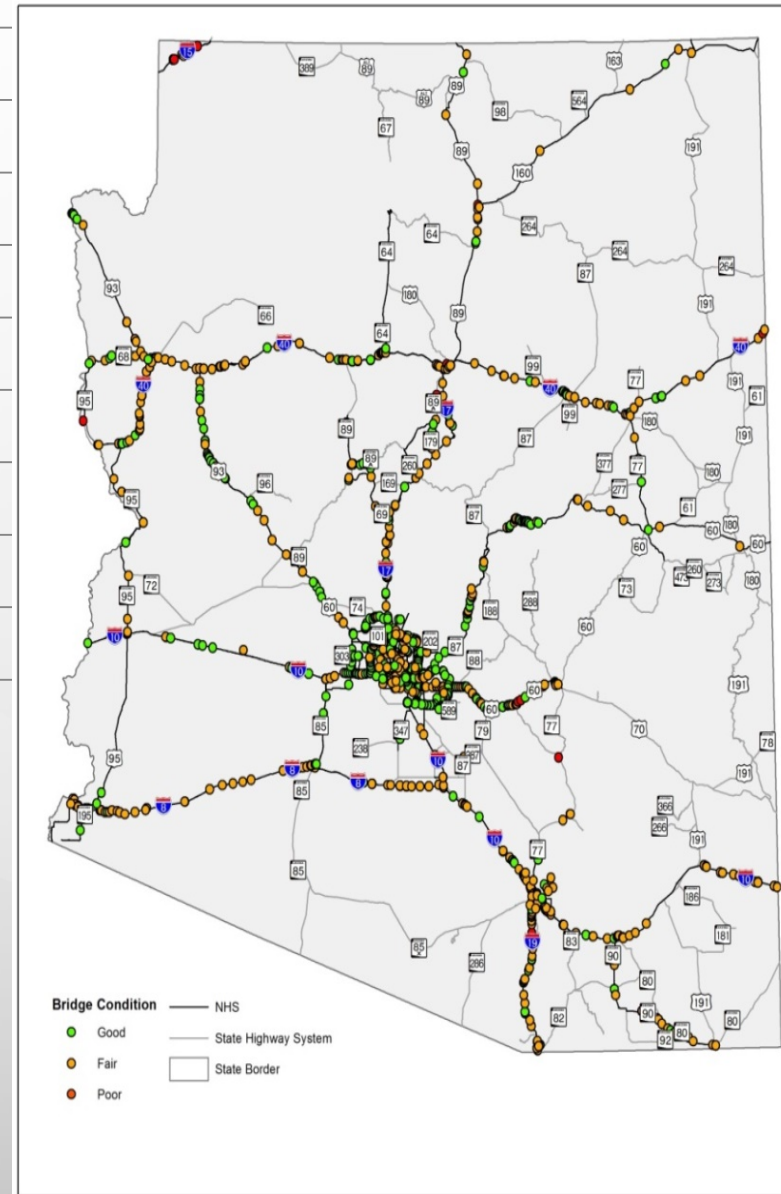
Poor: Advanced concrete deterioration, scour or seriously affected primary structural components. A poor condition bridge is not unsafe. Unsafe bridges are closed.

ADOT

Bridge Condition



59% Good



Pavement Ratings

ADOT

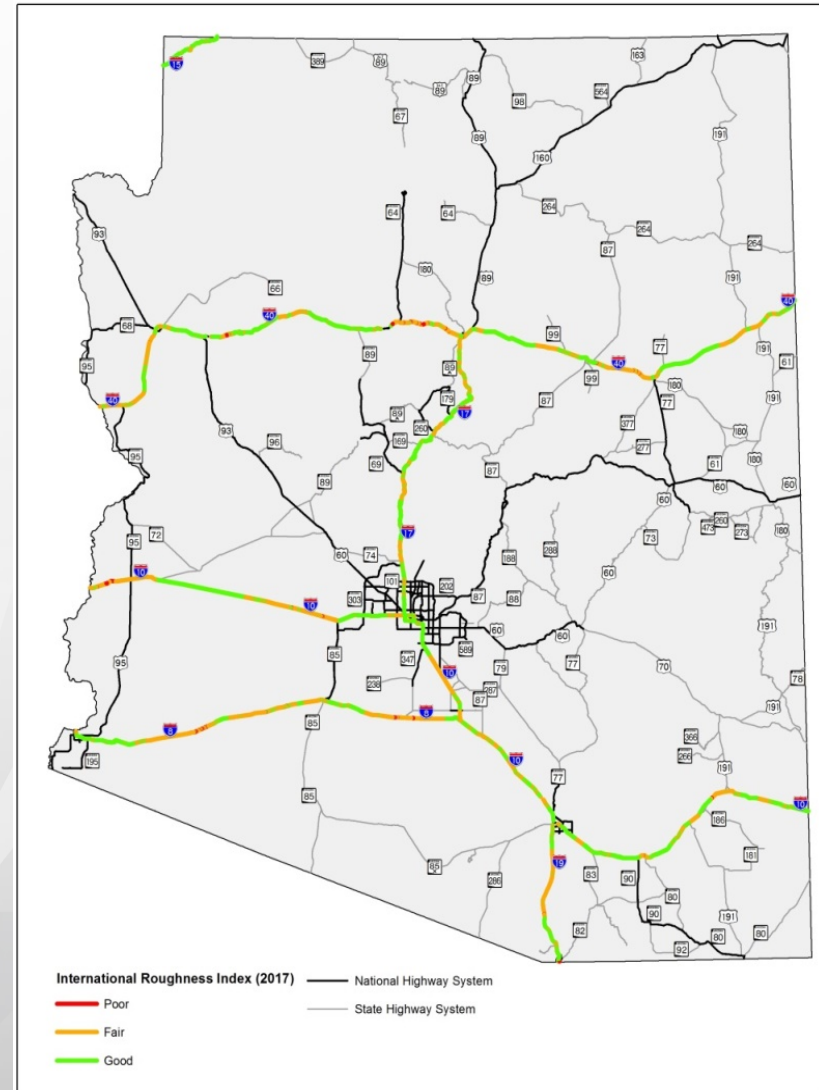
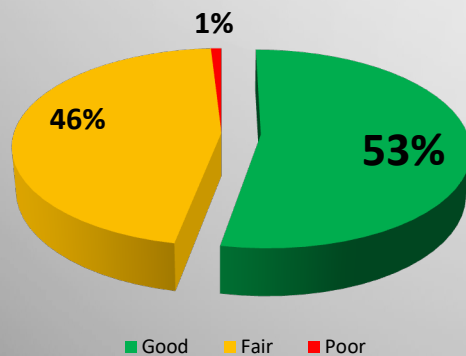
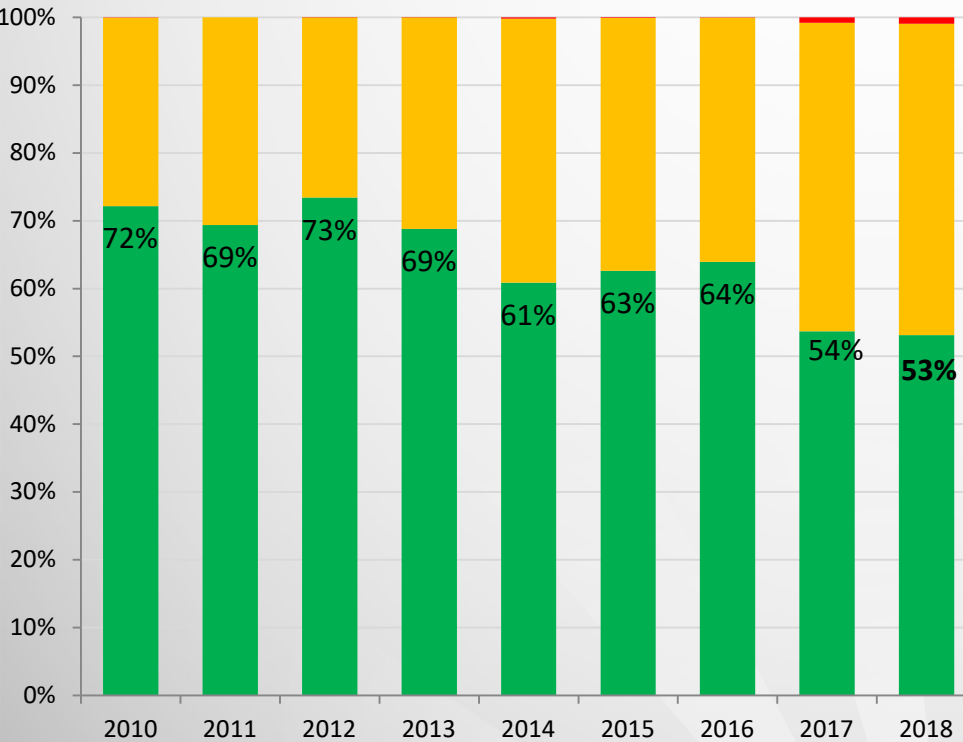
Good – Smooth road surface, with little cracking and no ruts or potholes.

