

FY 2022 – 2026 Tentative Five Year Program

April 16, 2021

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Director for Multimodal Planning Division**

2022-2026 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

- Tentative Five Year Program presented to the STB for approval to present for public comment.
- Planned public hearings will be held March, April and May.
- June 3 Study Session to discuss comments
- Projected approval of the Five Year Program scheduled for June 18
- July 1, 2021 Starts FY 22
- Must be fiscally constrained – STB Five Year Program

Overview of Asset Condition

ADOT



 \$23.5 Billion = Value of State Highway System Infrastructure

ADOT

**\$23.5
Billion**



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

ARIZONA DEPARTMENT OF TRANSPORTATION

Bridge Ratings

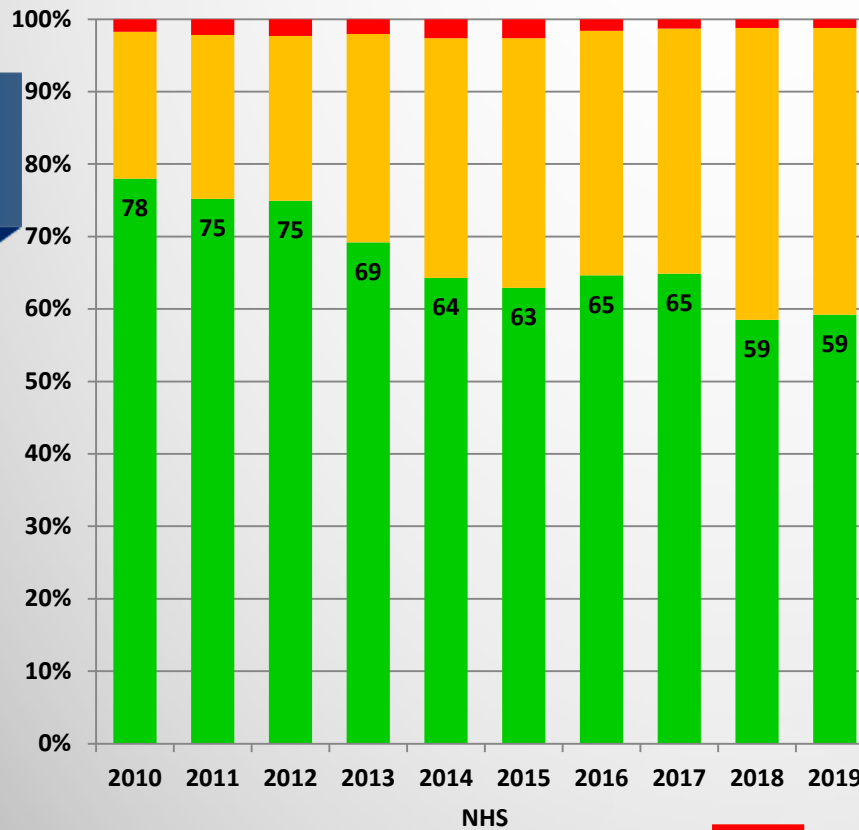
Good: Primary structural components have no problems or only very minor deterioration.

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

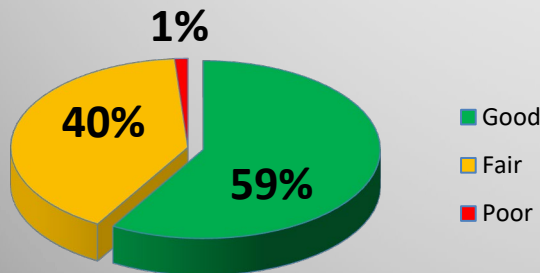
Poor: Advanced concrete deterioration, scour or seriously affected primary structural components. A poor condition bridge is not unsafe. Unsafe bridges are closed.

ADOT

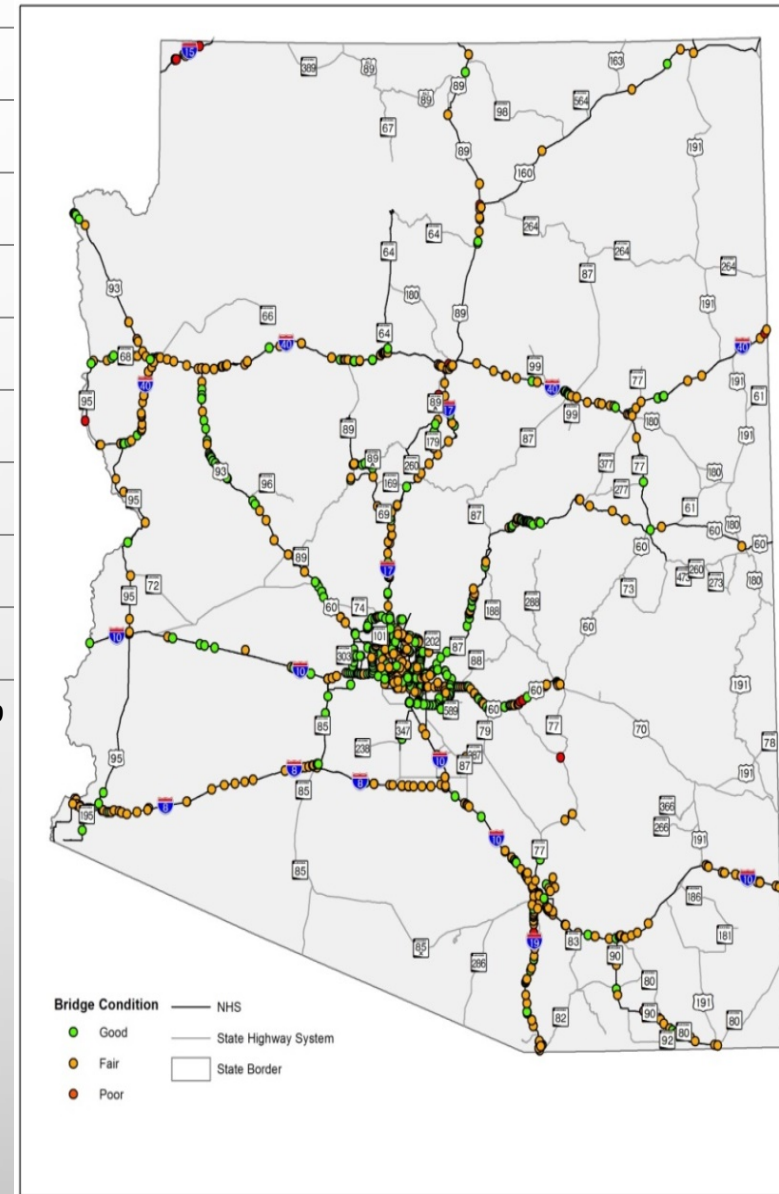
Bridge Condition



2019 Bridge Condition



59% Good



Pavement Ratings

ADOT

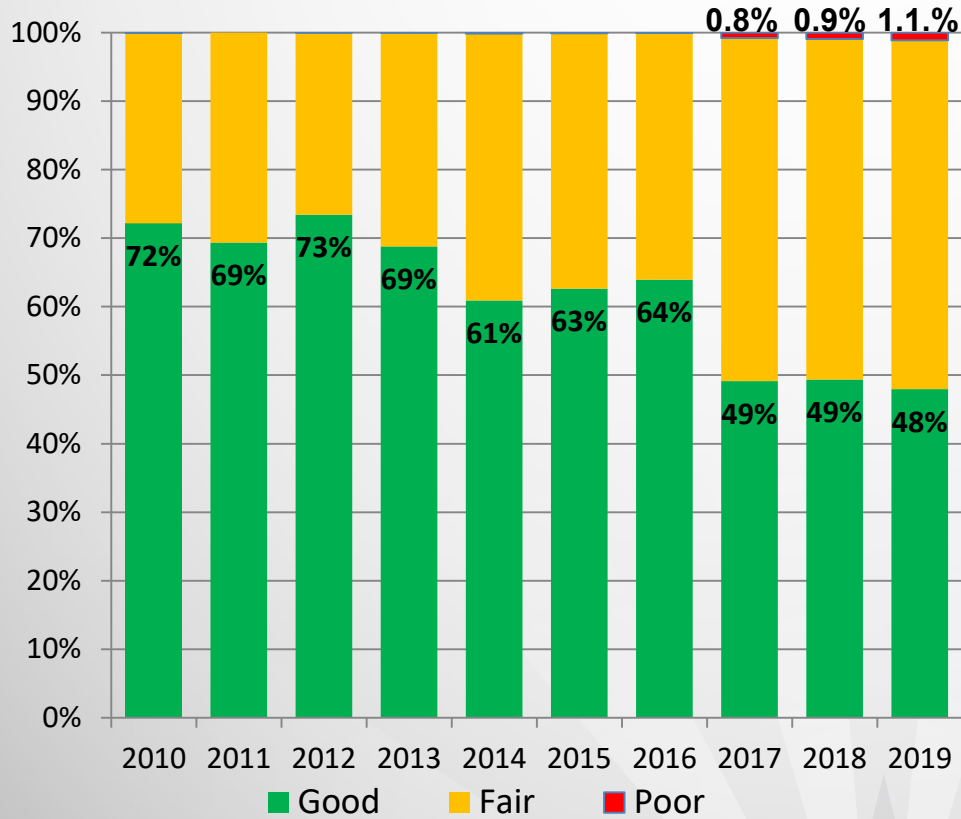
Good – Smooth road surface, with little cracking and no ruts or potholes.

