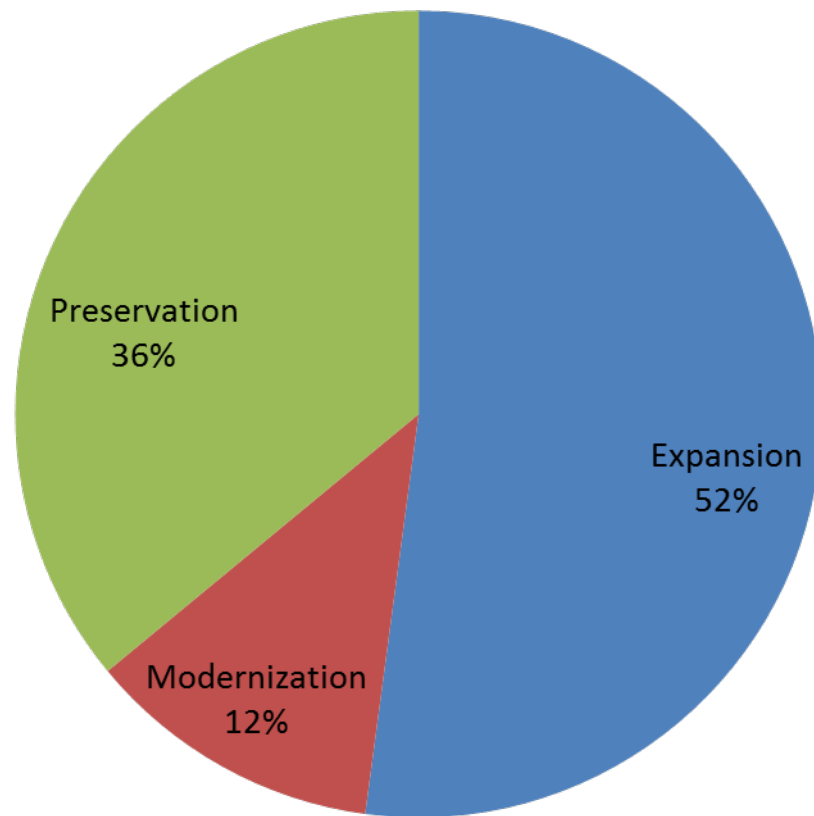
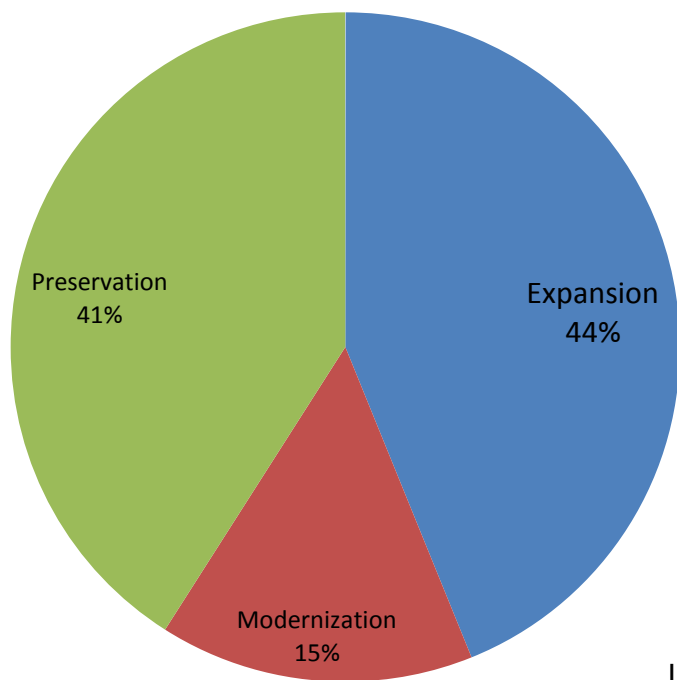


FY 2018 – 2022 Five Year Program Staff Recommendations

Michael Kies
Assistant Director for Multimodal Planning

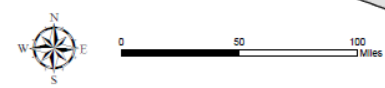
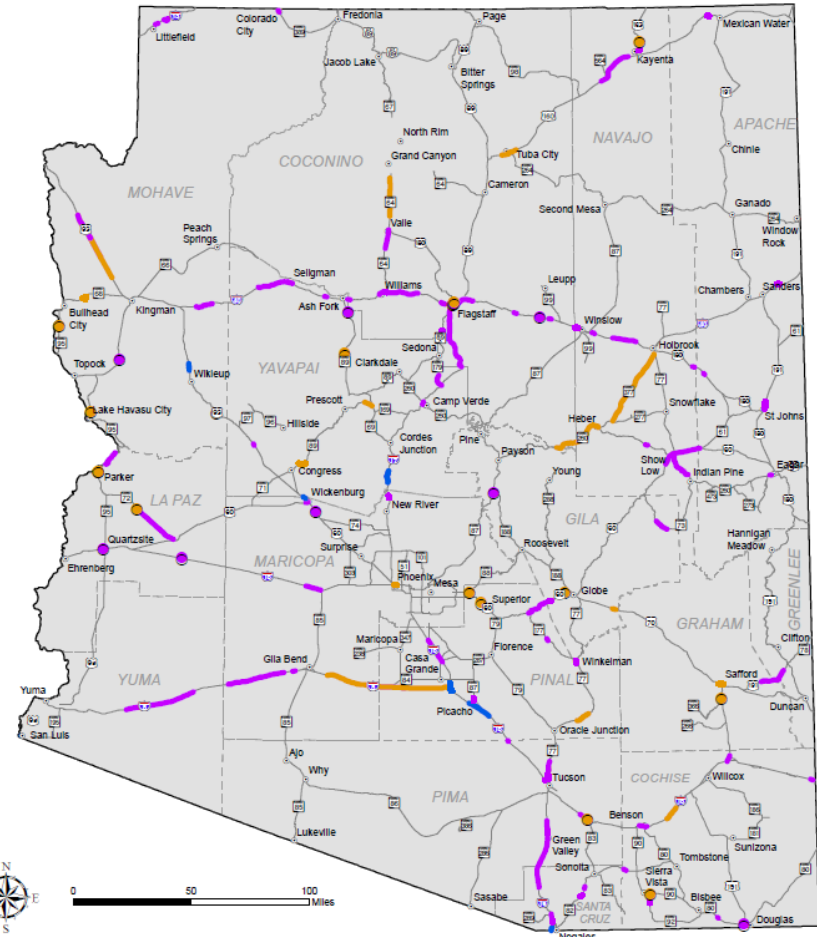
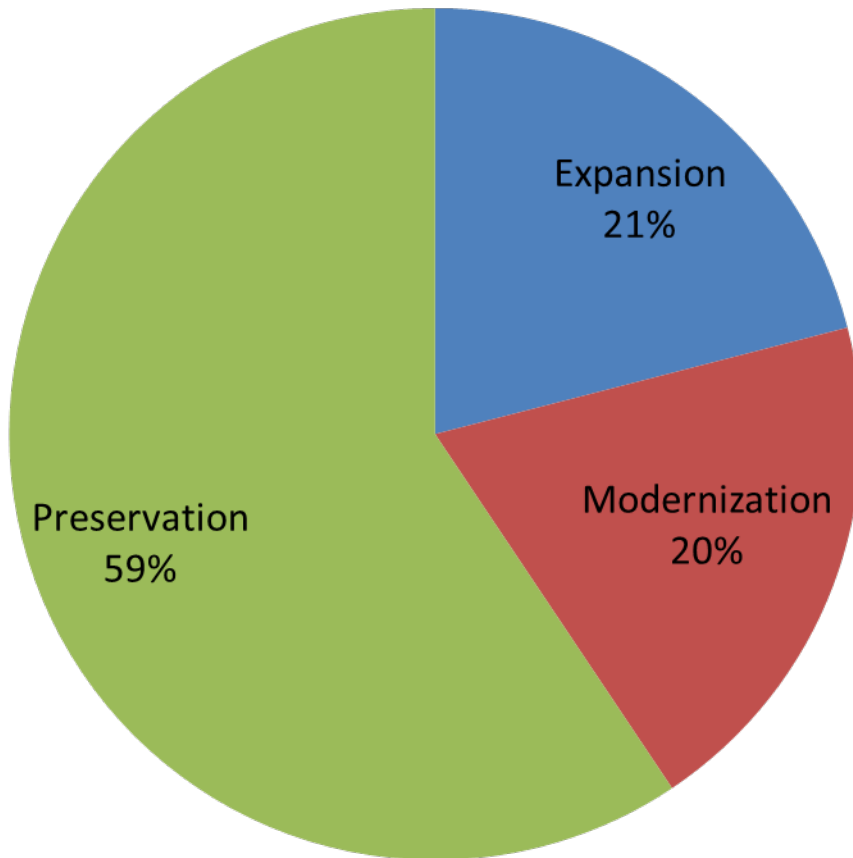
2018-2022 Tentative Facilities Construction Program