Fair – Moderate amounts of cracking that lead to increased roughness of the road surface. Shallow ruts in the wheel path.

Poor – Numerous cracks, rough road surface, ruts in the wheel path, potholes and disintegration of the road surface.

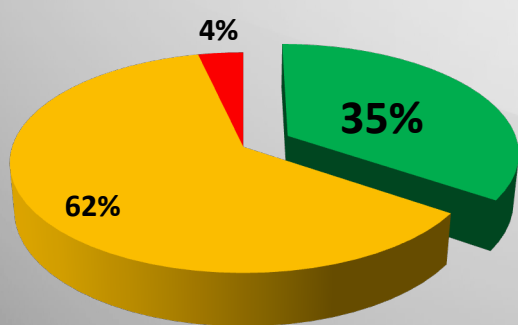
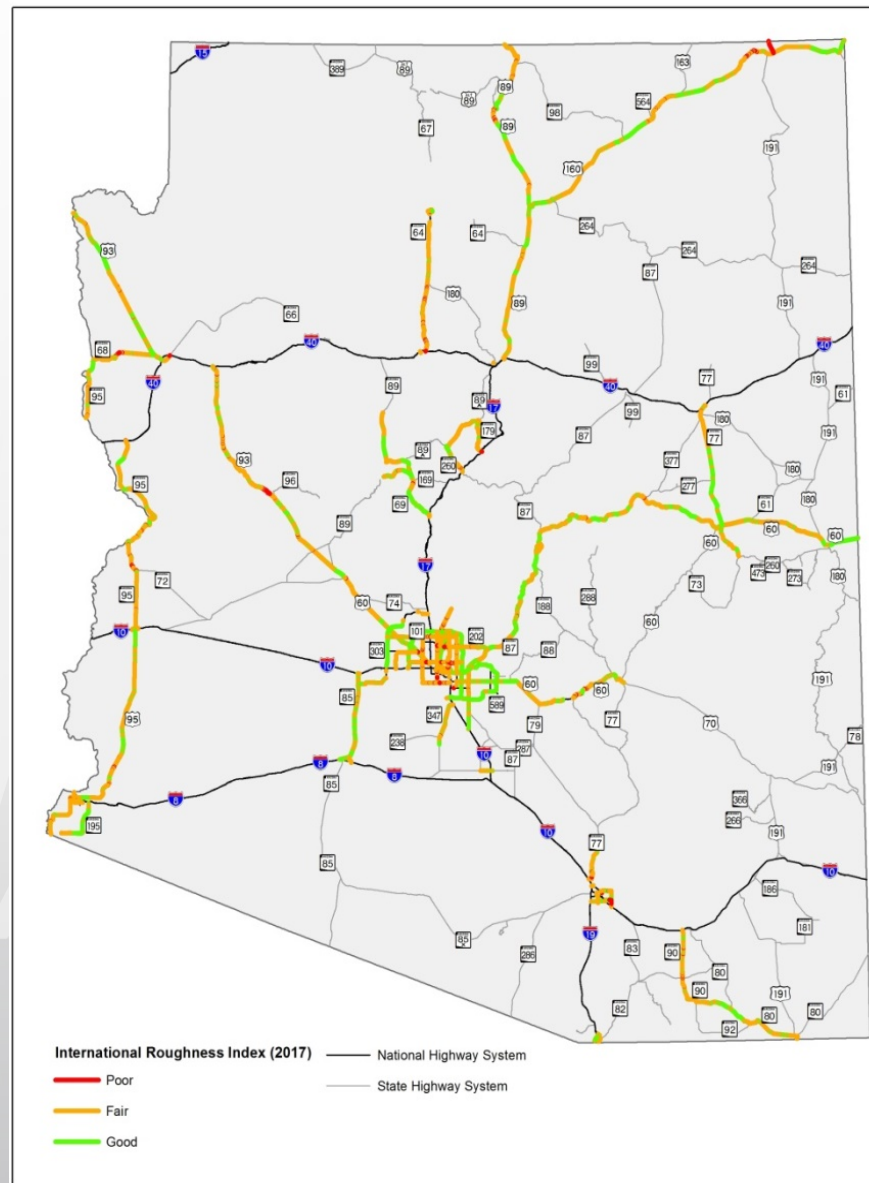
Pavement Condition: Interstates

53% Good



Pavement Condition: NHS

35% Good

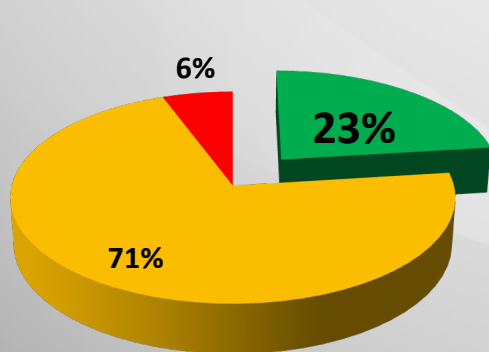
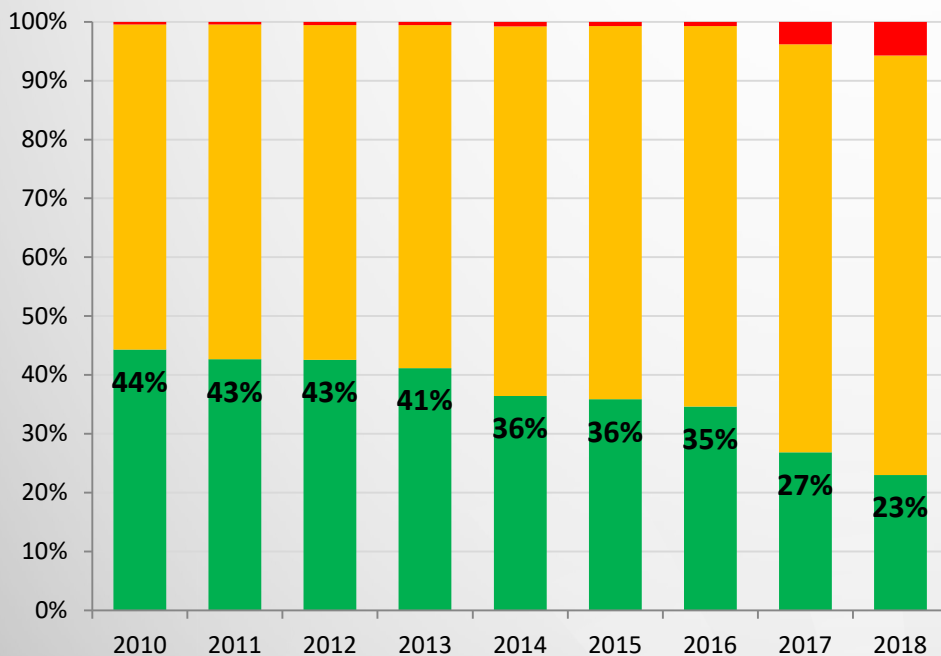