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

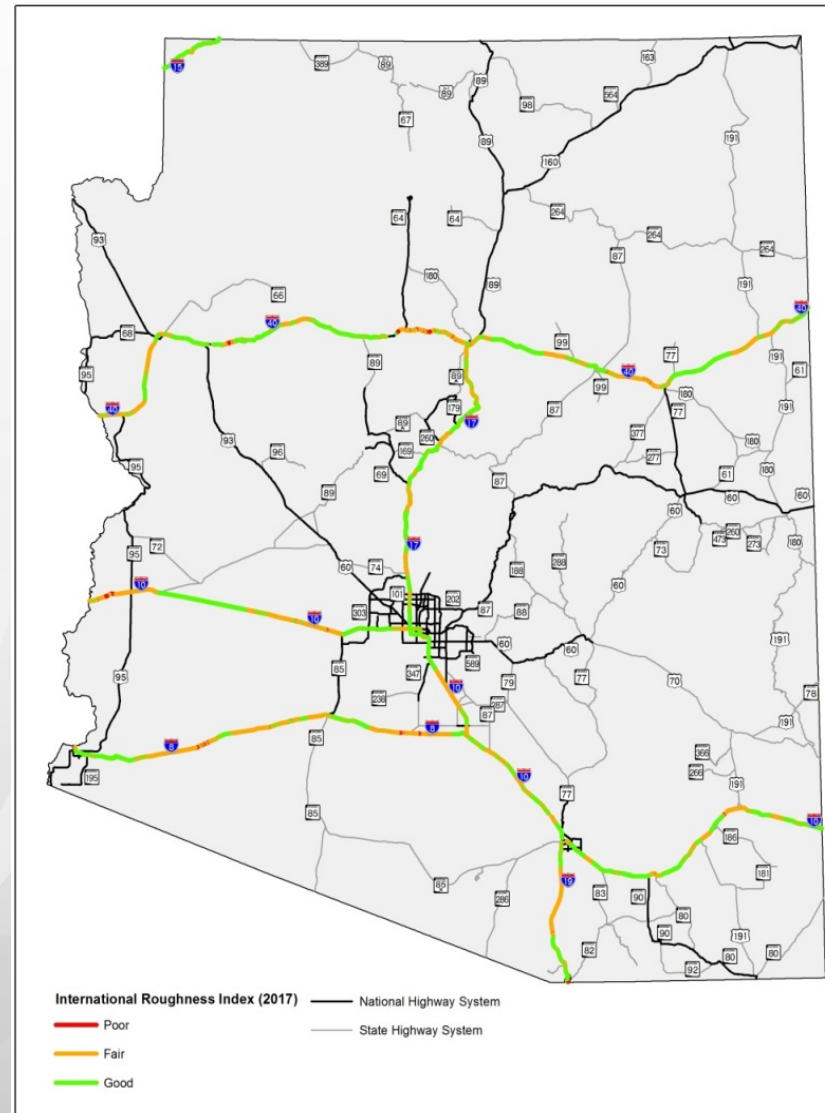
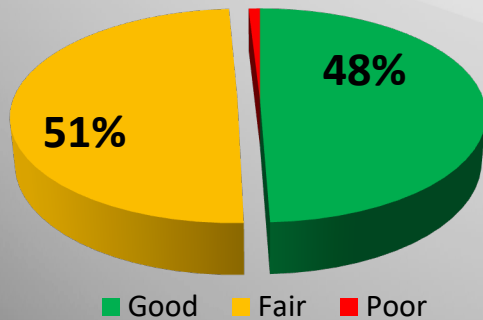
Poor – Numerous cracks, rough road surface, ruts in the wheel path, potholes and disintegration of the road surface.