2017-2021 Facilities Construction Program



Includes MAG & PAG Funding

Greater Arizona Tentative 5-Year Highway Delivery Program (FY18-FY22)



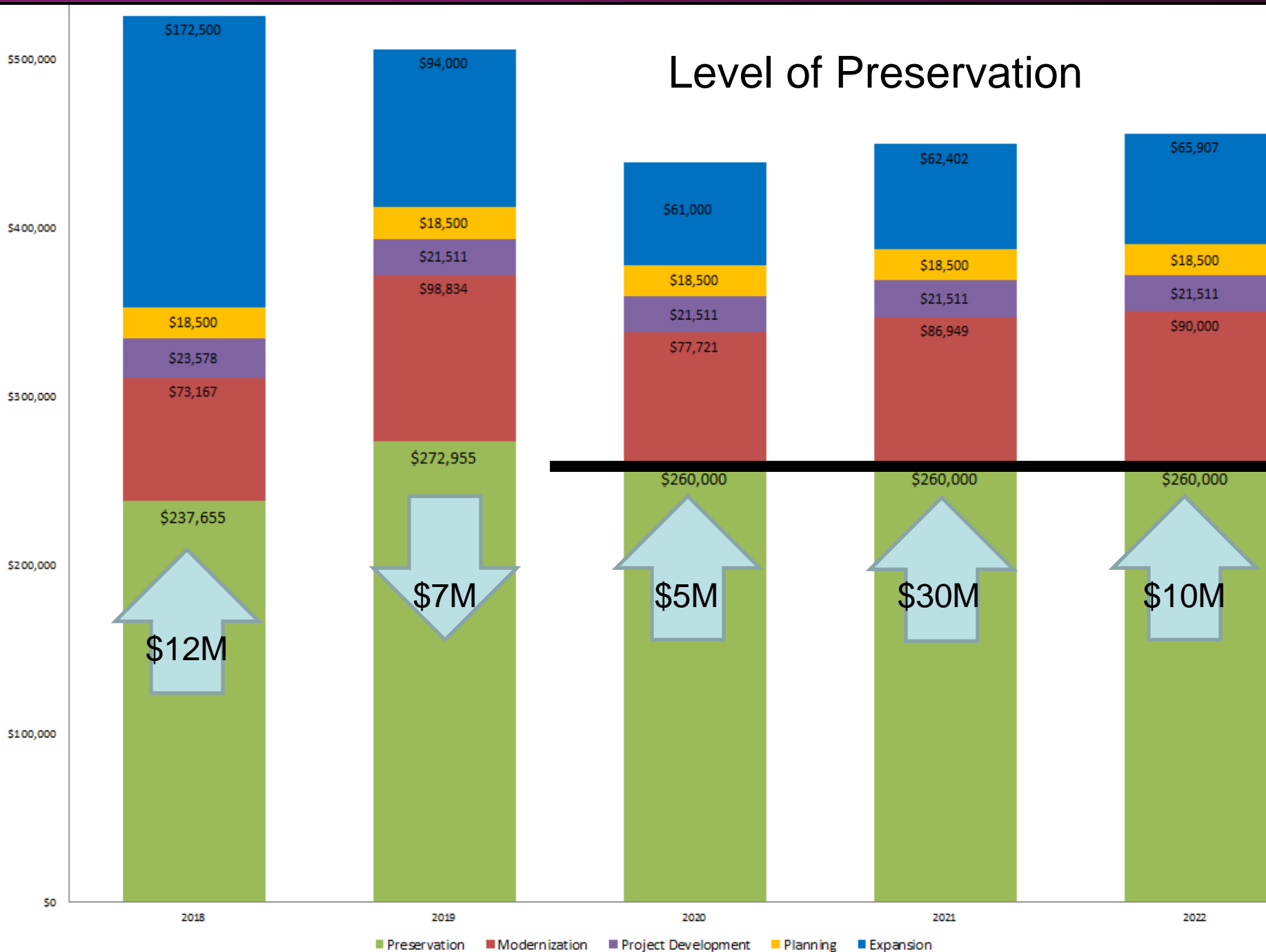
- Projects**
- Expansion
 - Modernization
 - Preservation
 - Expansion
 - Modernization
 - Preservation
 - * Cities and Towns
 - State Highway System
 - - - County Boundary
 - ▭ State Boundary

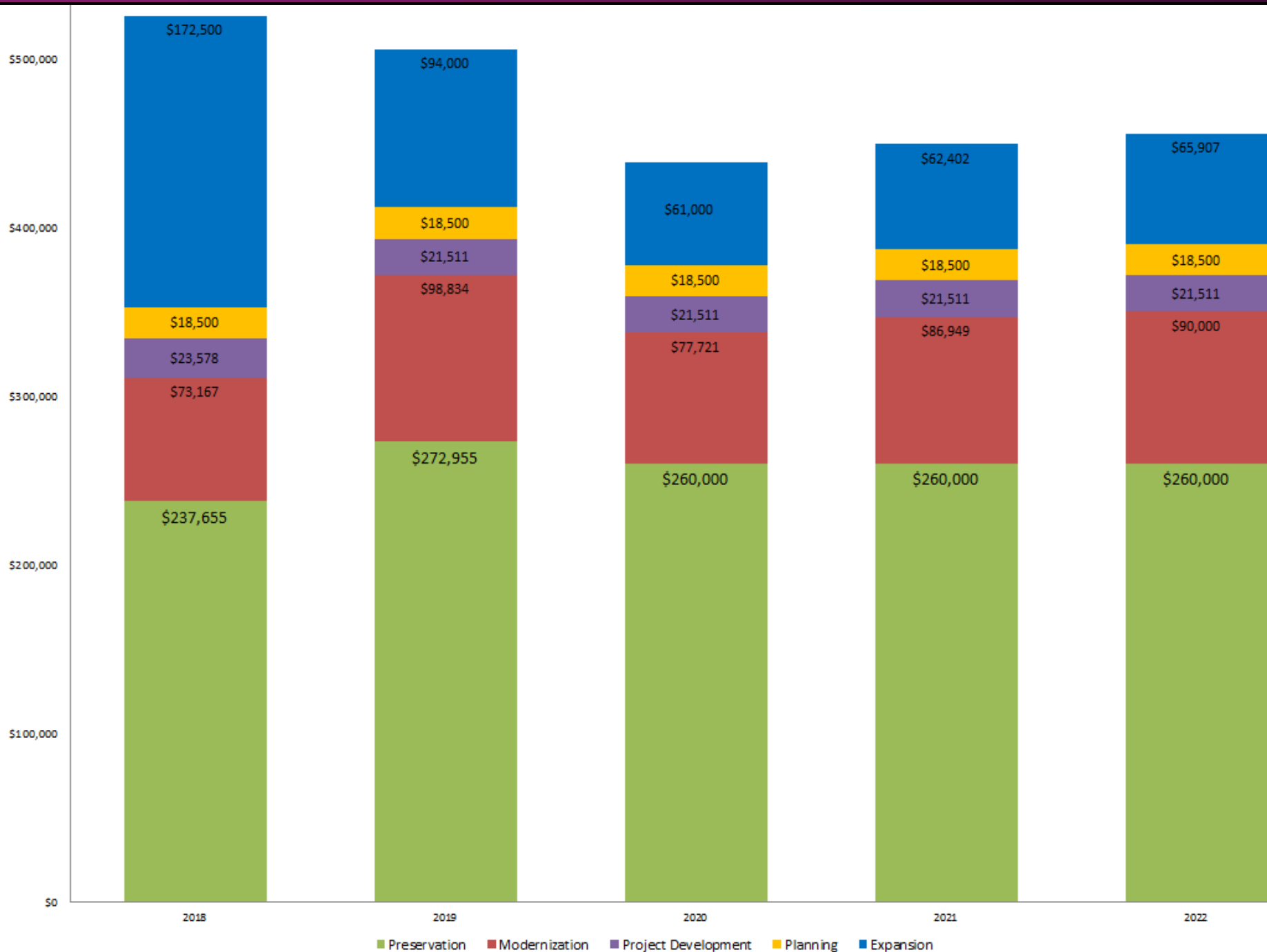
Note:
The State of Arizona makes no claims concerning the accuracy of this map nor assumes any liability resulting from the use of the information herein.