Good Fair Poor

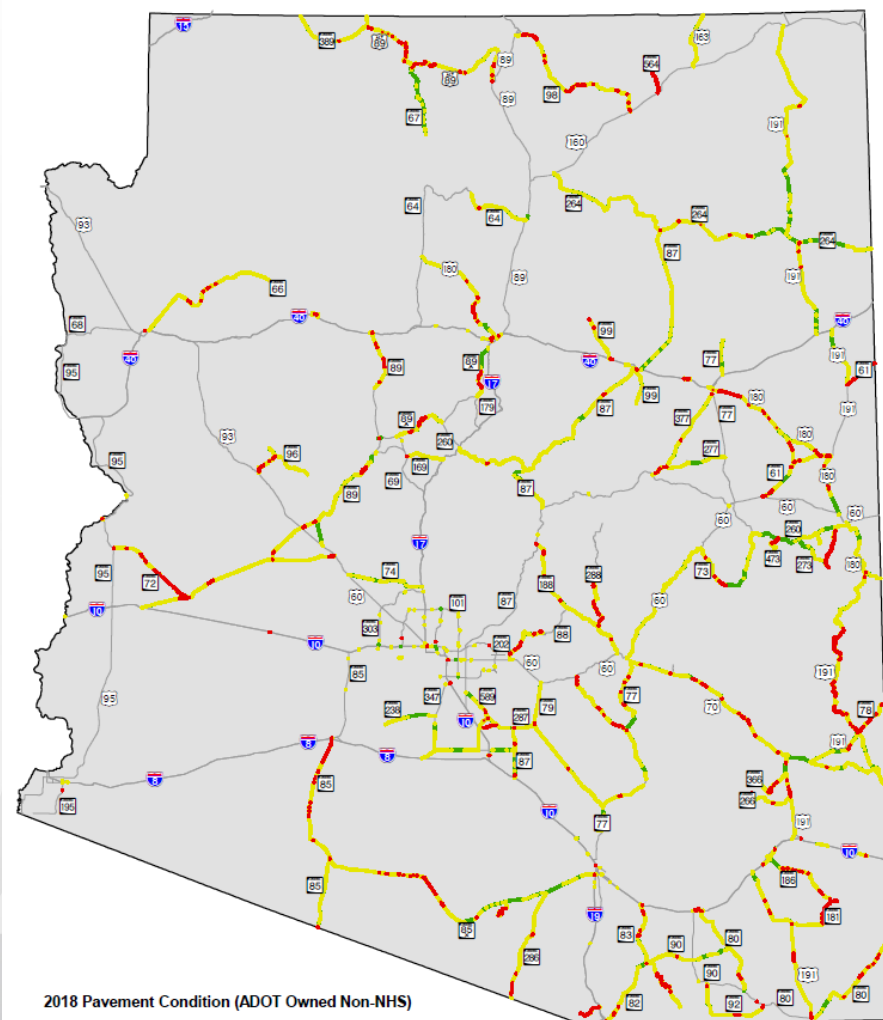
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Pavement Condition: Non-NHS

23% Good

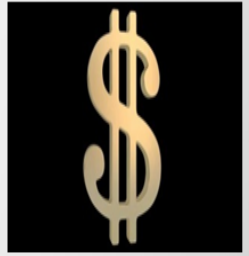


Good Fair Poor



WMYA 2040

Categories of Highway Need/Investment

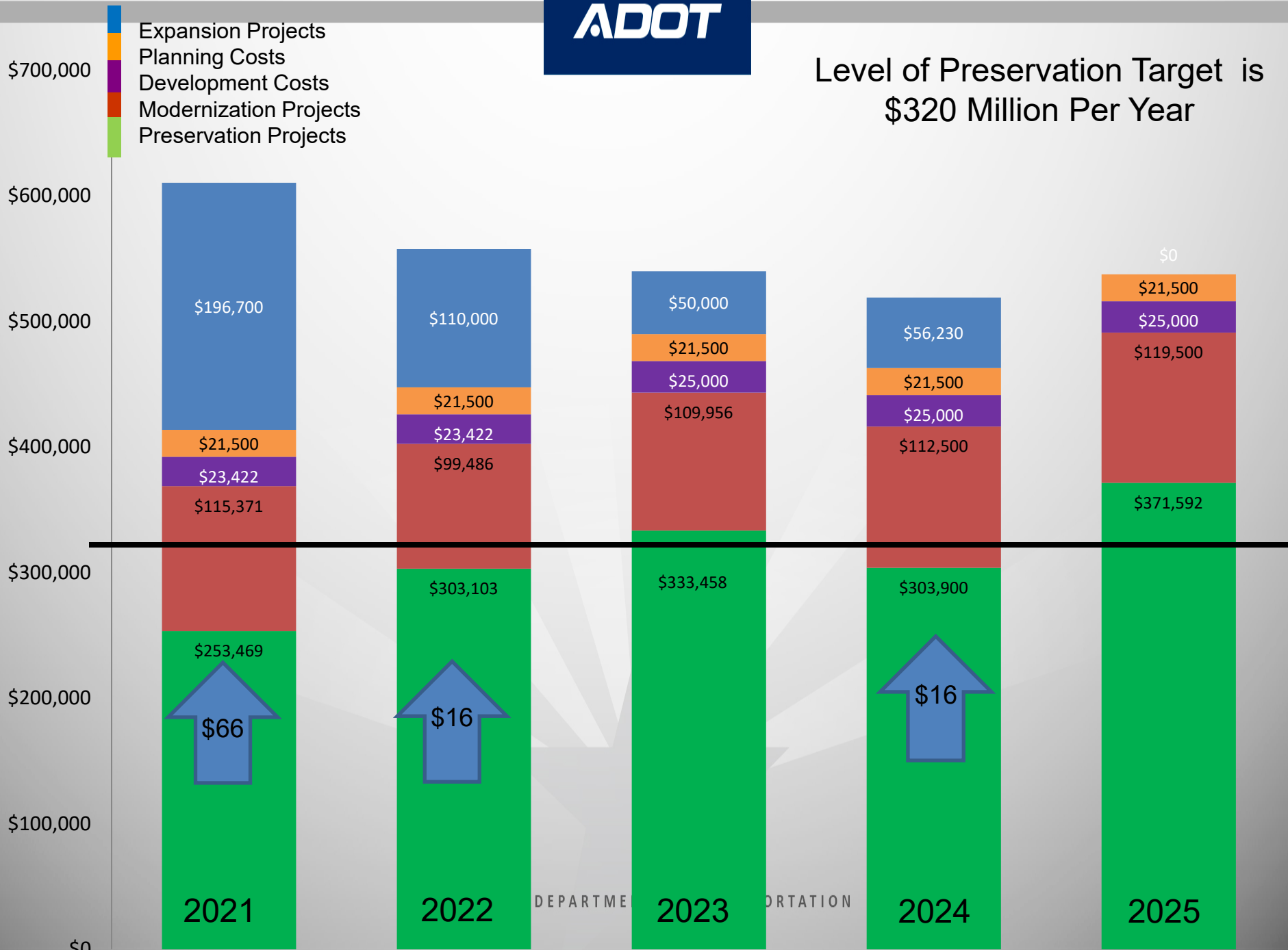


- ▶ ***Preservation:*** Investment to keep pavement smooth and maintain bridges
- ▶ ***Modernization:*** Non-capacity investment that improves safety & operations (e.g. adding shoulders or smart technology)
- ▶ ***Expansion:*** Investment that adds capacity to the highway system (e.g. new roads, added lanes or new interchanges)

P2P DEFINITIONS & SAMPLE WORK TYPES

Preservation (Pavement)	Preservation (Bridge)	Modernization	Expansion
Improve or sustain condition to state of good repair	Improve or sustain condition to state of good repair	Upgrade efficiency, functionality or safety	Add capacity by adding new facilities
<u>Work Examples:</u> Concrete repair Pothole repair Mill & fill Overlay Chip seal Crack seal Major AC overlay Road replacement Reconstruction	<u>Work Examples:</u> Approach overlay Barrier repair Crash repair Scour repair Deck joint/seal replacement Deck overlay Superstructure replacement	<u>Work Examples:</u> Intersection enhancement ADA/pedestrian Bike lane/shoulder Climbing/passing lane Drainage work ITS project Rockfall mitigation	<u>Work Examples:</u> New grade-separated overpass/underpass New lanes New road

Level of Preservation Target is
\$320 Million Per Year



PLANNING TO PROGRAMING (P2P)

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- Funding – Due to finite funding, projects must be prioritized to ensure the funds are utilized on projects which provide the **highest value** and satisfy the **greatest need**.
- Performance Measures – Programmed projects must provide an improvement in the performance measures which include Safety, Infrastructure Condition, Congestion Reduction...
- Compliance with objectives and goals provided in the Long Range Transportation Plan.