Pavement Condition: Interstate

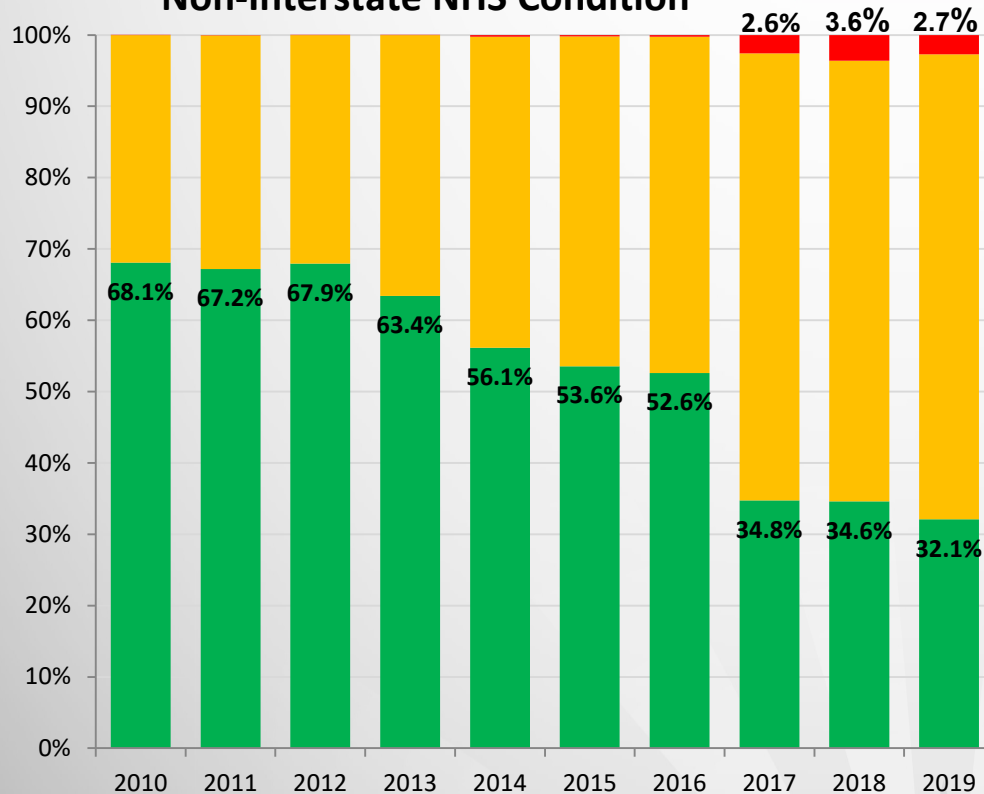
48% Good



2019 Pavement Condition

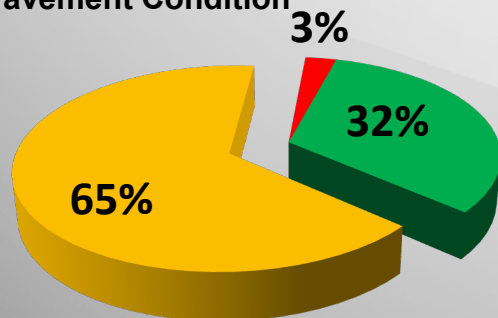


Non-Interstate NHS Condition



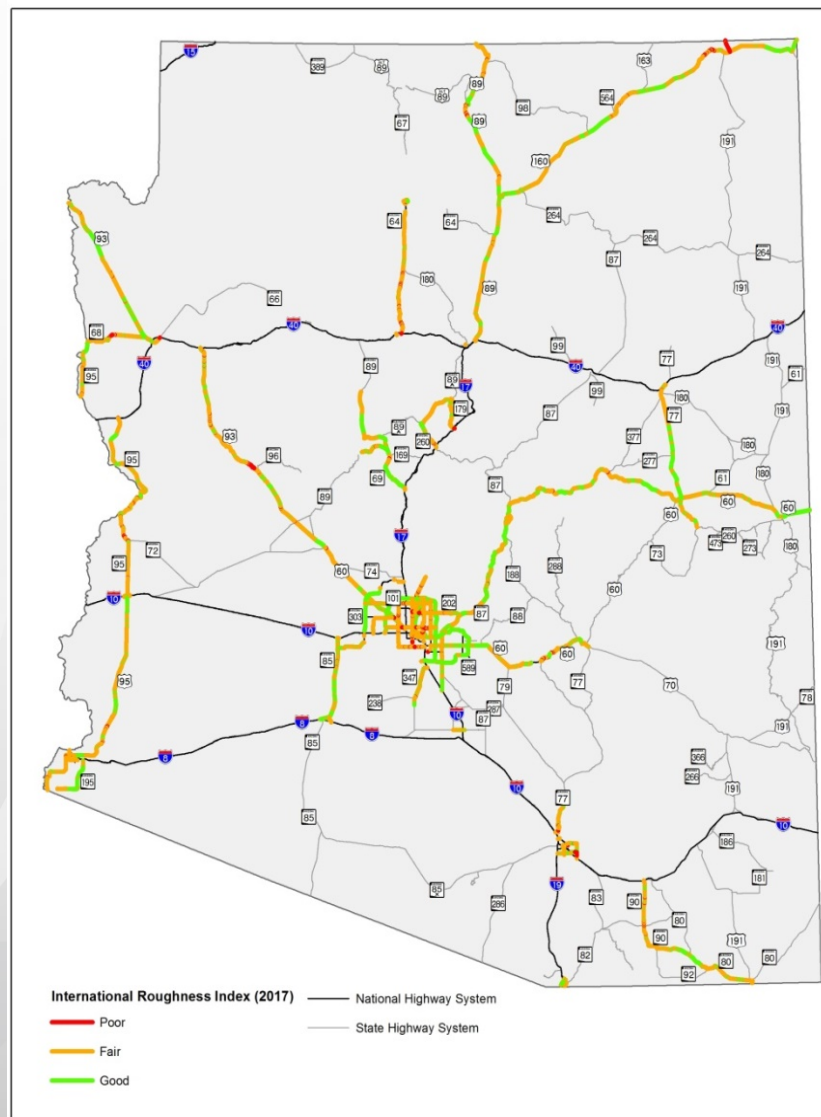
Good Fair Poor

2019 Pavement Condition



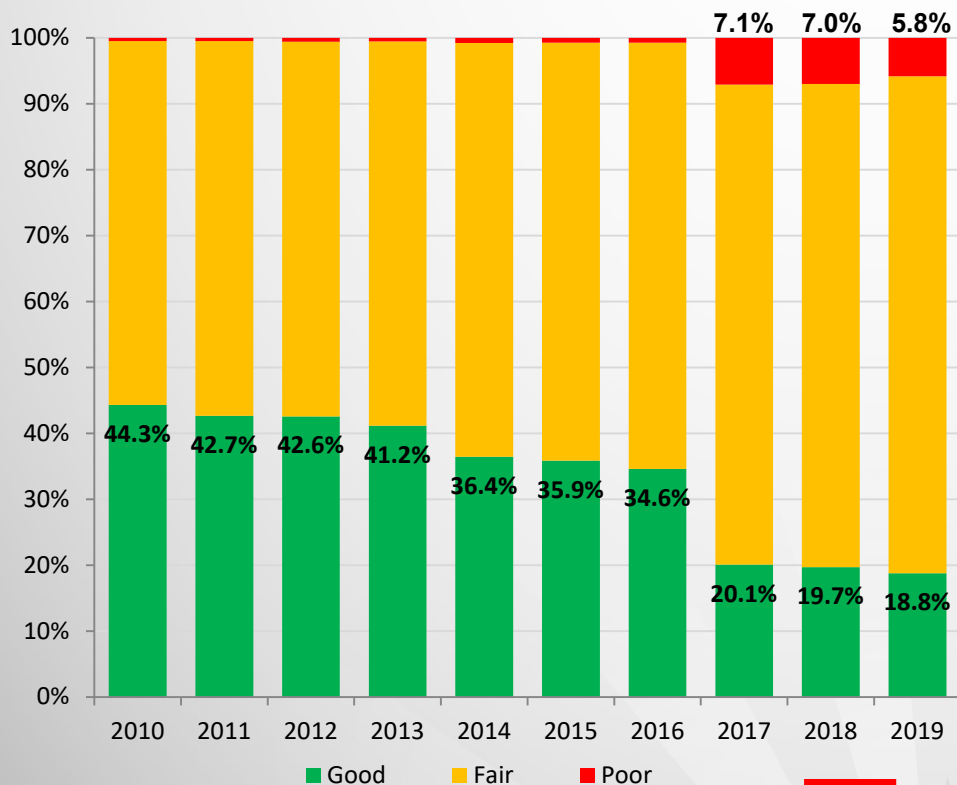
Good Fair Poor

32% Good

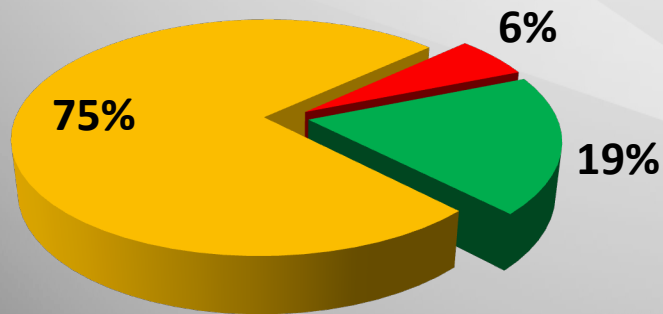


Pavement Condition: Non-NHS

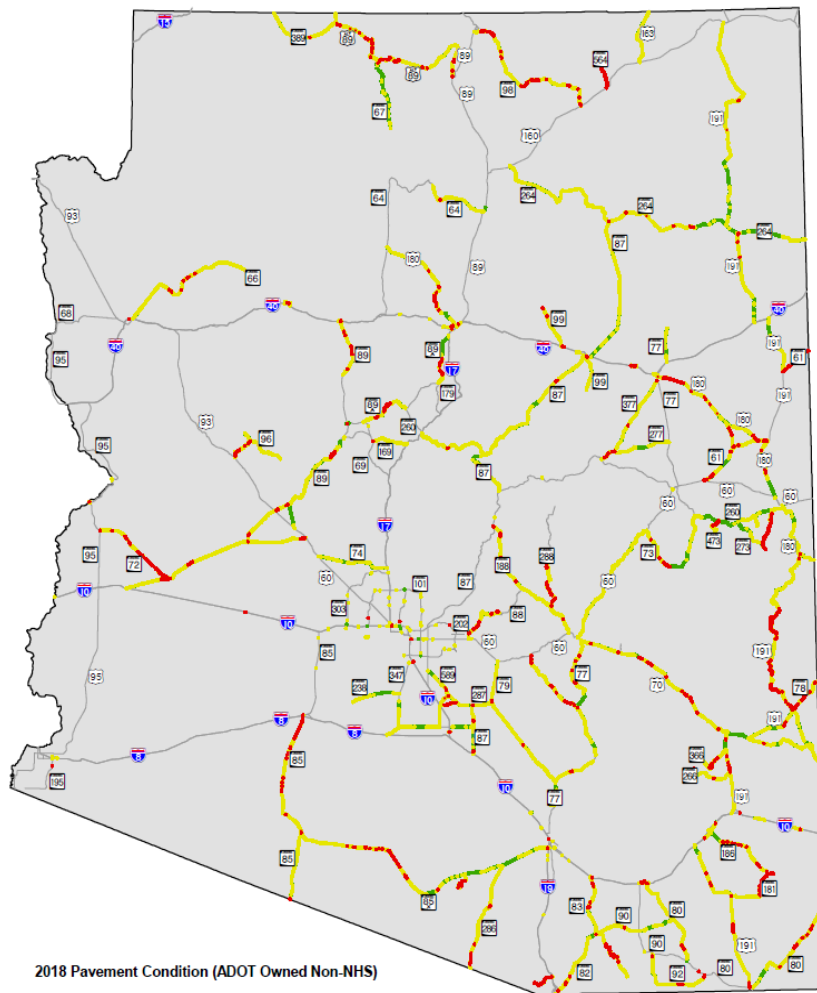
19% Good



2019 Pavement Condition



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)