Prepared by:
Arizona Department of Transportation
Multimodal Planning Division
Transportation Analysis GIS Section
602.712.7333
January 2017

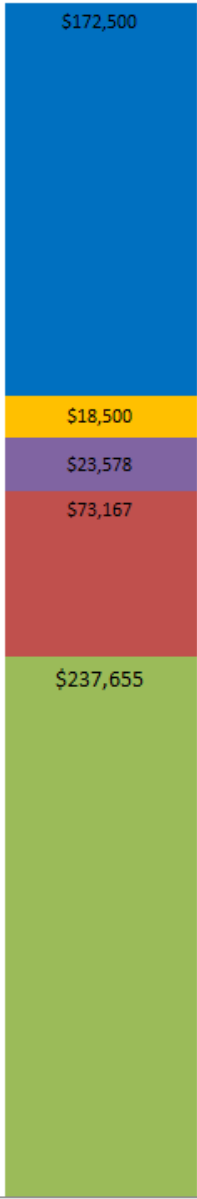


Level of Preservation





\$500,000
\$400,000
\$300,000
\$200,000
\$100,000
50



2018

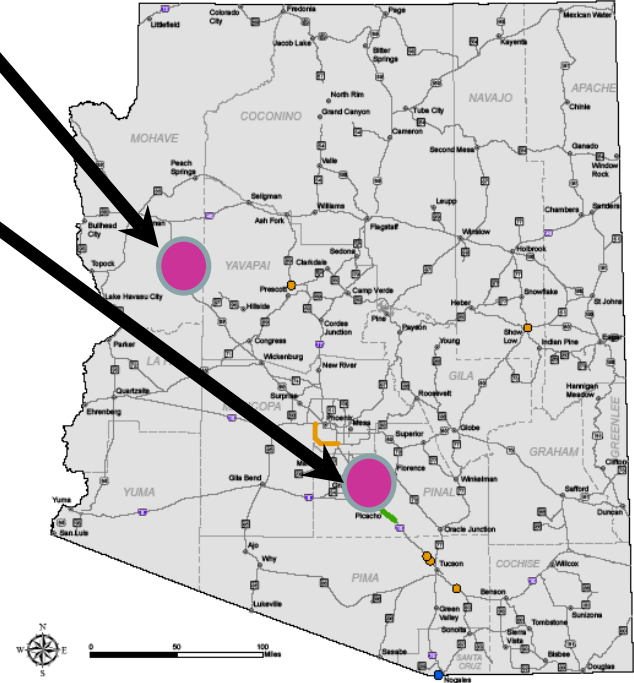


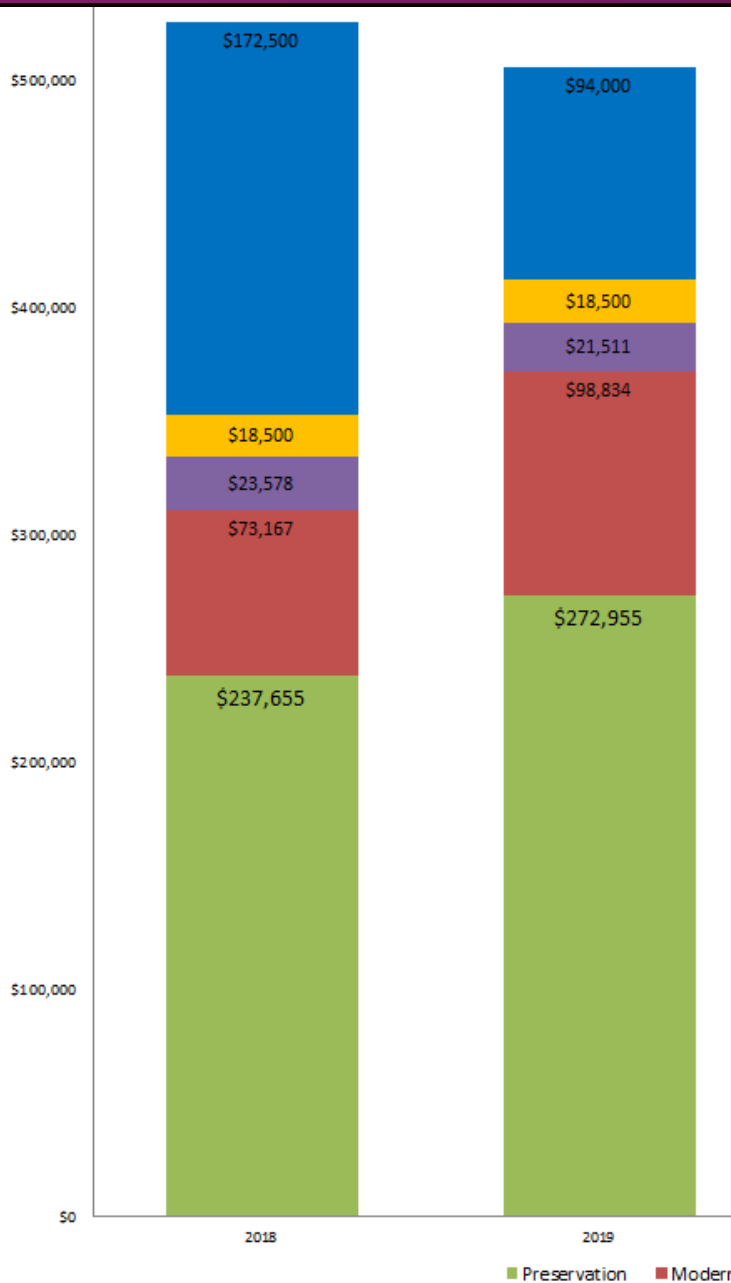
\$35.5 M; US93 Carrow to Stephens

\$137M; I-10 Pinal County

\$85M; I-10 @ Picacho
\$40M; I-10 I-8 to Early Detection
\$12M; I-10 Dust Detection

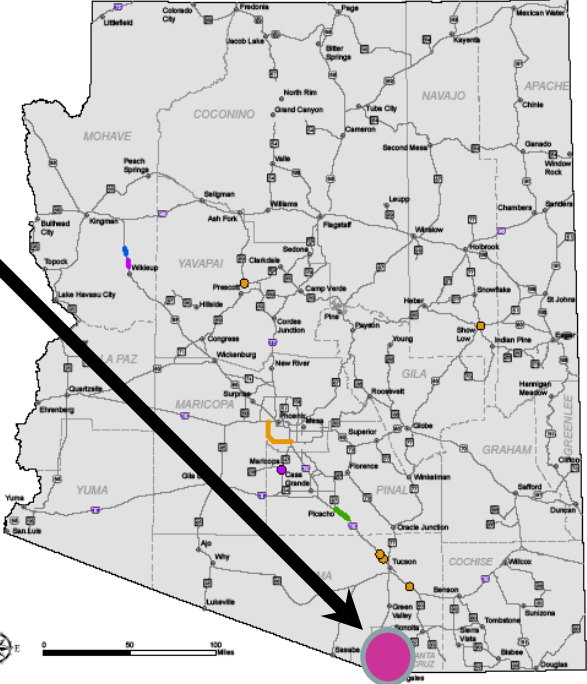
FY18 Expansion Projects - \$172.5M





\$69M; SR 189 Phase I (Design/Build)