P2P Project Types and Scoring Basics



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Pavement Preservation

Greater AZ
Annual
Investment
Target:
\$260M

Scoring:
Technical & Safety
= 45%
District = 45%
Policy = 10%

Bridge Preservation

Greater AZ
Annual
Investment
Target:
\$60M

Scoring:
Technical & Safety
= 60%
District = 30%
Policy = 10%

Modernization

Greater AZ
Annual
Investment
Target:
\$91M

Scoring:
Technical = 35%
District = 30%
Safety = 25%
Policy = 10%

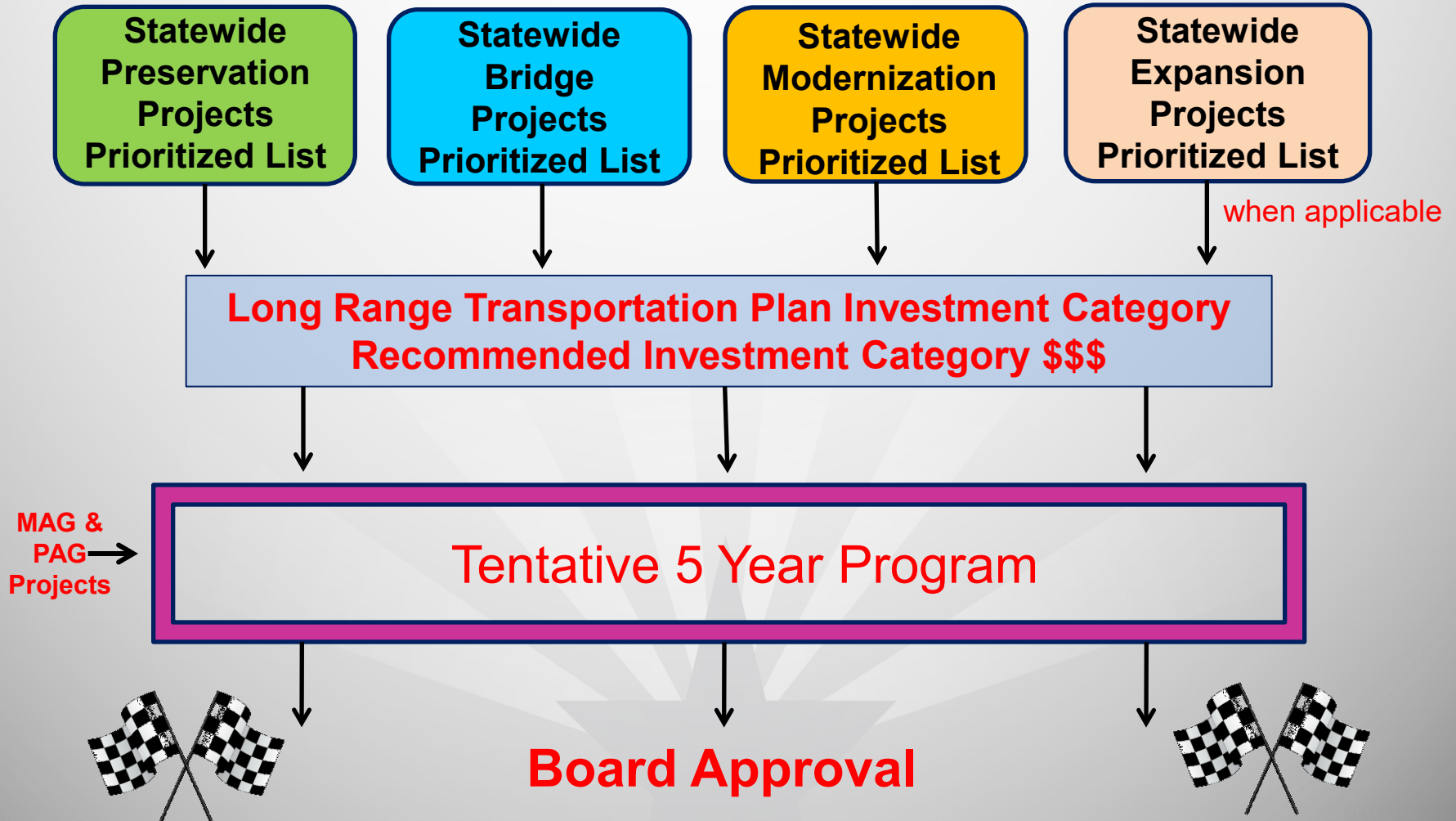
Expansion

Greater AZ
Annual
Investment
Target:
\$0M

Scoring:
Technical = 50%
District = 25%
Safety = 15%
Policy = 10%

Develop Five Year Program

Greater Arizona Projects (from Districts, Technical Groups, Board, Others)

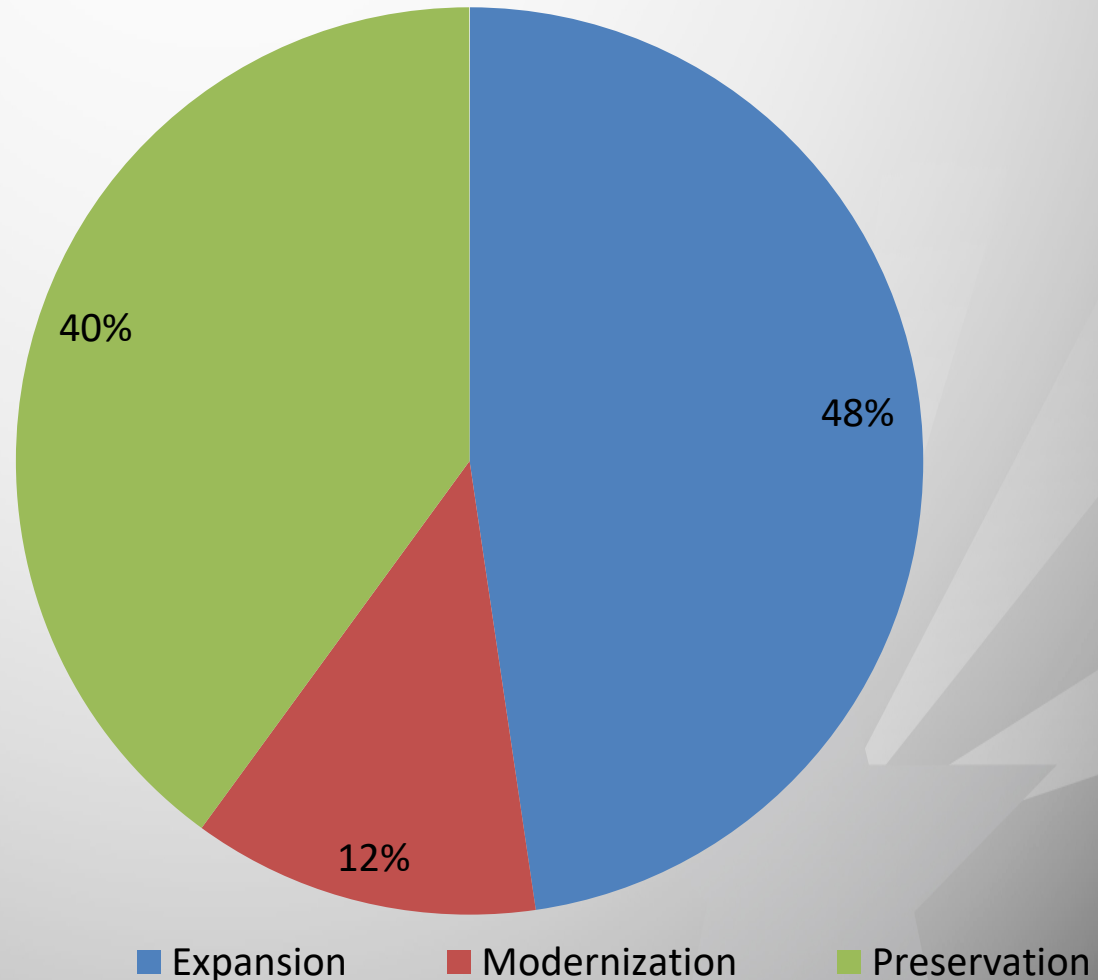
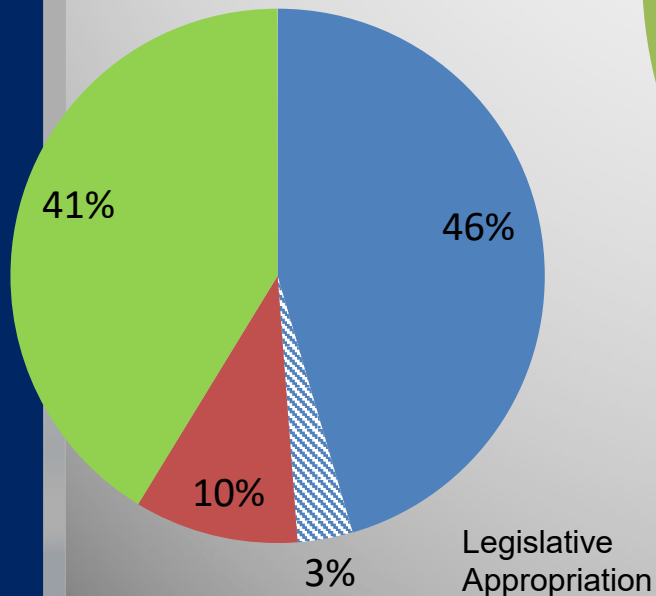