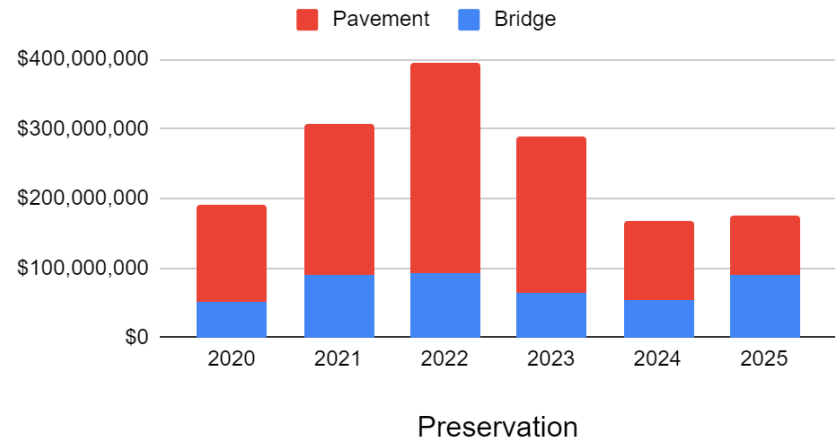
Bridge and Pavement Preservation

ADOT

Maintaining Current Conditions

Combining the Pavement and Bridge preservation values for maintaining current conditions (2019/2018), and adding 15% for development and construction management costs gives the following.

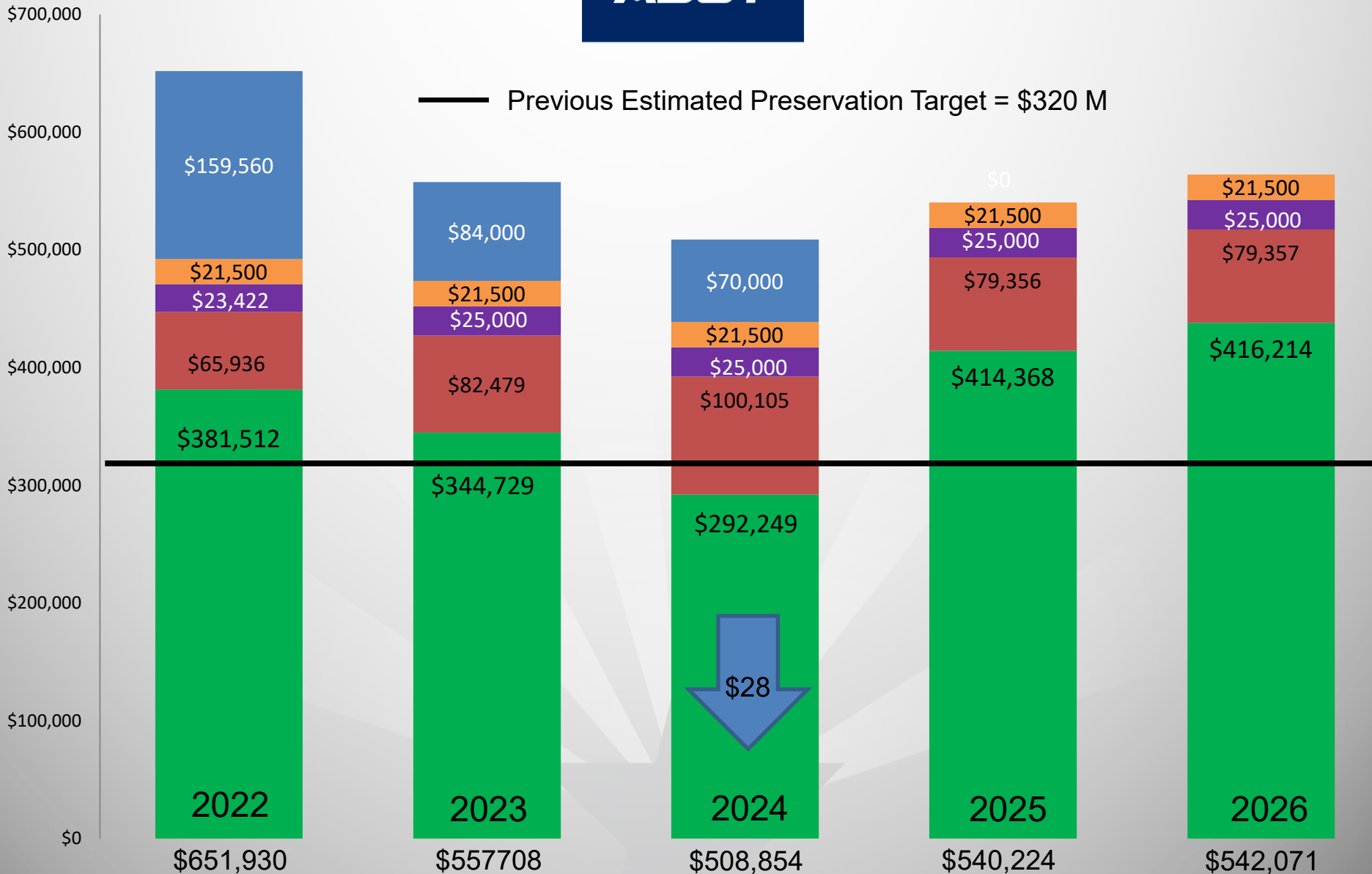
Bridge and Pavement



Preservation	2020	2021	2022	2023	2024	2025
Bridge	\$51,622,910	\$89,643,000	\$91,701,000	\$63,750,000	\$53,000,000	\$90,000,000
Pavement	\$139,501,330	\$218,557,644	\$303,663,306	\$226,529,401	\$114,932,798	\$84,799,911
Sub-Total	\$191,124,240	\$308,200,644	\$395,364,306	\$290,279,401	\$167,932,798	\$174,799,911
Development @ 15%	\$28,668,636	\$46,230,097	\$59,304,646	\$43,541,910	\$25,189,920	\$26,219,987
Total	\$219,792,876	\$354,430,741	\$454,668,952	\$333,821,311	\$193,122,718	\$201,019,898

To bring all system roadways into good condition would cost \$4.2 Billion
(Construction cost only, using 2020 unit costs)