FY19 Expansion Projects - \$94M



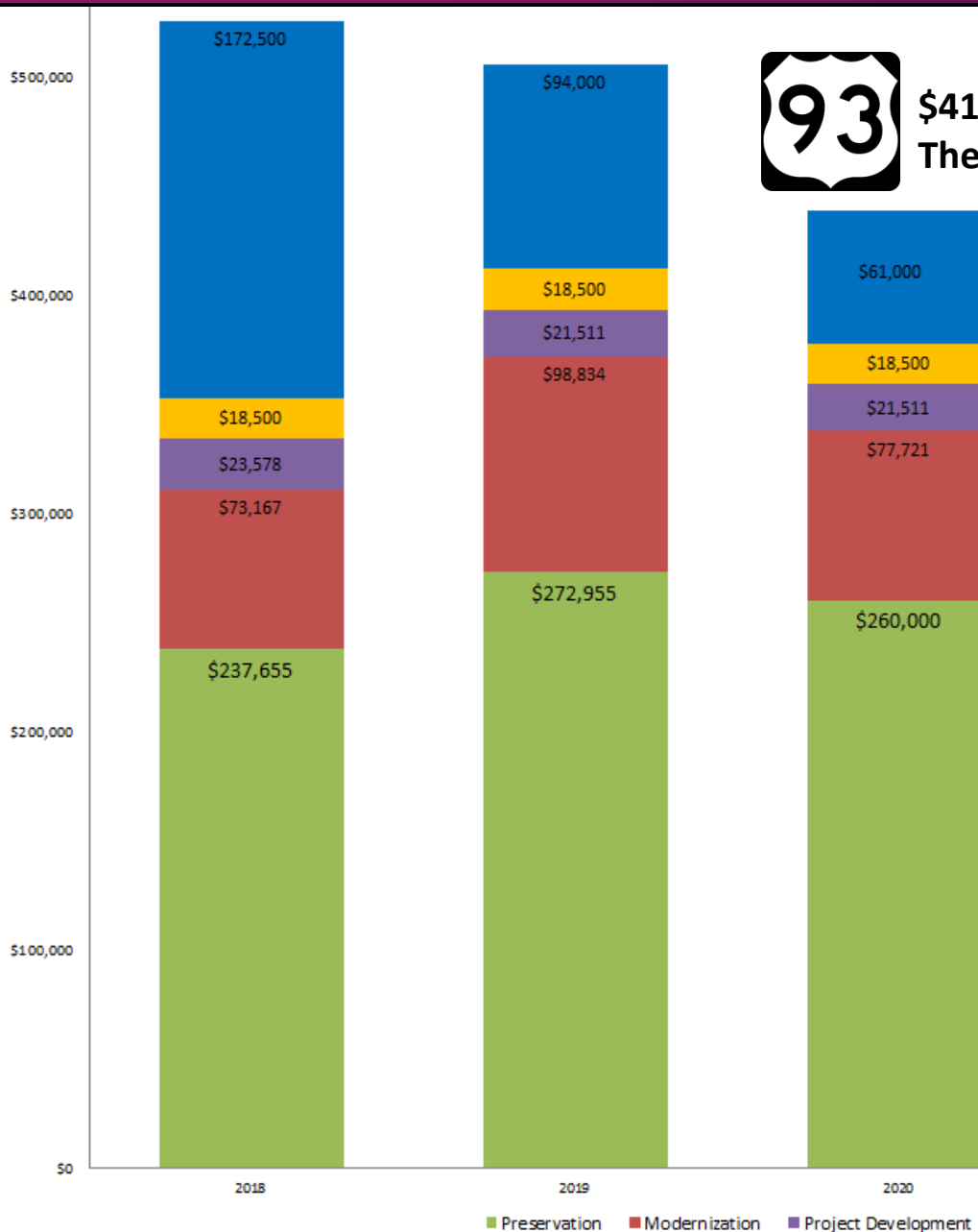
\$5M; US93 Cane Springs DESIGN



\$5M; I-40/US93 West Kingman TI (Phase I) DESIGN

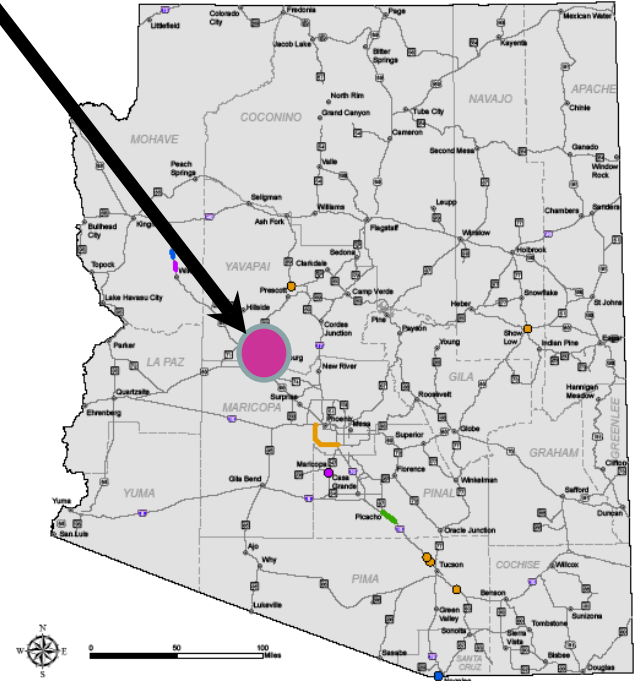


\$15M; I-17 Anthem to Sunset Point DESIGN



**\$41M; US93
The Gap**

FY20 Expansion Projects – \$61M



\$5M; US93 Big Jim Wash DESIGN



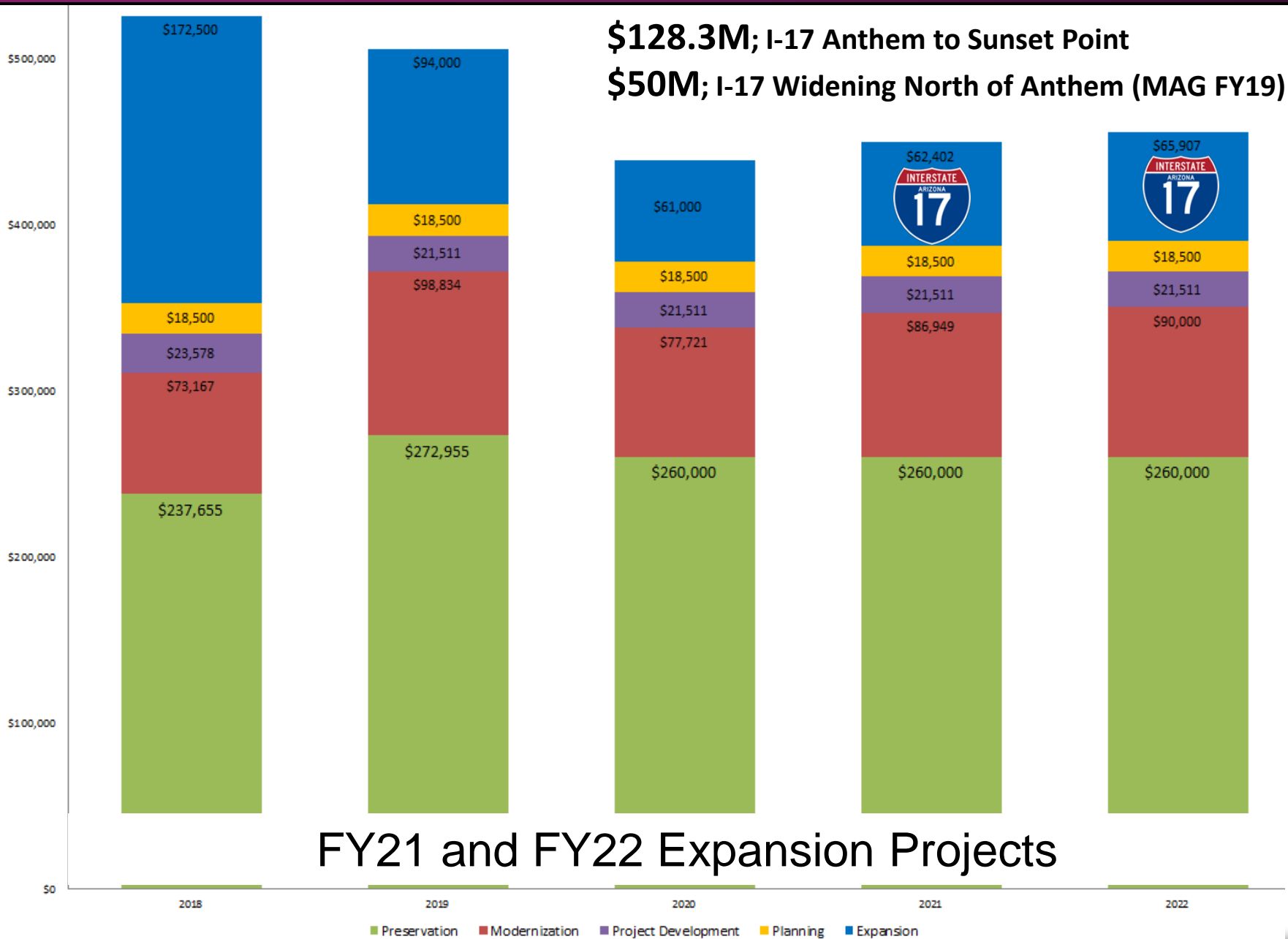
**\$10M; I-40/US93 West Kingman TI
(Phase I) RIGHT OF WAY**



\$5M; SR260 Lion Springs DESIGN

■ Preservation ■ Modernization ■ Project Development ■ Plan

\$128.3M; I-17 Anthem to Sunset Point
\$50M; I-17 Widening North of Anthem (MAG FY19)



