

# **FY 2022 – 2026 Tentative Five Year Program**

**May 21, 2021**

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Director for Multimodal Planning Division**

# **2022-2026 Tentative Program Discussion**

**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

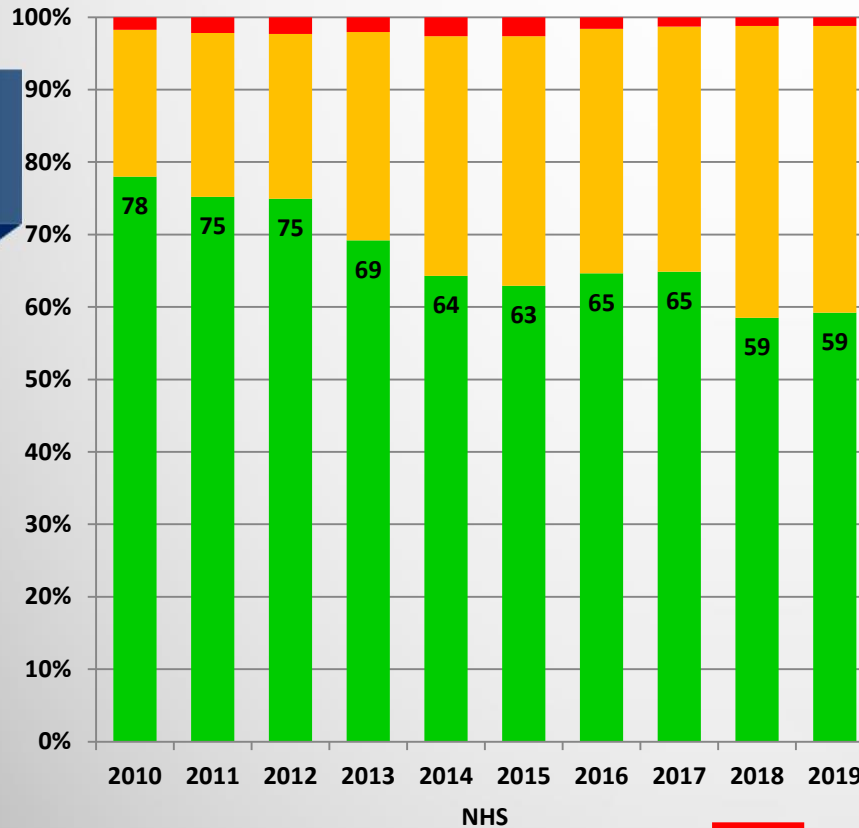
**Good:** Primary structural components have no problems or only very minor deterioration.

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

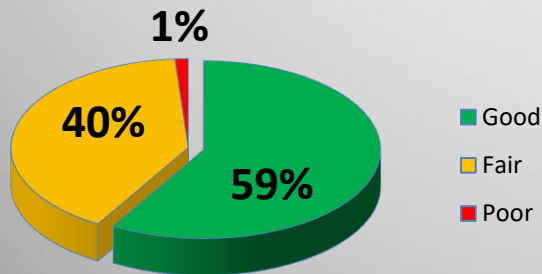
**Poor:** Advanced concrete deterioration, scour or seriously affected primary structural components. A poor condition bridge is not unsafe. Unsafe bridges are closed.