Includes MAG & PAG Funding

ADOT

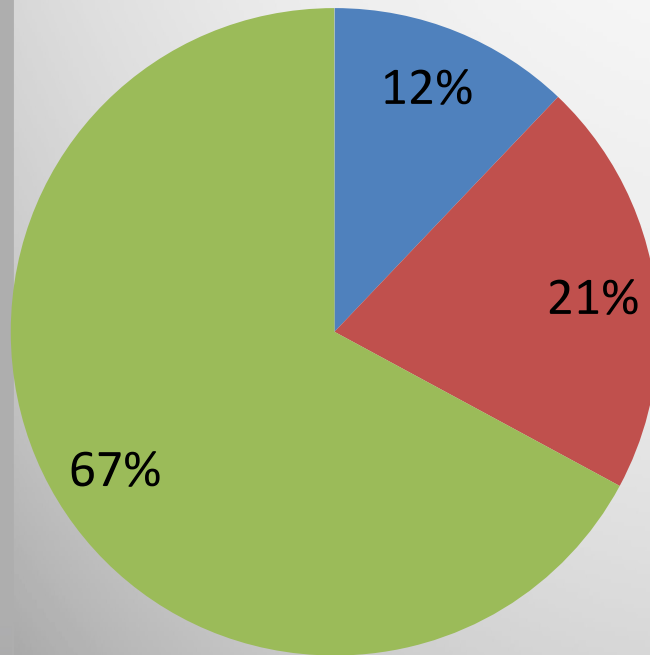
2021-2025 Tentative Facilities Construction Program

2020-2024 Facilities Construction Program

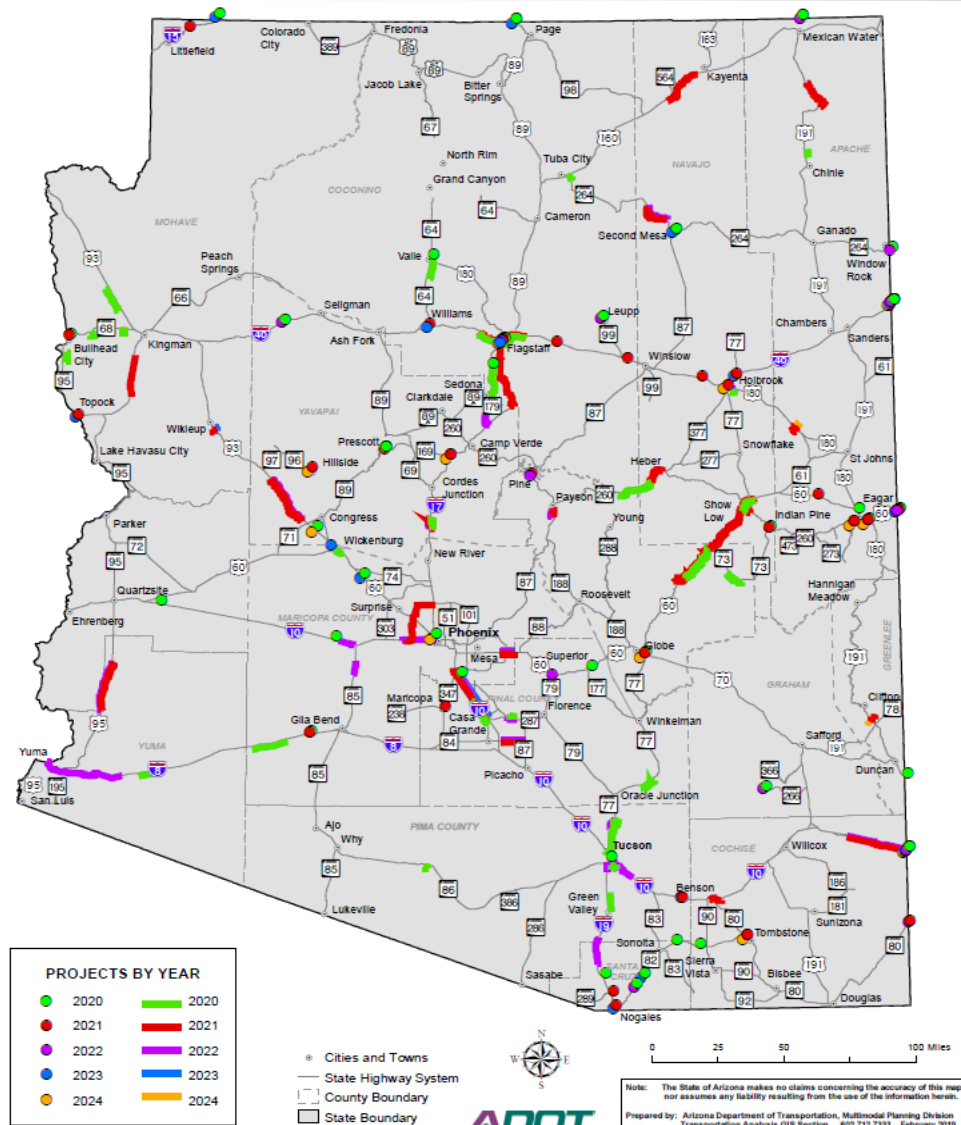


Greater Arizona Tentative 5-Year Highway Delivery Program(FY21-FY25)

ADOT



Expansion Modernization Preservation



ADOT

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FY21 Expansion Projects – \$200.7M