— Previous Estimated Preservation Target = \$320 M

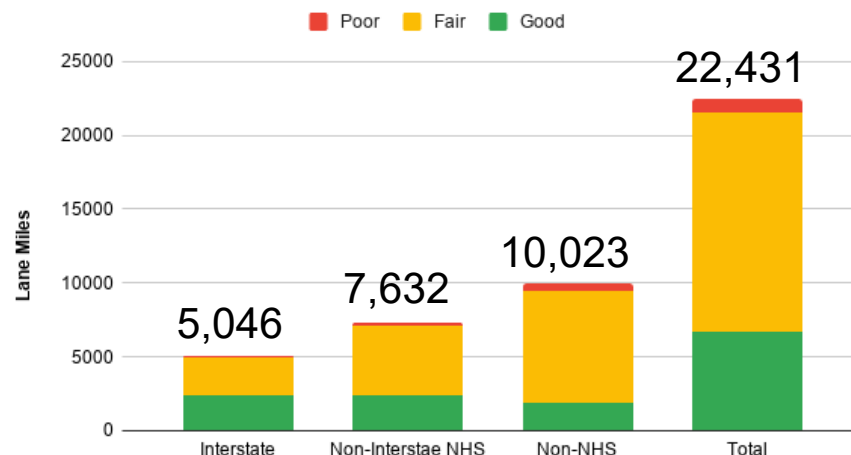


System Pavement Preservation

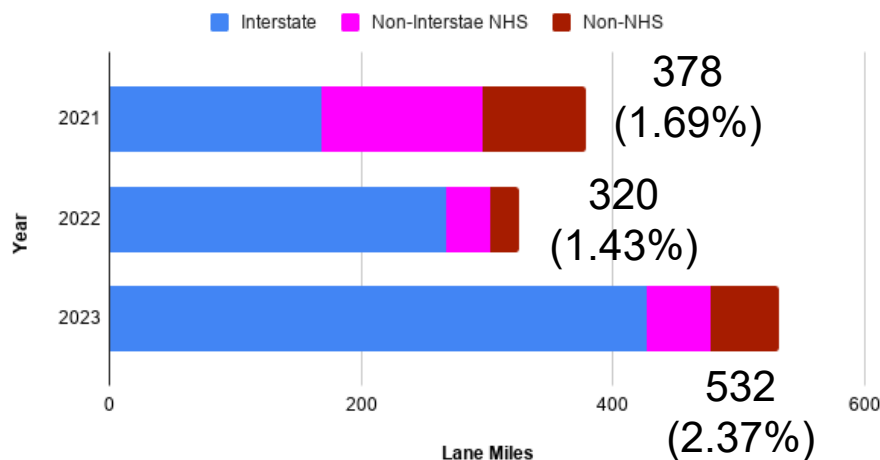
2019 Pavement condition information was extracted from the 2019 HPMS submittal to FHWA.

The Lane Miles represented, consist of projects listed in the tentative 5 Year Program, and do not include sub-program funding. Percentage indicated percent of total system lane miles programmed for preservation.

2019 Pavement Condition by Lane Miles



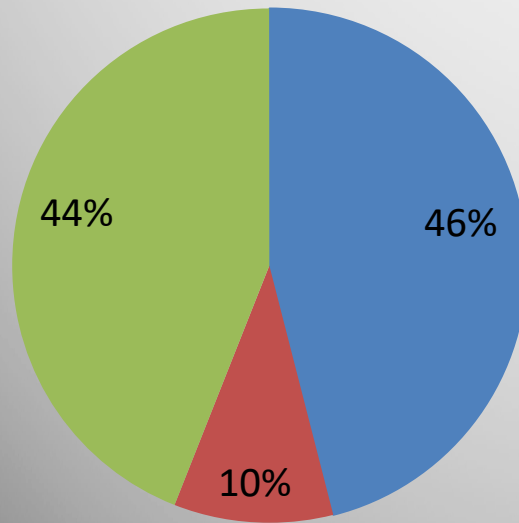
Programmed Pavement Preservation (2021-2025)



A minimum of 5% per year is needed to maintain existing conditions.

2022-2026 Tentative Facilities Construction Program

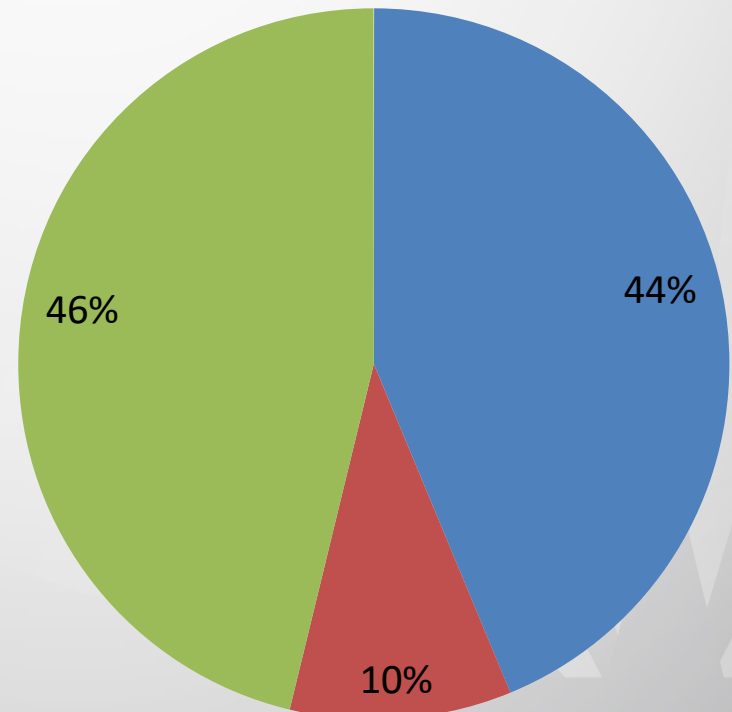
2021 -2025 Facilities Construction Program



Expansion

Modernization

Preservation



Expansion

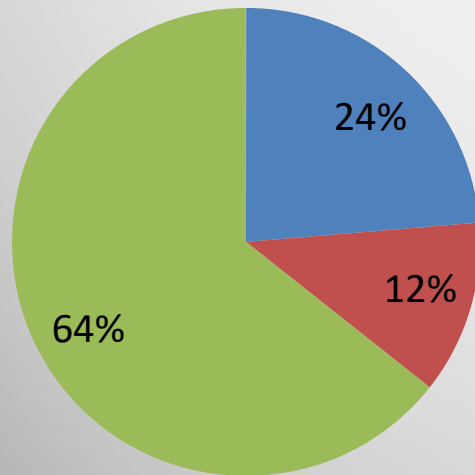
Modernization

Preservation

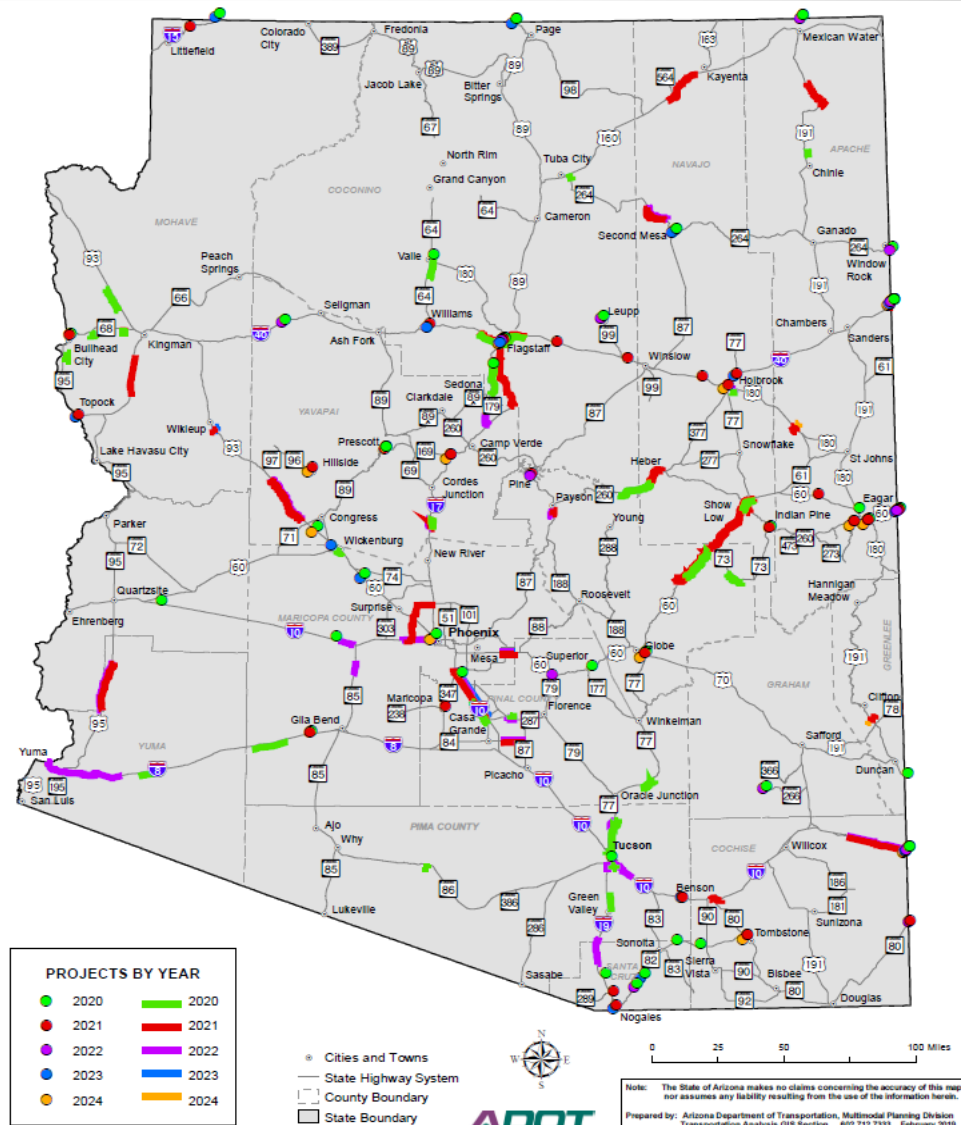
Greater Arizona Tentative 5-Year Highway Delivery Program(FY22-FY26)