FY21 and FY22 Expansion Projects

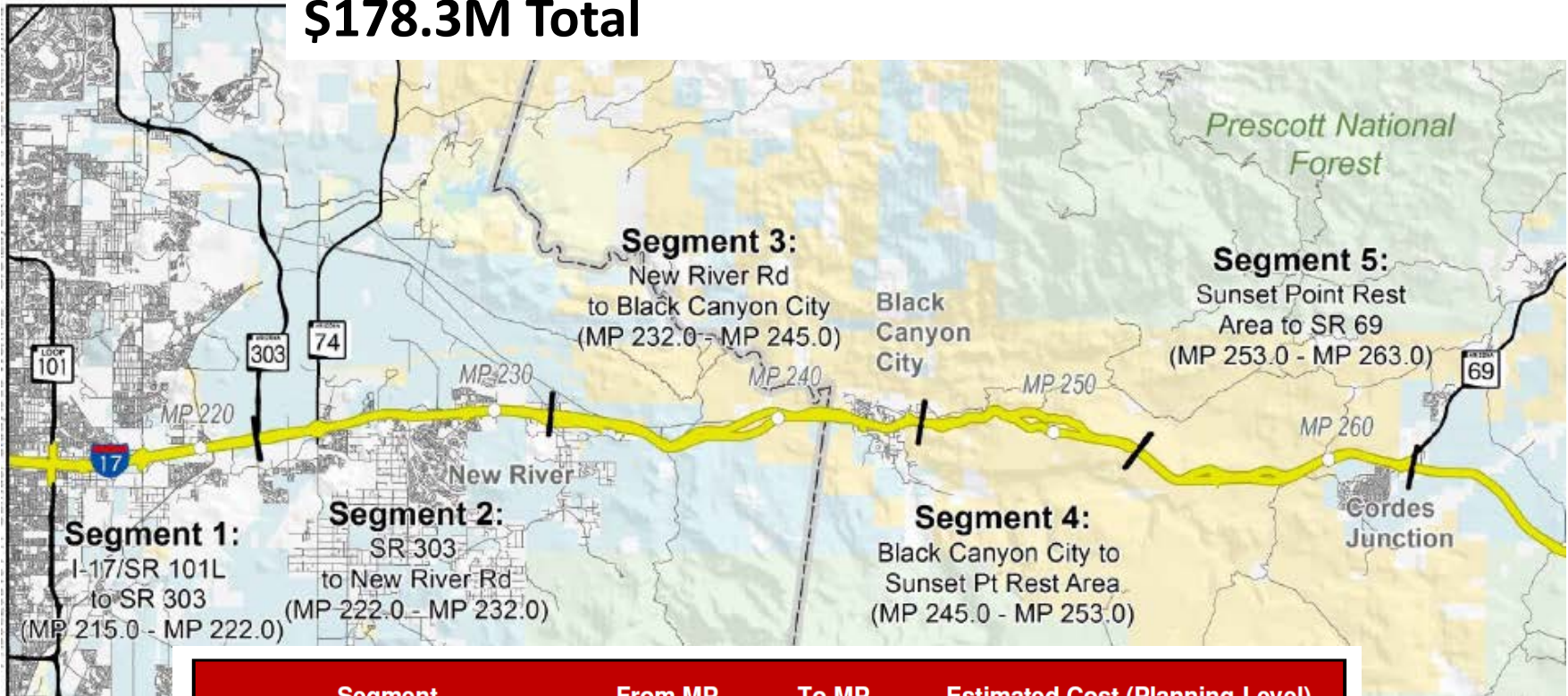


\$62.4M; I-17 Anthem to Sunset Point (5YR Program FY21)

\$65.9M; I-17 Anthem to Sunset Point (5YR Program FY22)

\$50M; I-17 Widening North of Anthem (MAG FY19)

\$178.3M Total



Segment	From MP	To MP	Estimated Cost (Planning-Level)	
Anthem to New River	229.0	232.0	\$	39,996,200
New River to Black Cyn City	232.0	244.4	\$	160,800,000
Black Cyn City to Sunset Pt	244.4	252.5	\$	107,900,000
Sunset Pt to Jct. SR 69	252.5	262.0	\$	138,600,000
TOTAL			\$	447,296,200



\$35M US 93 Cane Springs
\$45M SR260 Lion Springs

\$55 M; I-40/US 93 West Kingman TI (Phase I)

\$50 M; US 93 Big Jim Wash, MP 161 - 166

\$33.5 M; Rio Rico and Ruby Road TI Improvements

\$33.5 M; I-10 GRIC TBD

\$600,000

\$500,000

\$400,000

\$300,000

\$200,000

\$100,000

\$0



Development Program

2023

2024

2025

2026

2027

2018 - 2022

Five-Year Transportation
Facilities Construction Program

TENTATIVE

ADOT

Airport Capital Improvement Program



Airport Capital Improvement Program (ACIP)

Five-Year Development Program - Fiscal Year **2017**

- **Federal Match Grants (FSL)** **\$ 3,800,000**
- **State-Local Grants (SL)** **\$ 11,938,800**
- **Airport Pavement Preservation (APMS)** **\$ 6,435,580**
- **Airport Development Loans** **\$ 3,000,000**
- **State Planning Services** **\$ 3,940,000**

- **Total Program** **\$29,114,380**

Airport Capital Improvement Program (ACIP)

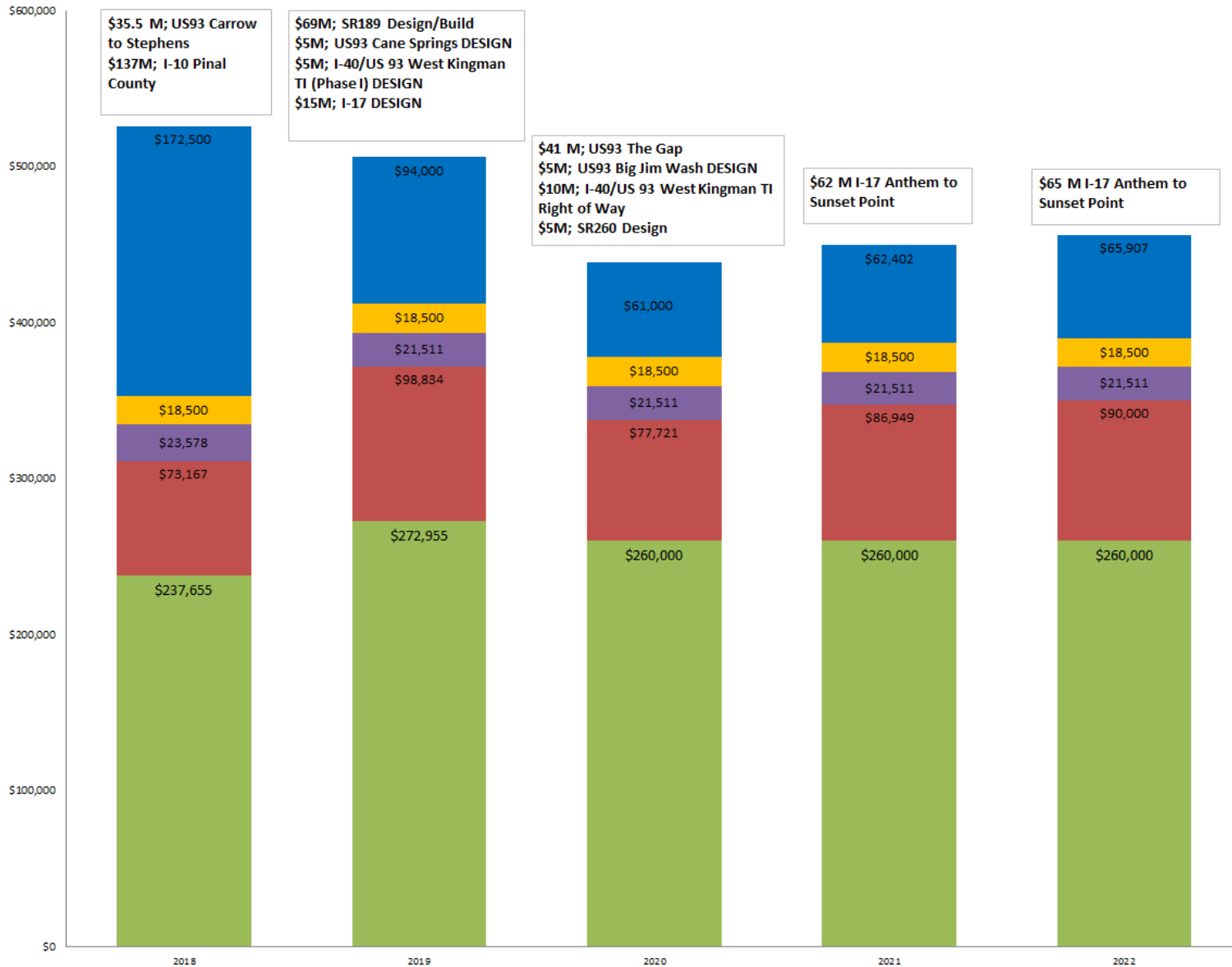
Five-Year Development Program - Fiscal Year **2018**

Program	Amount
Federal/State/Local match (FSL)	\$3,500,000
State/Local (SL)	\$0
Airport Pavement Preservation (APMS)	\$1,438,568
Airport Development Loans	\$0
State Planning Services	\$600,000
Total Airport Capital Improvement Program	\$5,538,568










Next Steps

- ▶ February Board Meeting (Benson) Present Tentative Program for Public Review
- ▶ Public Hearings
 - March 17 Tucson
 - April 21 Flagstaff
 - May 19 Phoenix
- ▶ Study Session May 30 in Phoenix
- ▶ Present Final Program to STB; June 16th Payson
- ▶ Program must be delivered to Governor by June 30th
- ▶ FY 18 begins July 1st, 2017