ADOT

\$37.8M

\$200,700

\$21,500

\$23,422

\$111,371

\$253,469



\$8.7M; SR-69 Prescott Lakes Parkway



\$107M; I-17 Anthem to Sunset Point

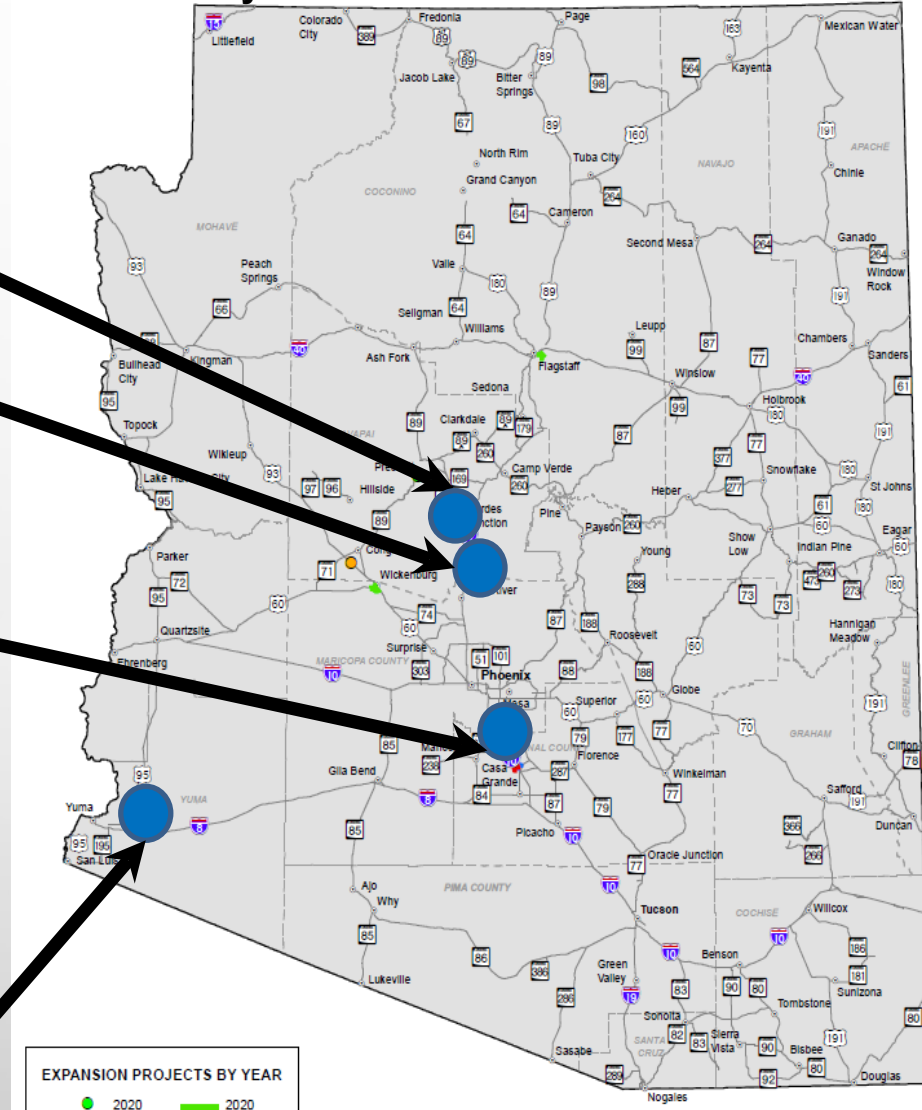


**\$60M; I-10 SR-202 to SR-387
Finish DCR, Scoping,
Environmental Assessment**

***Executive Recommendation
\$28M for Gila River Bridge**



\$25M; US-95 Ave 9E to Fortuna Wash



Expansion Projects
Planning Costs
Development Costs
Modernization Projects
Preservation Projects

***\$9.8 Million Recommended State Funds for Safety Corridors**

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FY22 Expansion Project - \$110M

ADOT



\$110,000

\$21,500

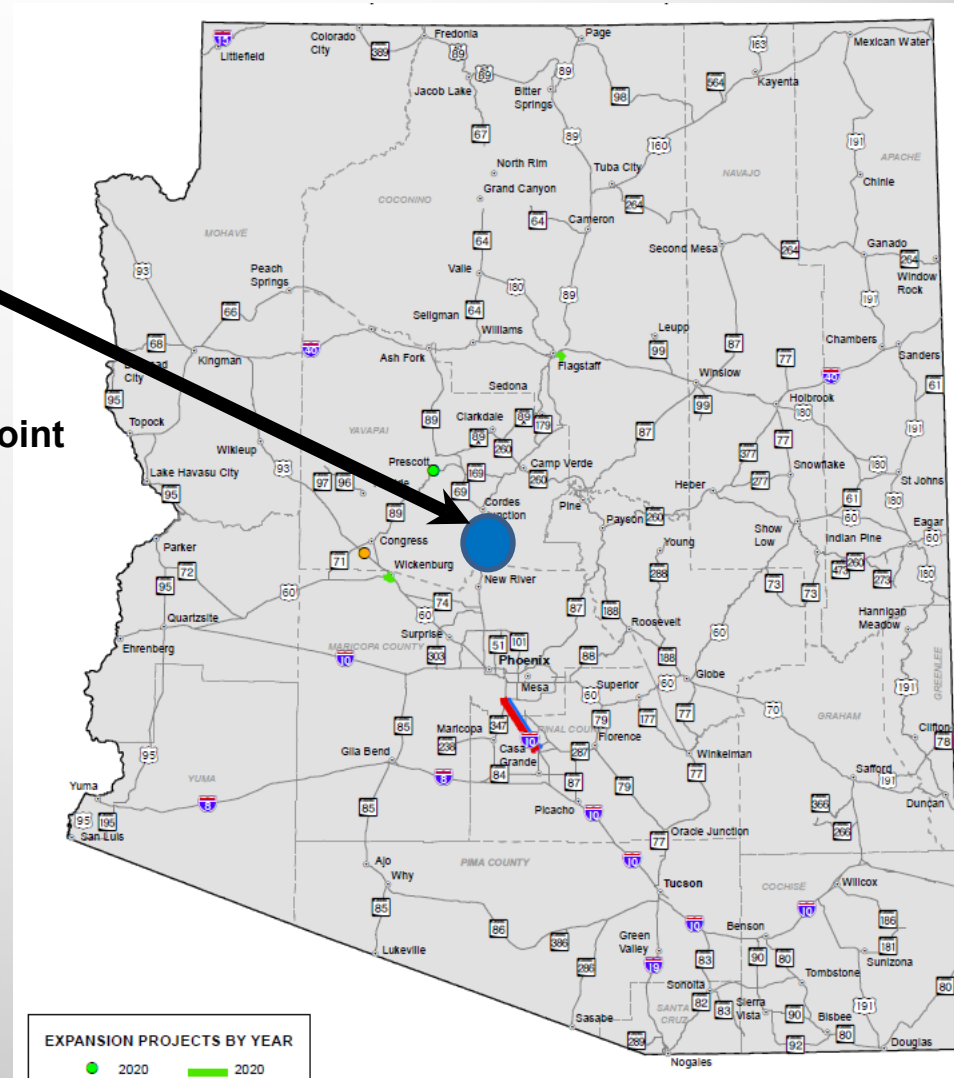
\$23,422

\$99,486

\$303,103

\$110M; I-17 Anthem to Sunset Point

- Expansion Projects
- Planning Costs
- Development Costs
- Modernization Projects
- Preservation Projects



FY23 Expansion Project – \$50M

ADOT

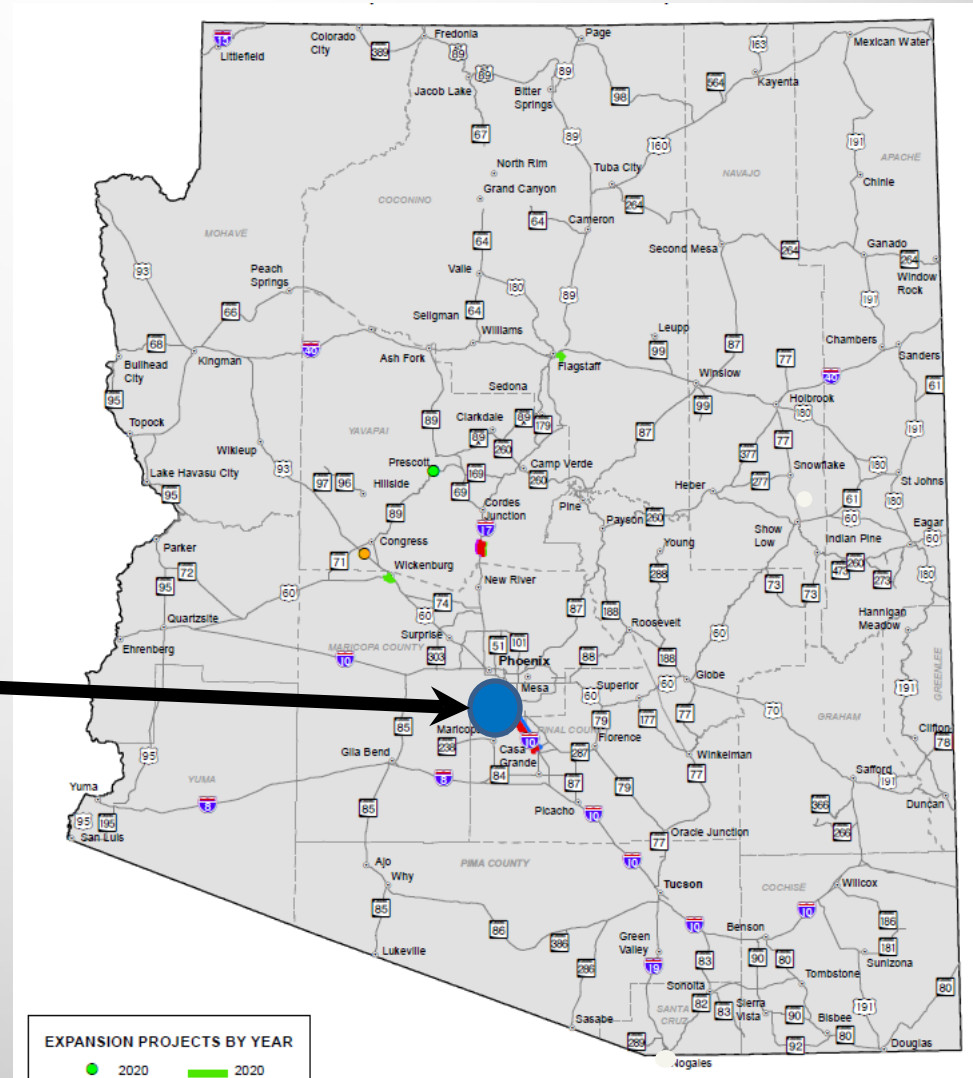


2023

\$50M; I-10 Next Segment



- Expansion Projects
- Planning Costs
- Development Costs
- Modernization Projects
- Preservation Projects