ADOT

Greater Arizona



■ Expansion ■ Modernization ■ Preservation



FY22 Expansion Construction Projects - \$159.6

ADOT

**\$10M; Prescott Lakes
Parkway – Frontier
Village**



**\$41M; Tegner St –
Wickenburg Ranch
Way**



**\$108.6; I-17
Anthem Way –
Cordes Jct.**



Expansion Projects
Planning Costs
Development Costs
Modernization Projects
Preservation Projects

\$159,560

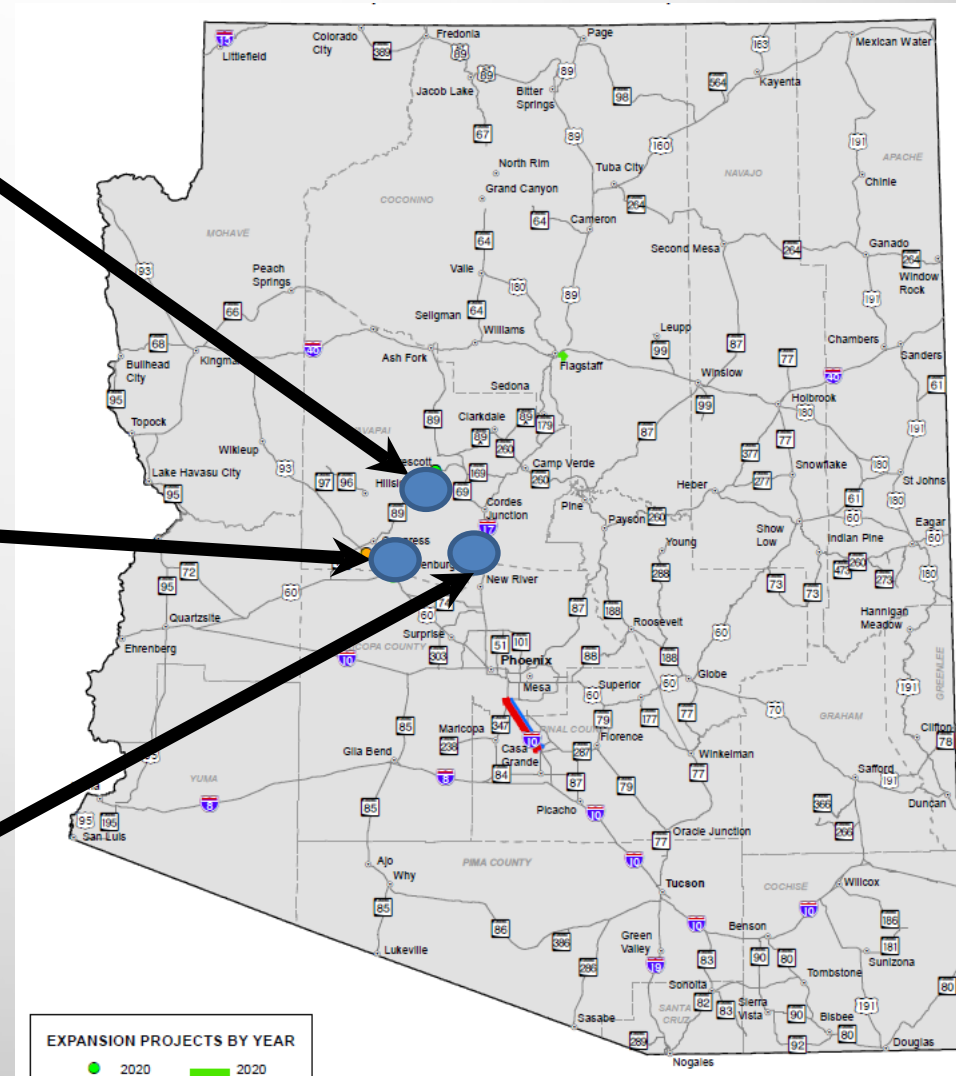
\$21,500

\$23,422

\$65,936

\$381,512

2022



FY23 Expansion Construction Projects – \$84M

ADOT

\$84,000

\$21,500

\$25,000

\$82,479

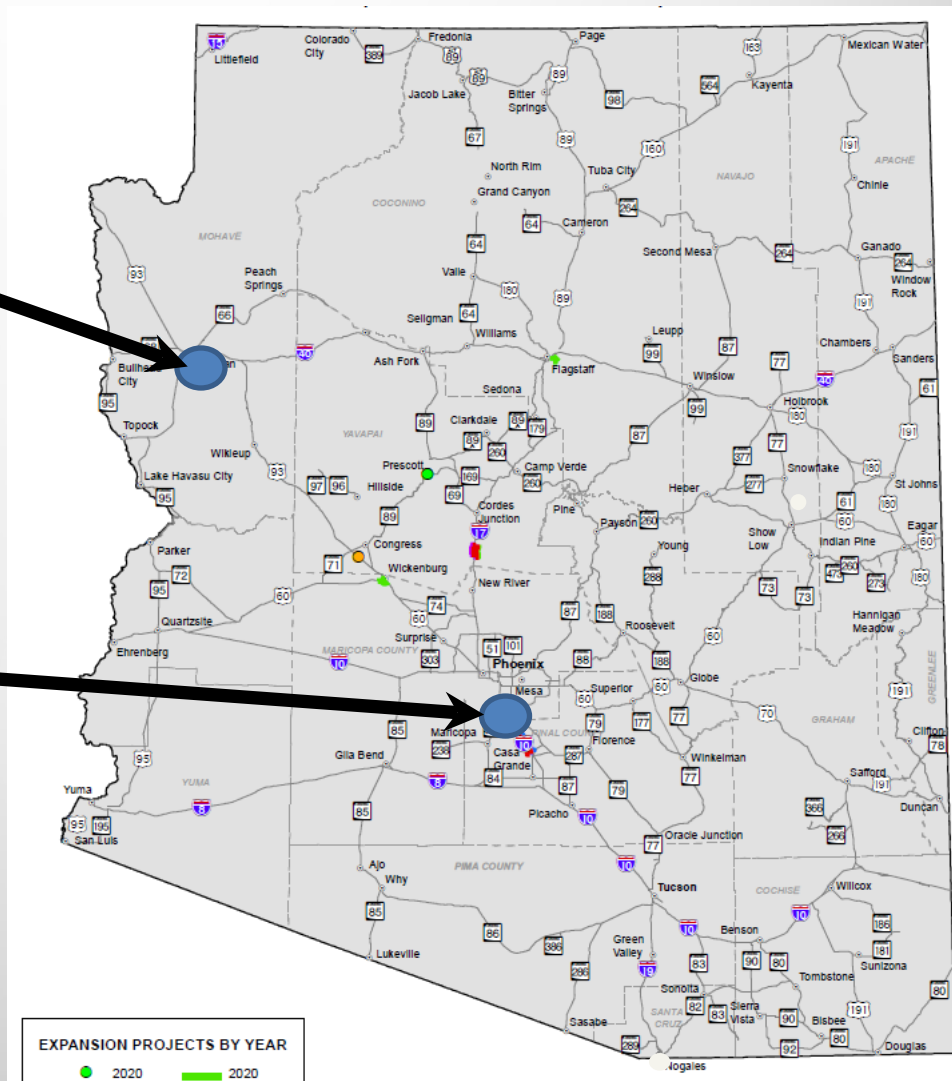
**\$1M; I-40/US-93
West Kingman T.I
Right-of-way**