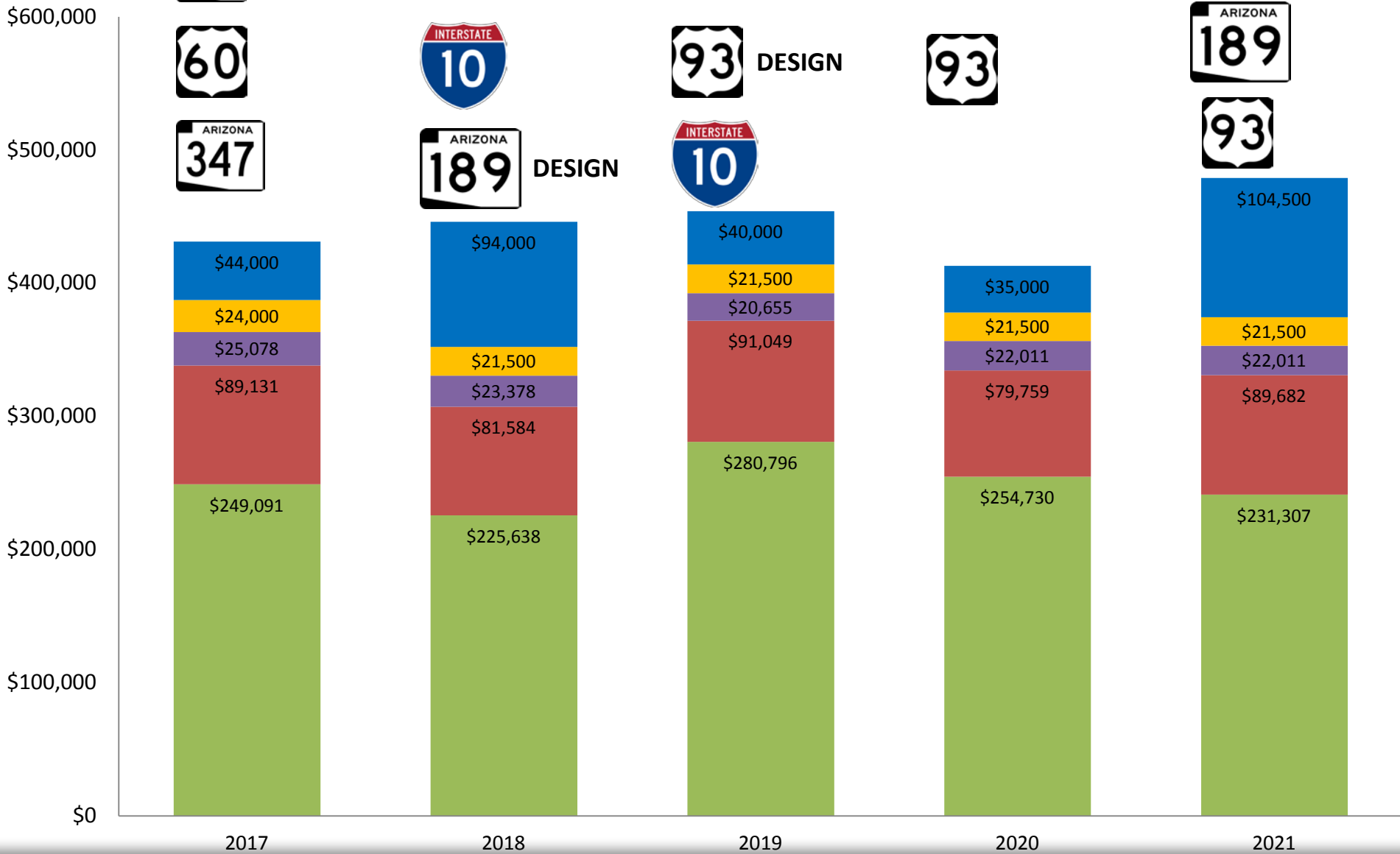
Delivery Program



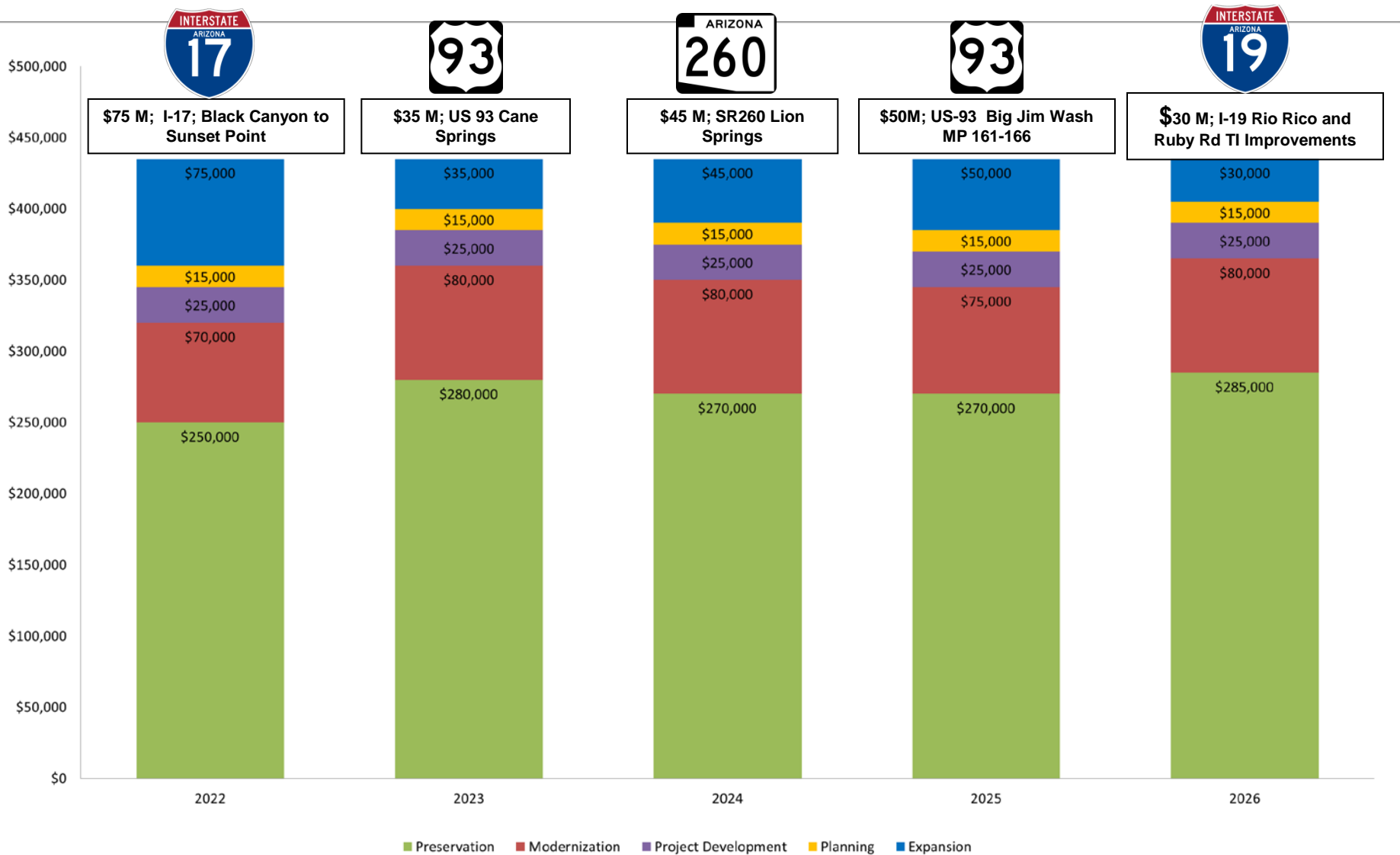
Recommended Adjustments

FY18		FY19		FY20		FY21	
		Revenue	Expenses	Revenue	Expenses	Revenue	Expenses
FY18 Federal Aid \$ 36 M	 C-S Sect. \$ 35.5M						
FY18 Federal Aid \$ 53 M	 Early to Jct I-8 \$ 40 M						
 State \$ 30 M	 Picacho Section \$ 85 M	 State \$ 25 M	 Phase I \$ 65 M				
 FAST LANE Grant \$ 54 M	 ITS \$12M	FY19 Federal Aid \$ 40 M		FY20 Federal Aid \$ 35 M	 The GAP \$ 35 M	FY21 Federal Aid \$ 99.5 M	