FY24 Expansion Project – \$56.2M

ADOT

\$56,230

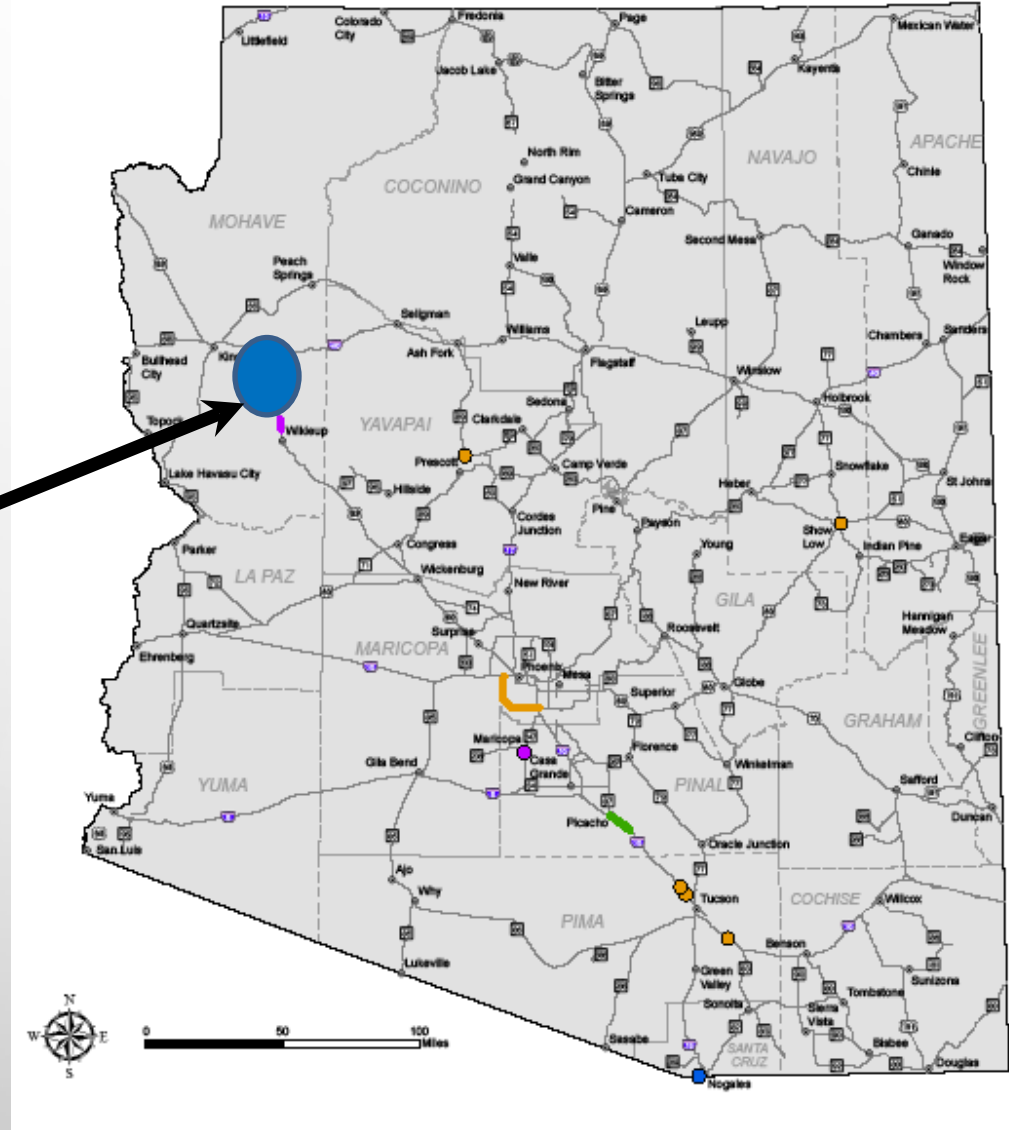
\$21,500

\$25,000

\$112,500

\$303,900

**\$56.2M; I-40/US93
West Kingman TI**



- Expansion Projects
- Planning Costs
- Development Costs
- Modernization Projects
- Preservation Projects