**\$83M; I-10 Gila
River Bridge**

\$344,729

2023

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



FY24 Expansion Construction Projects – \$70M

ADOT

\$70,000

\$21,500

\$25,000

\$100,105

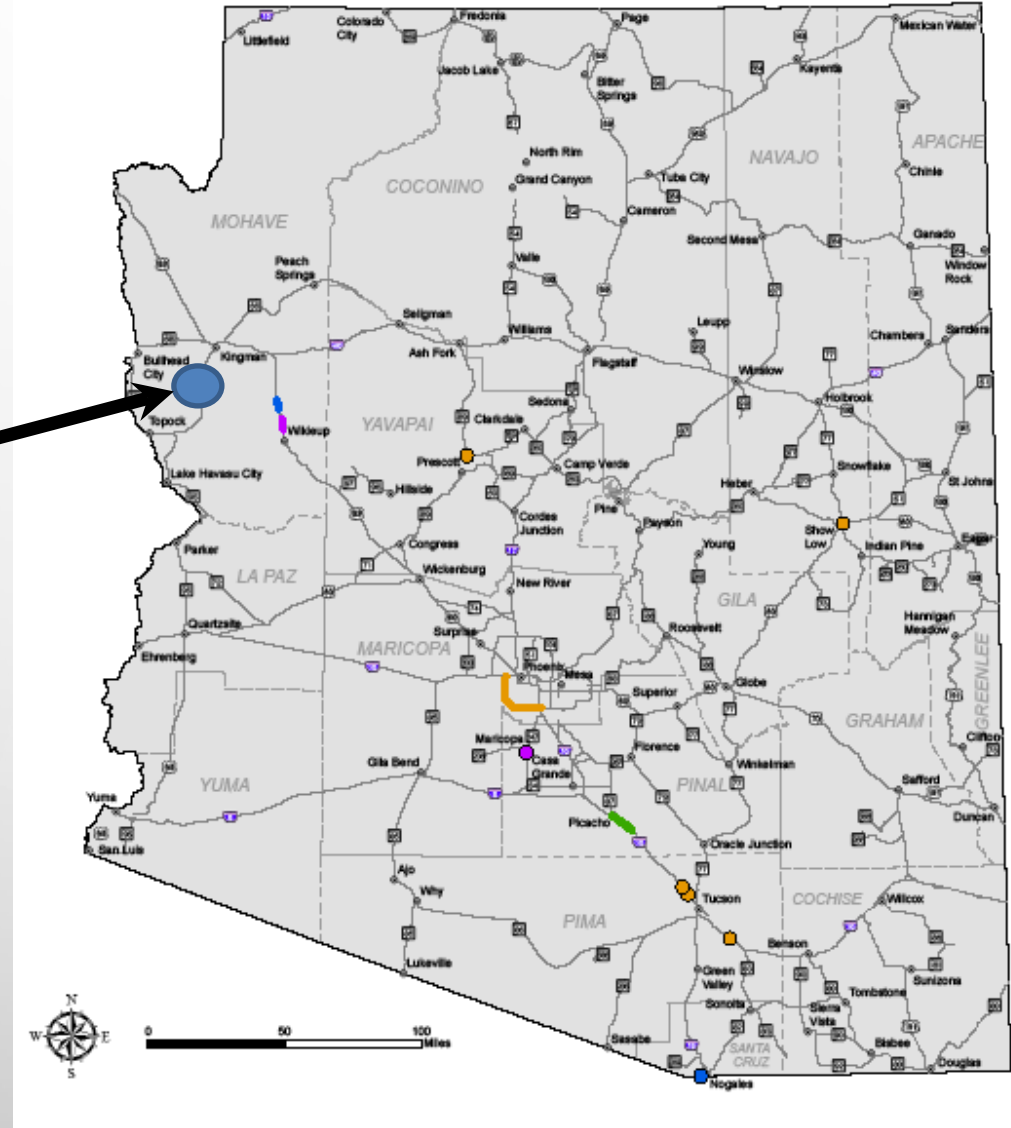
\$292,249

2024



**\$70M; I-40/US-93
West Kingman
T.I**

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



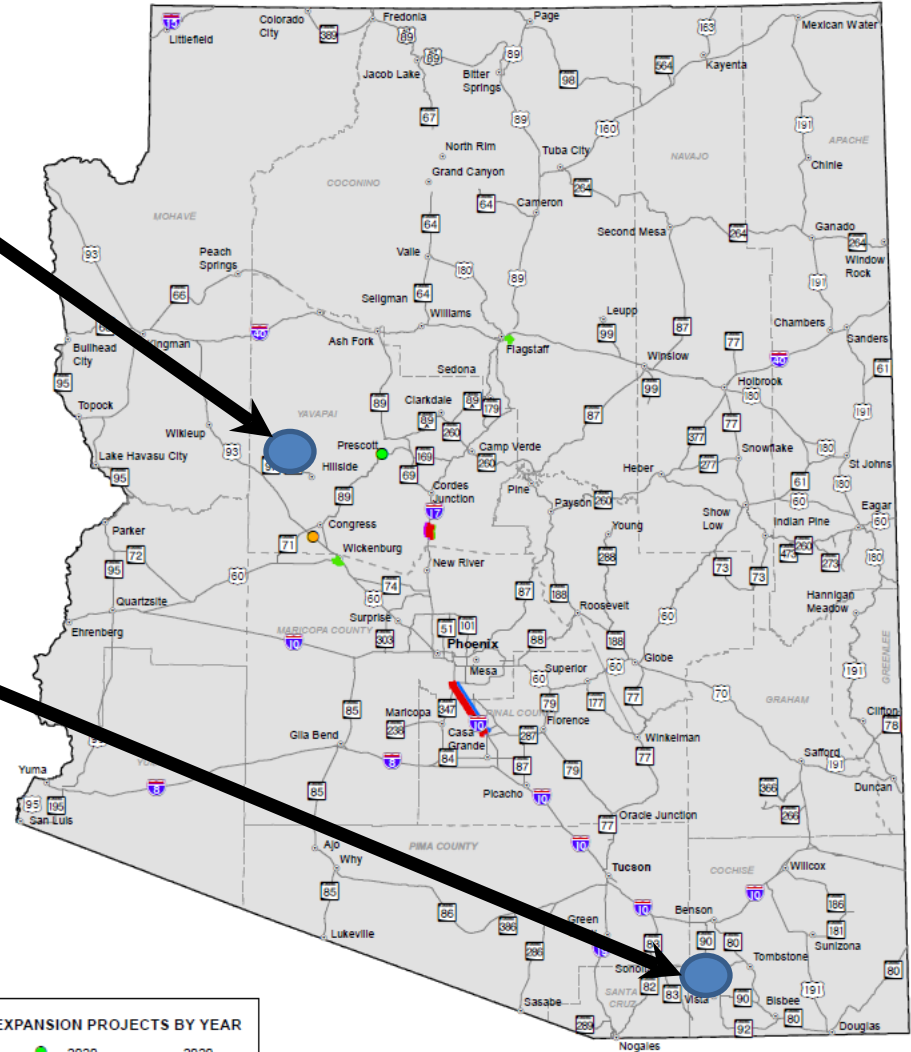
FY 2025 Expansion Construction Projects - \$0M

ADOT

\$7M; Santa Maria River Bridge(Preservation)



\$7M; San Pedro River Bridge (Preservation)



\$21,500
\$25,000
\$79,356

\$414,368

2025

Expansion Projects
Planning Costs
Development Costs
Modernization Projects
Preservation Projects