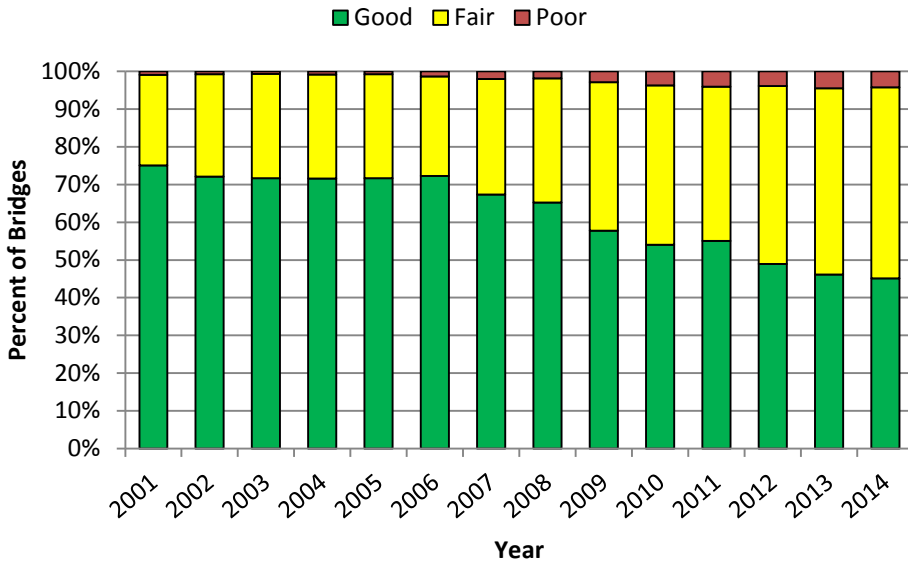
2017 - 2021 Final Program



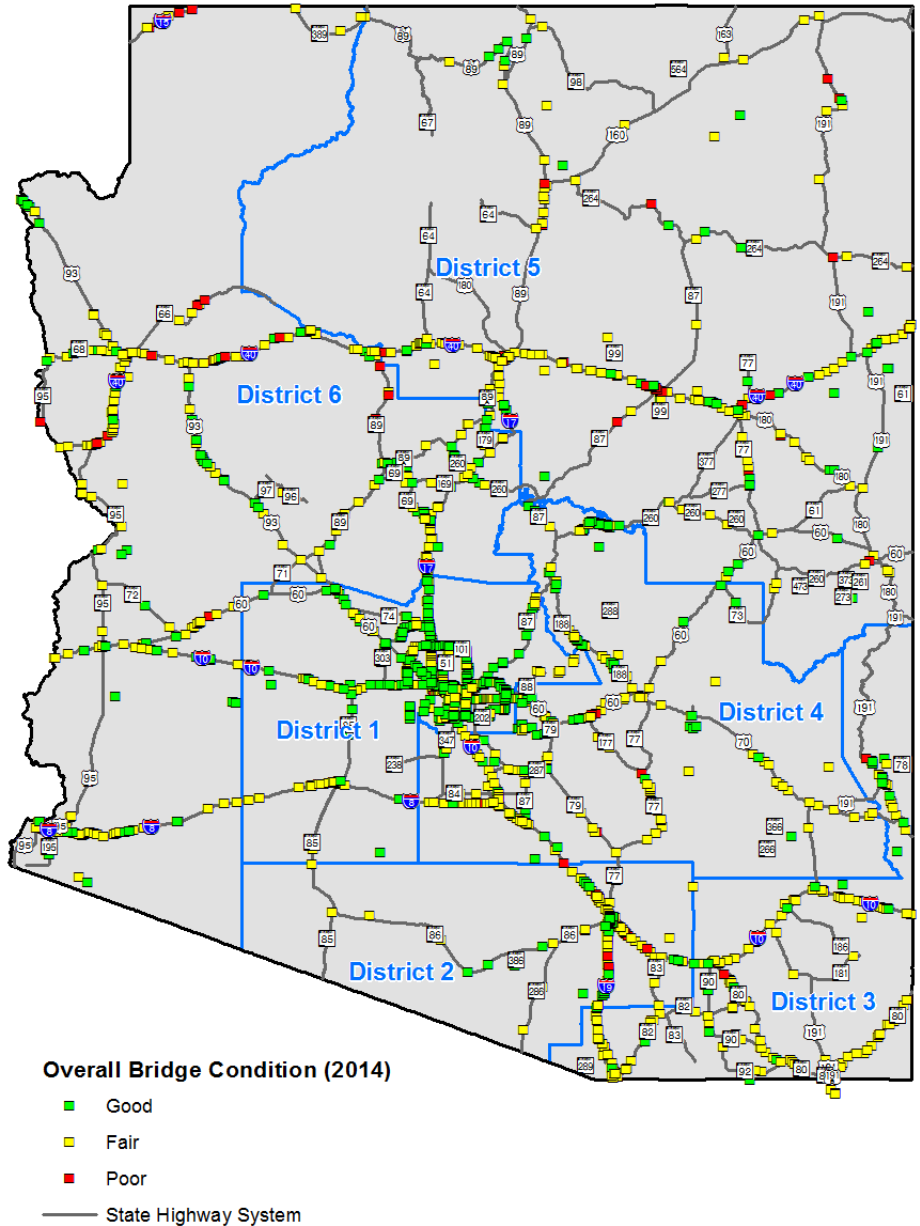
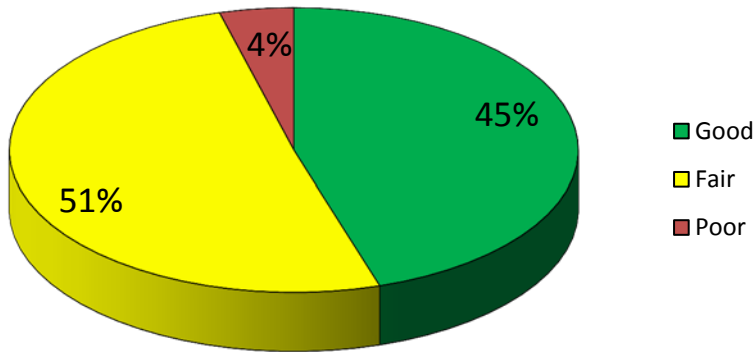
Proposed 6-10 Year Expansion Projects