FY 2025 No Expansion

ADOT

\$0

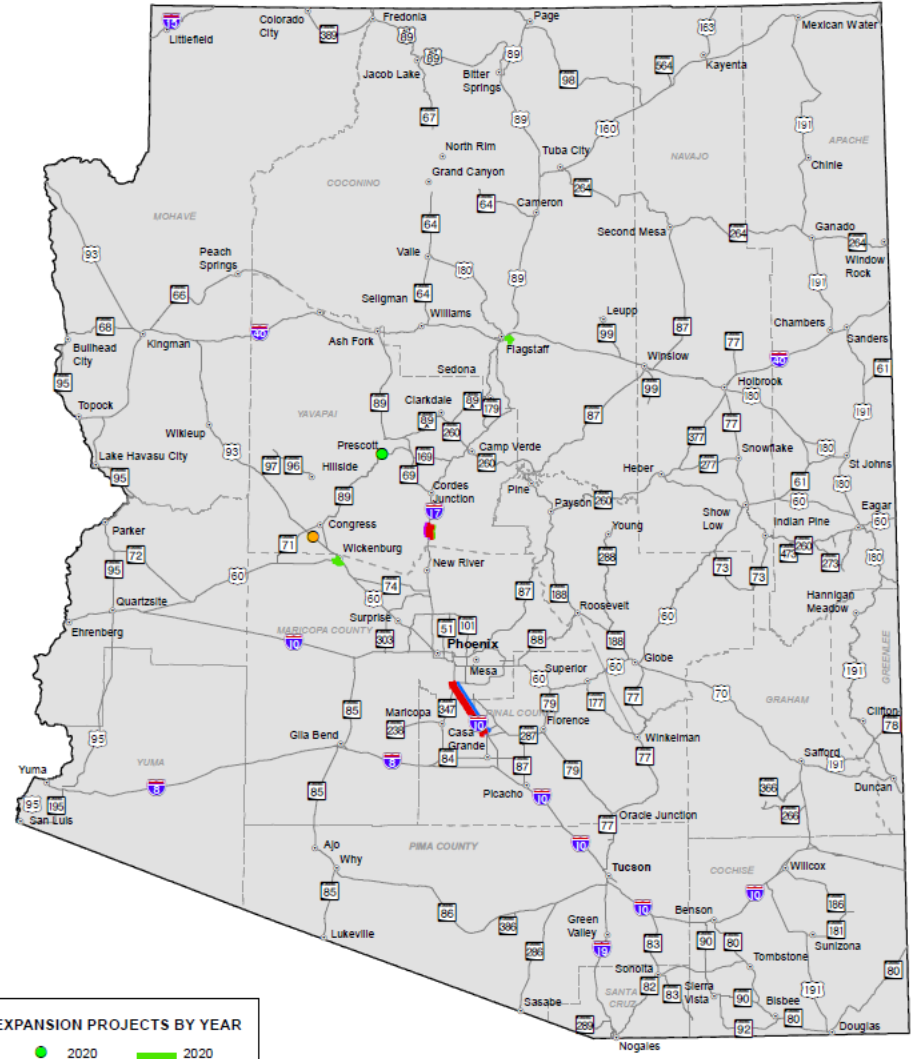
\$21,500

\$25,000

\$119,500

\$371,592

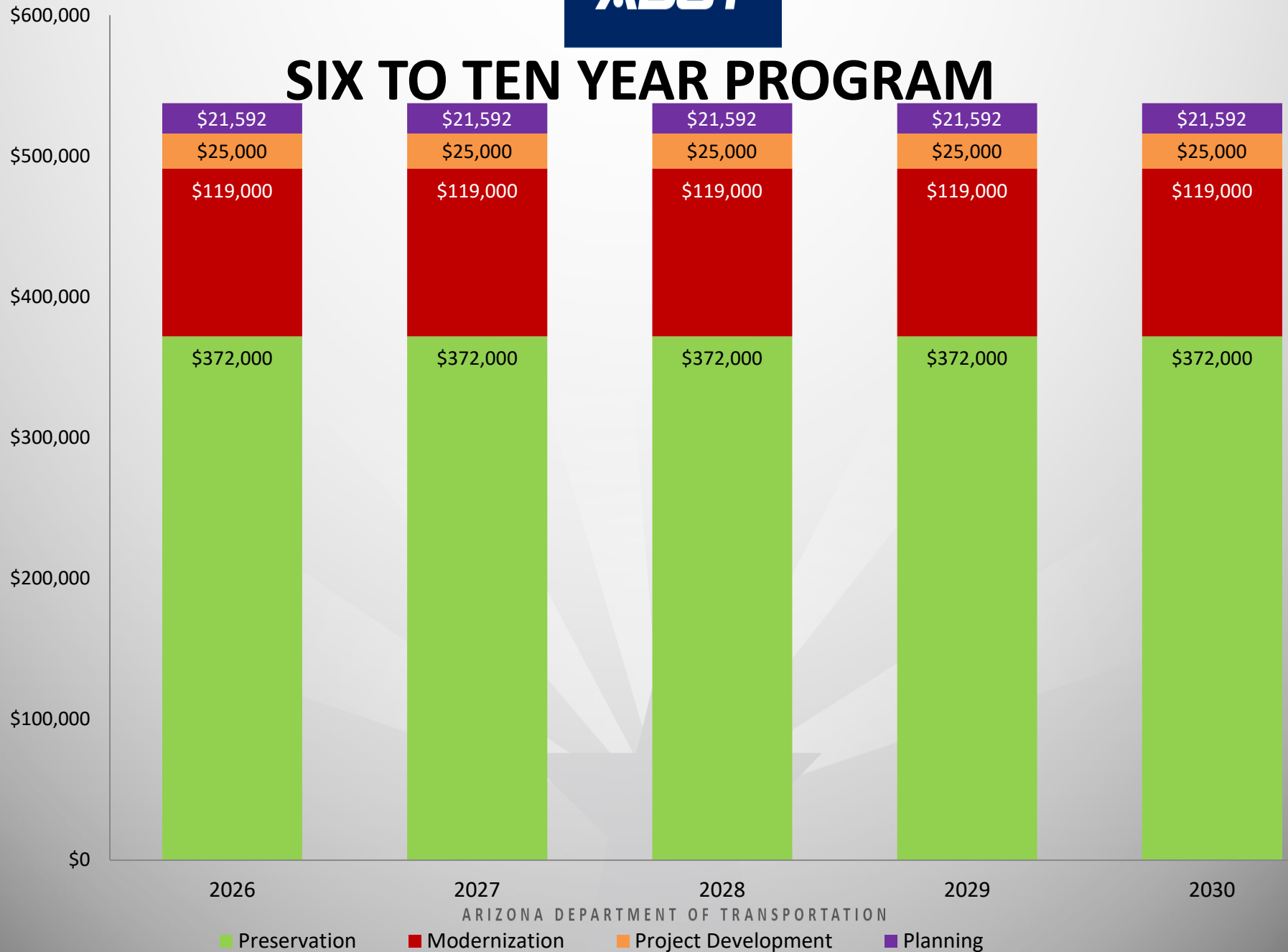
Expansion Projects
Planning Costs
Development Costs
Modernization Projects
Preservation Projects



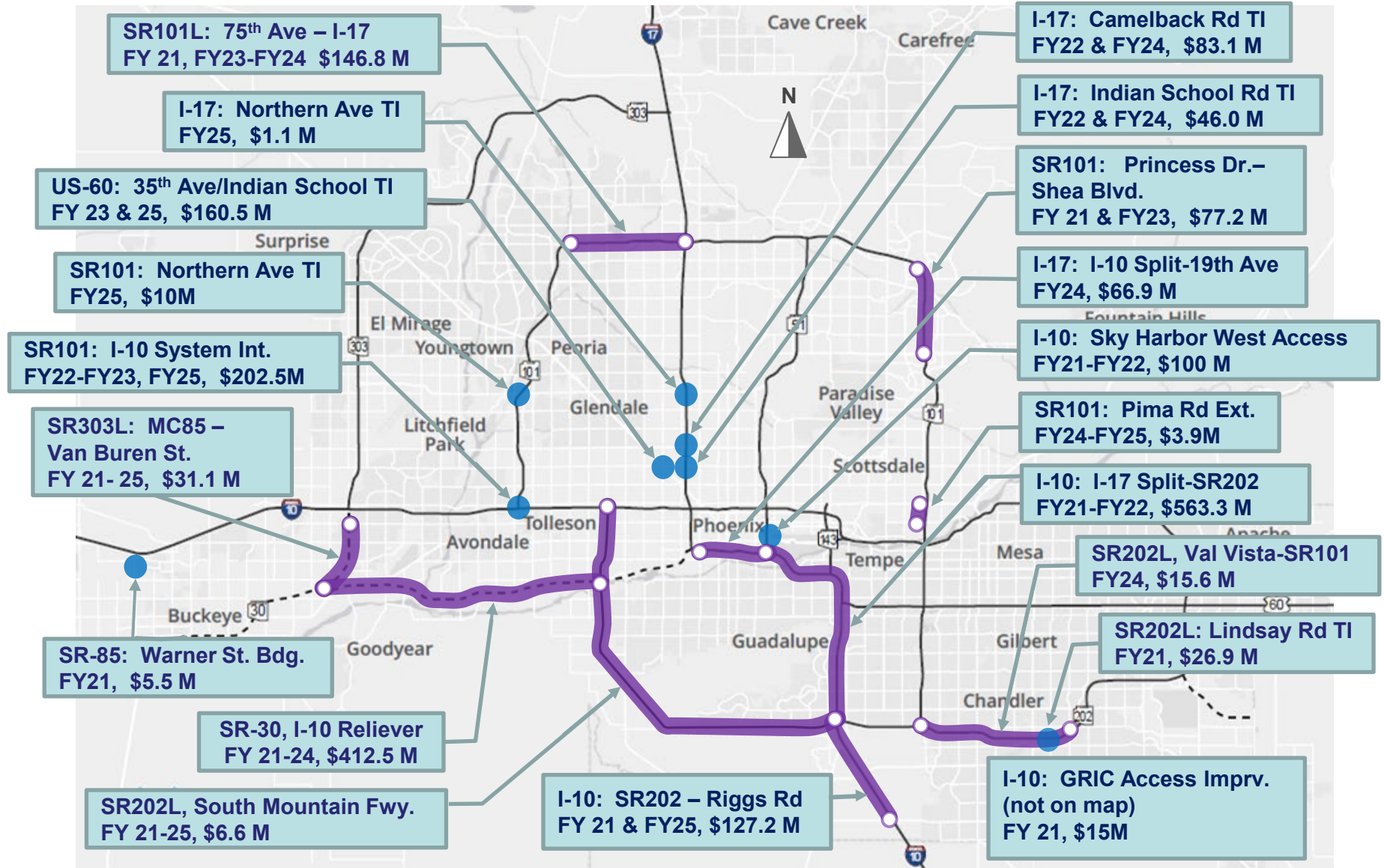
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2025

SIX TO TEN YEAR PROGRAM



MAG Regional Freeway Program (FY21- FY25)



PAG Tentative Program (FY21- FY25)

I-10 Ina to Ruthrauff \$109.2M FY 22

I-10 Ruthrauff TI \$101.8M FY21

SR-77 I-10 – River \$1M FY 21

I-10 Country Club Rd TI \$8M FY 22

I-10 Kino Pkwy TI \$8M FY 21

SR-210 / I-10 TI \$20M FY 22

I-19 Irvington TI \$10M FY 21&22

2021-2025

Five-Year Transportation
Facilities Construction Program

TENTATIVE

Airport Capital Improvement Program



Airport Capital Improvement Program (ACIP)

Five-Year Development Program – Fiscal Year 2021

Program	Amount
Federal/State/Local match (FSL)	\$5,000,000
State/Local (SL)	\$10,000,000
Airport Pavement Preservation (APMS)	\$7,000,000
Airport Development Loans	\$0
Grand Canyon Airport	\$15,000,000
State Planning Services	\$1,150,000
Total Airport Capital Improvement Program	\$38,150,000

Next Steps

**State Transportation Board February 21 Bisbee
Public Hearings**

- **March 20 Marana**
- **April 17 Flagstaff**
- **May 15 Phoenix**
- **Study Session June 2 in Phoenix**

Present Final Program to STB; June 19 Payson

**Program must be delivered to Governor by June
30th**

FY 21 begins July 1st, 2020

Questions?

Motion to approve the Tentative 2021-2025 Five Year Transportation Facilities Construction Program for Public Hearings and Comments