FY 2026 Expansion Construction Projects - \$0M

ADOT

\$21,500

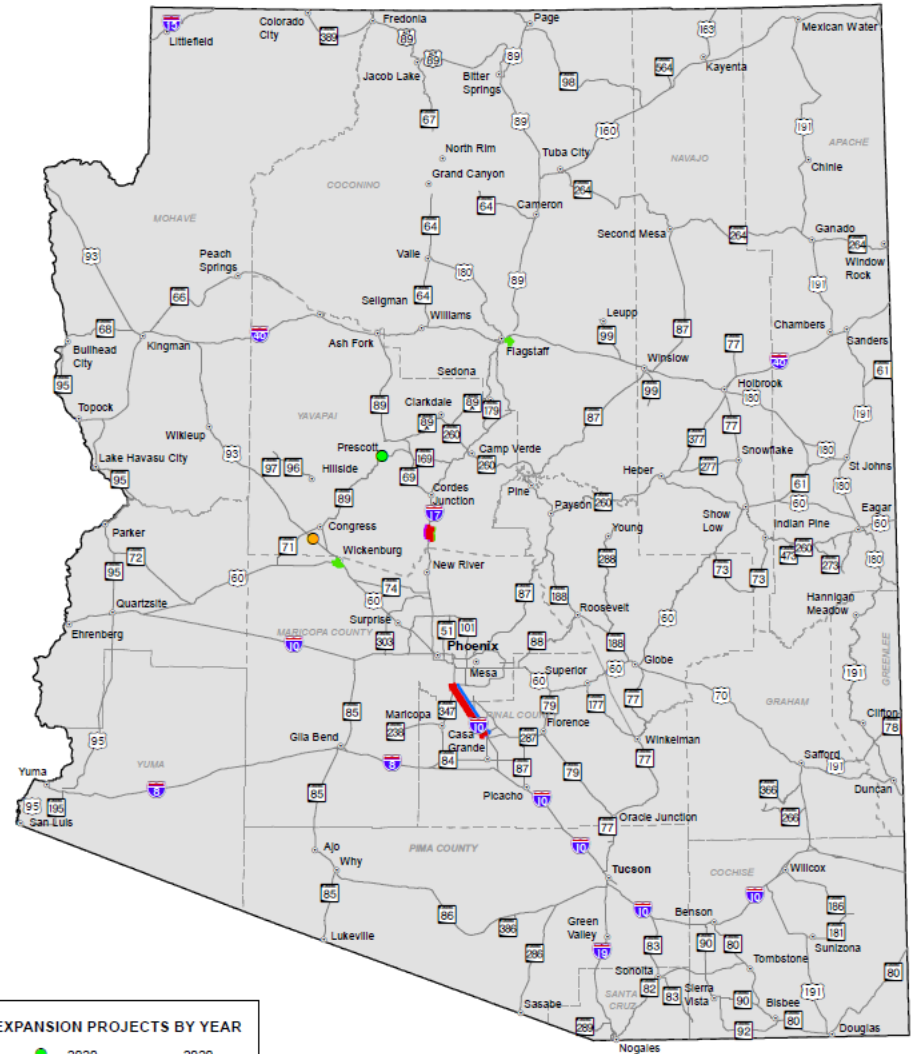
\$25,000

\$79,357

\$416,214

2026

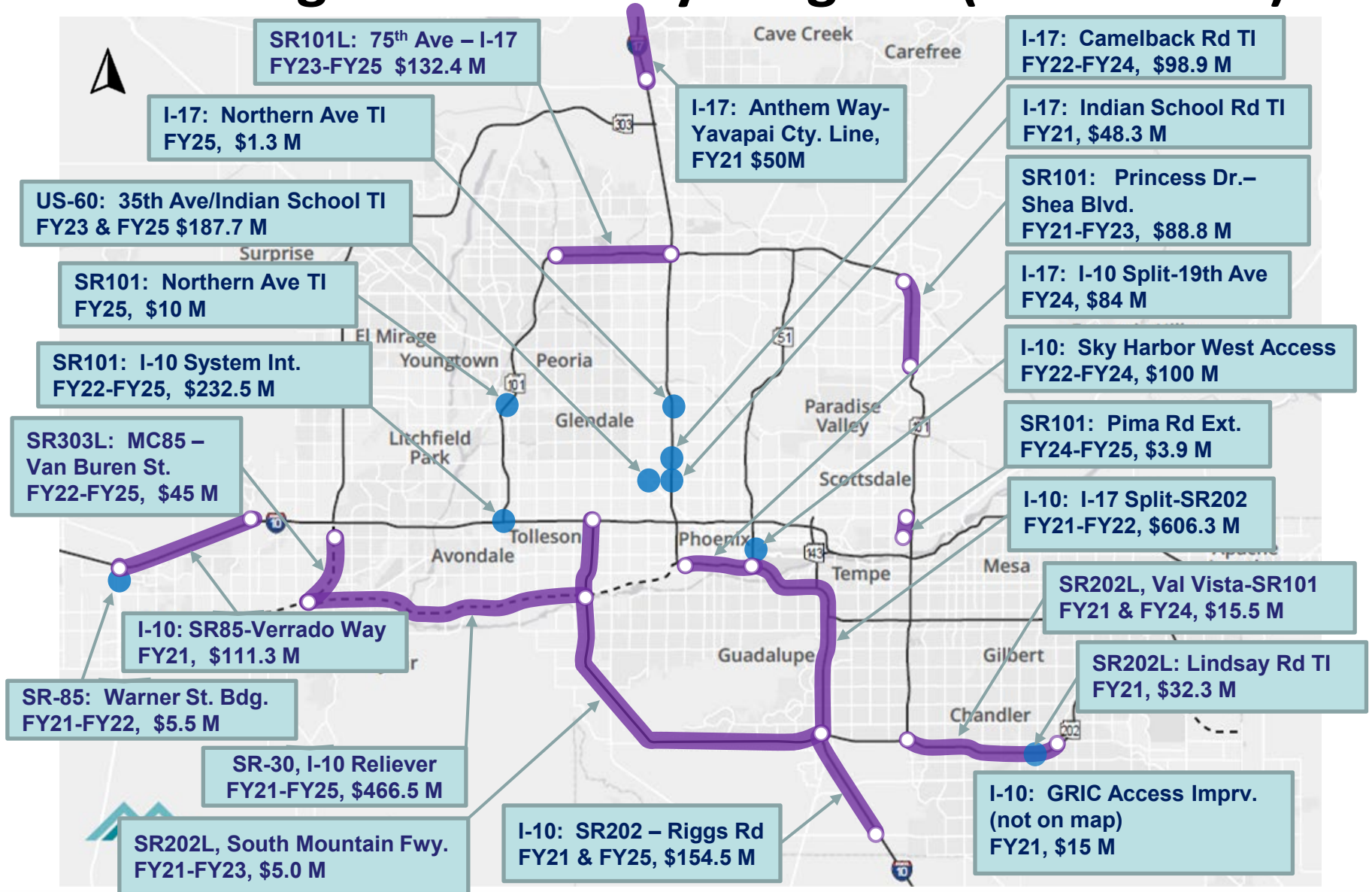
- Expansion Projects
- Planning Costs
- Development Costs
- Modernization Projects
- Preservation Projects



SIX TO TEN YEAR PROGRAM



MAG Regional Freeway Program (FY22- FY26)



PAG Tentative Program (FY22- FY26)

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

2022-2026

Five-Year Transportation
Facilities Construction Program

TENTATIVE

Airport Capital Improvement Program



Airport Capital Improvement Program (ACIP)

Five-Year Development Program – Fiscal Year 2022

Program	Amount
Federal/State/Local match (FSL)	\$5,000,000
State/Local (SL)	\$10,000,000
Airport Pavement Preservation (APMS)	\$8,000,000
Airport Development Loans	\$0
Grand Canyon Airport	\$4,000,000
State Planning Services	\$1,000,000
Total Airport Capital Improvement Program	\$28,000,000

Next Steps



State Transportation Board February (Approved Tentative Program for Public Hearings)

Public Hearings

- **March 2021**
- **April 2021**
- **May 2021**
- **June 2021 Study Session**

Final Program to STB; June 2021

Questions?

Motion to approve the Tentative 2022-2026 Five Year Transportation Facilities Construction Program for Public Hearings and Comments