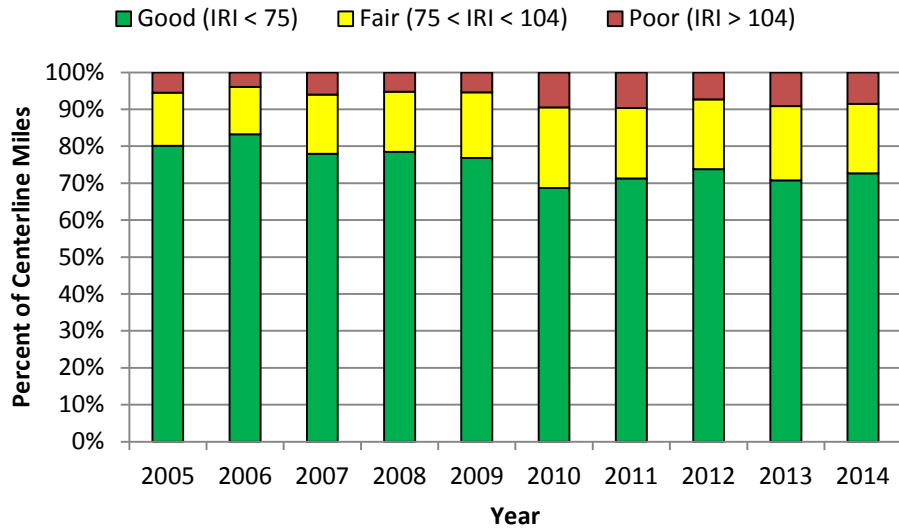
Overall Highway Bridge Condition



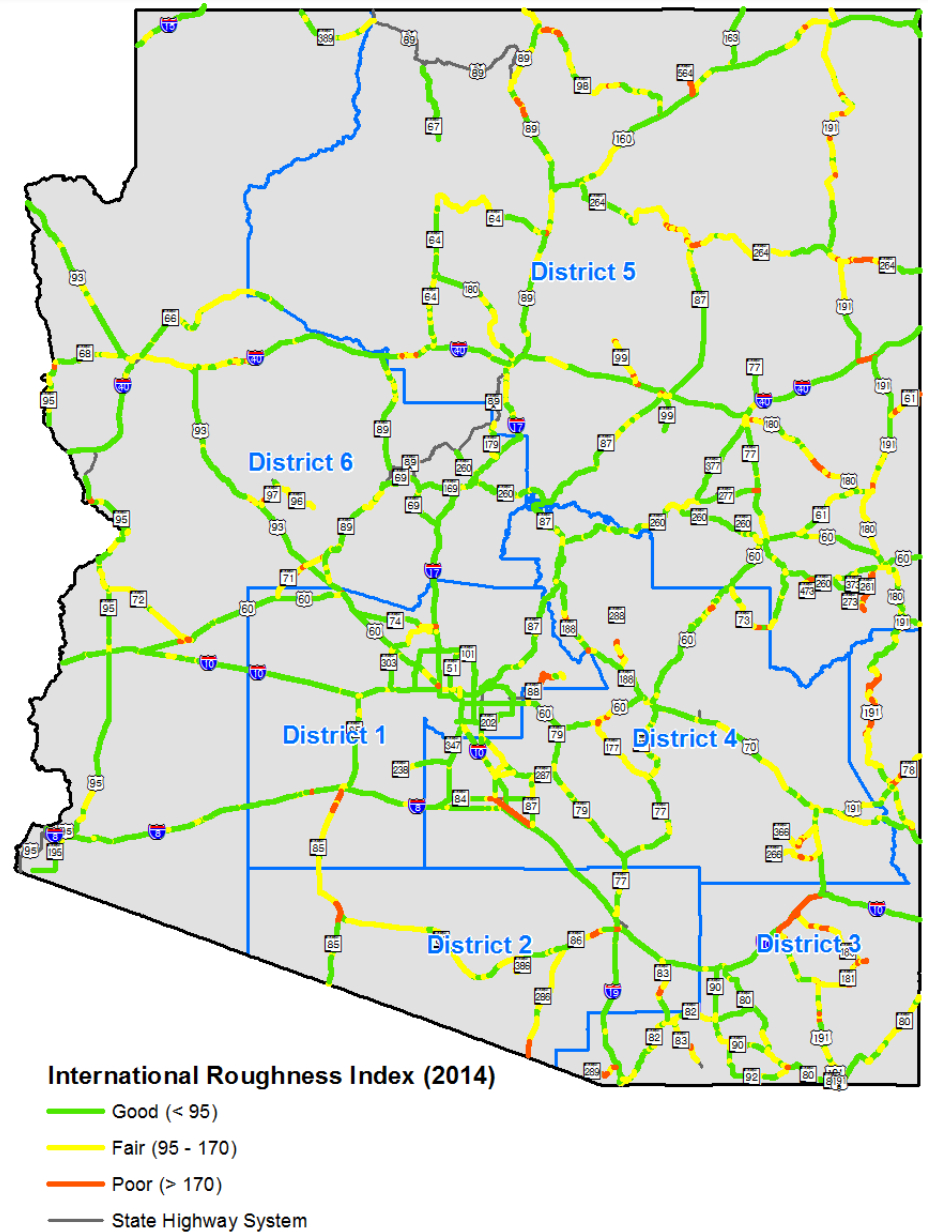
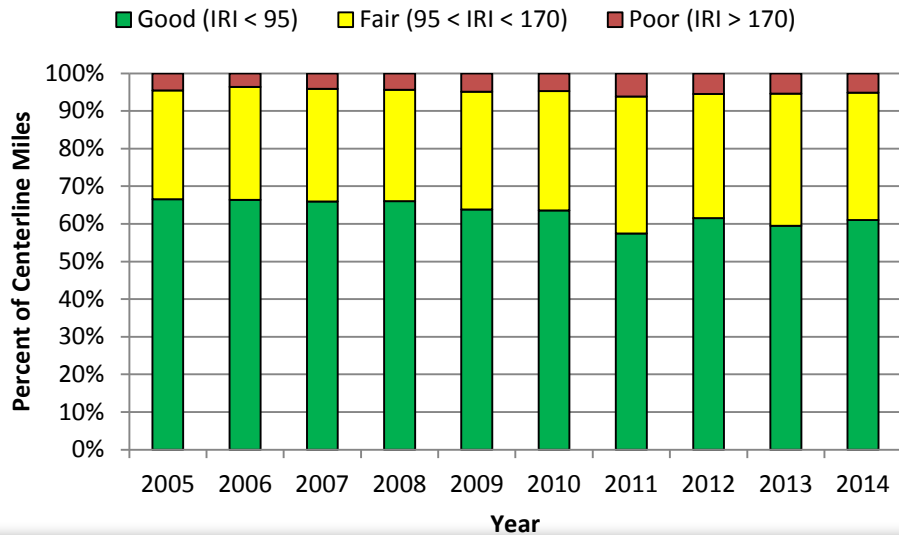
Overall Bridge Condition 2014



Overall Pavement Condition - Interstate



Overall Pavement Condition - Non-Interstate



3.3.3 Alternative D3

Alternative D3 was developed to be responsive to the terrain and to provide a greater buffer between the new roadway and residential areas near US 93. This alignment follows a curvilinear path behind two existing hills and ties into US 93 approximately 1.1 miles northwest of the existing TI. The western terminus of this alignment is located within the CFRA.

Alternative D3 has the same roadway configuration as Alternative D1 which includes an 84-foot wide, 4-lane undivided roadway with two 12-foot travel lanes in each direction, a 16-foot median with a median barrier, and 10-foot outside shoulders. D3 also incorporates 2-lane directional ramps for the west-to-north (WN) and south-to-east (SE) traffic movements (i.e. Phoenix-to-Las Vegas) and single lane directional ramps for the east-to-north (EN) and south-to-west (SW) traffic movements (i.e. LA-to-Las Vegas). The 2-lane and single-lane directional ramps are comprised of 12-foot travel lanes, a 10-foot outside shoulder and a 6-foot inside shoulder. The initial phase of construction (phase 1) would acquire right-of-way for the full system TI, but focus only on the construction of the WN and SE ramps.

Modifications to the existing TI will be required with this alternative. Reconstruction of the existing I-40 eastbound on-ramp of the Beale St TI (Ramp 40D) will be required adjacent to the new EN. The new SW ramp will pass over the existing I-40 westbound off-ramp (Ramp 40C).

This alternative realigns US 93 west of the existing TI in the same general manner as Alternative D1. Similar to Alternative D1, it also includes a grade-separated half diamond interchange at the realigned US 93 / Fort Beale Drive crossing.

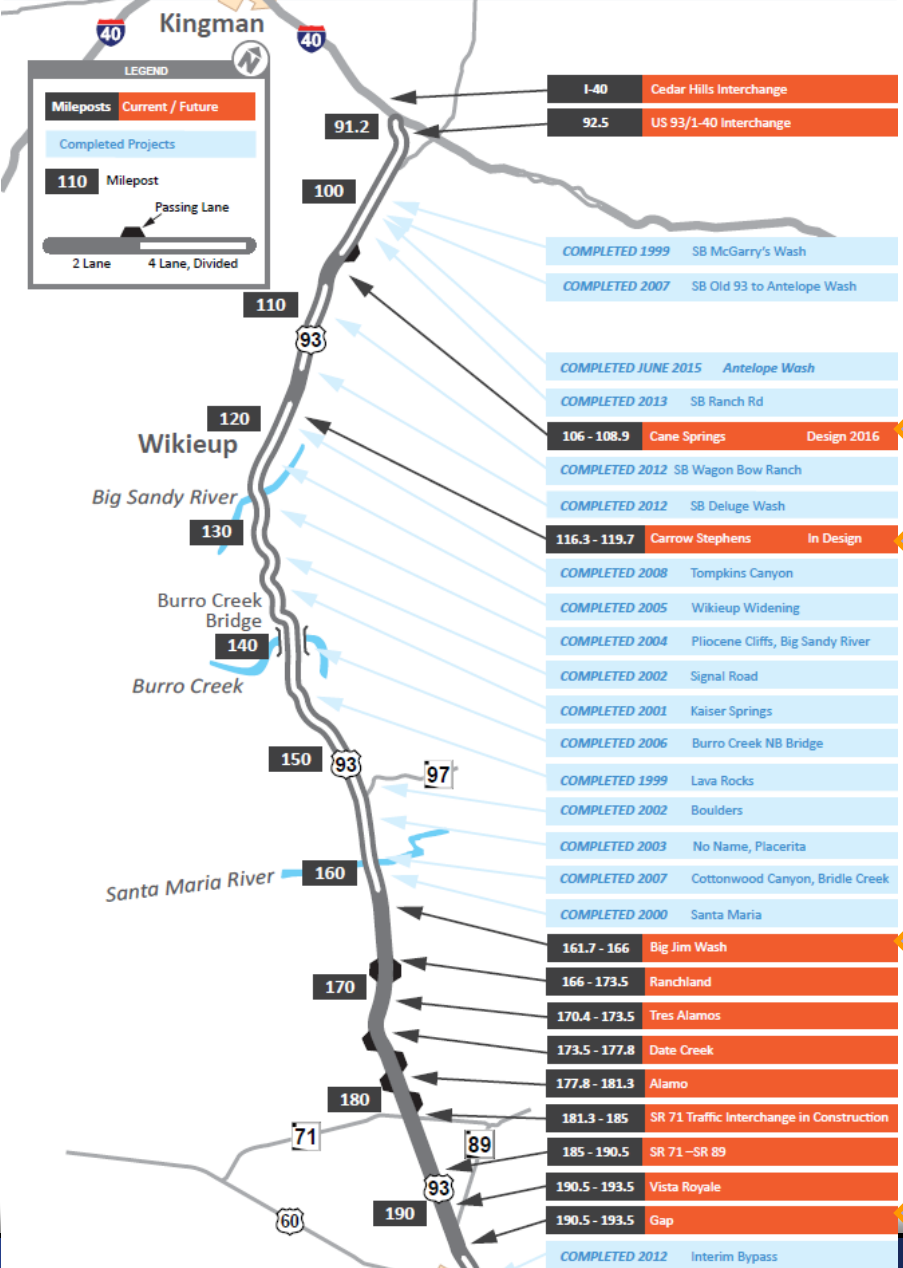
A layout drawing of Alternative D3 is shown in **Figure 3-9**. The estimated design and construction cost for this alternative is \$86,532,000.



US 93 CORRIDOR

I-40 TO WICKENBURG

UPDATED JUNE 2015



FY23

FY18

FY25

FY20

State Route 260 ~ Payson to Heber