**ADOT**

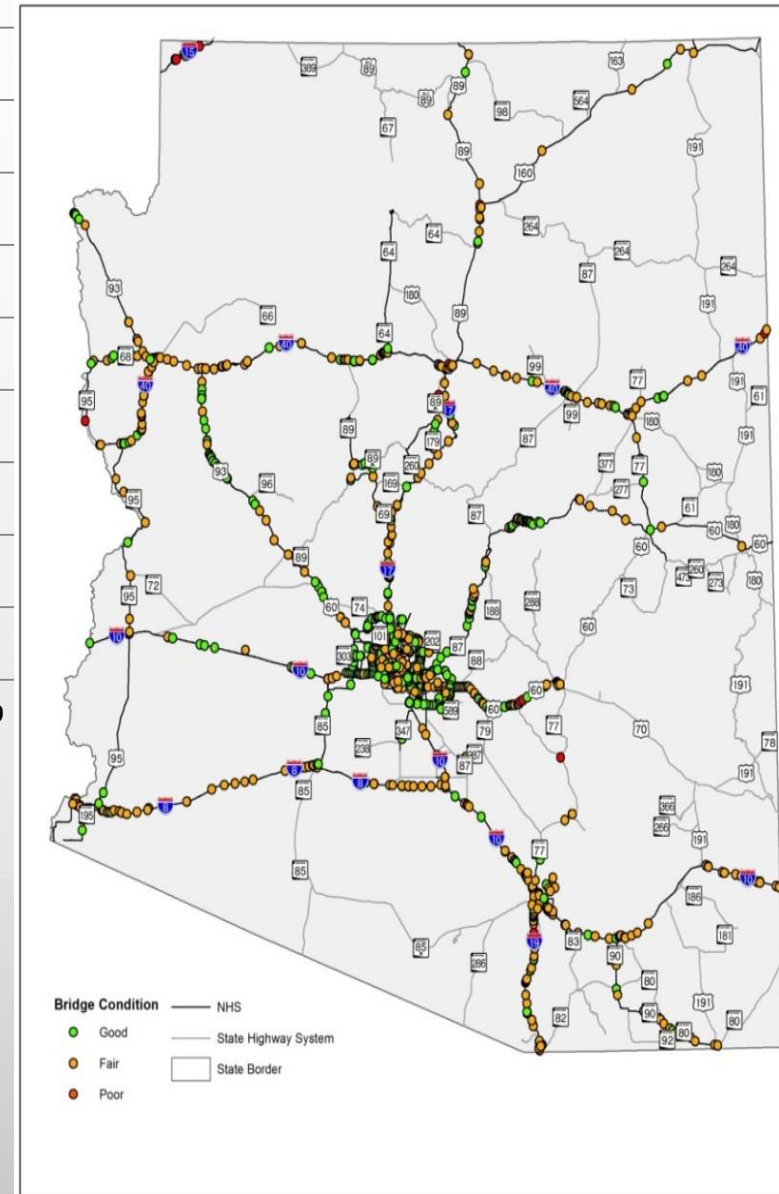
## Bridge Condition



### 2019 Bridge Condition



# 59% Good



# Pavement Ratings

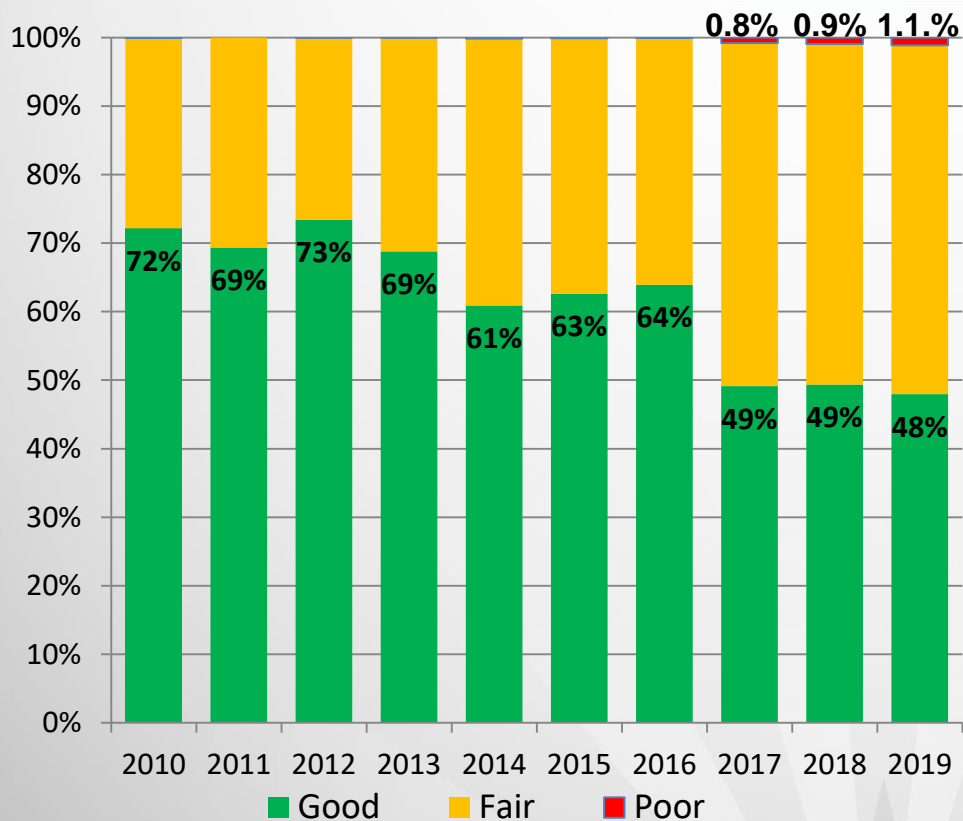
**Good** – Smooth road surface, with little cracking and no ruts or potholes.

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

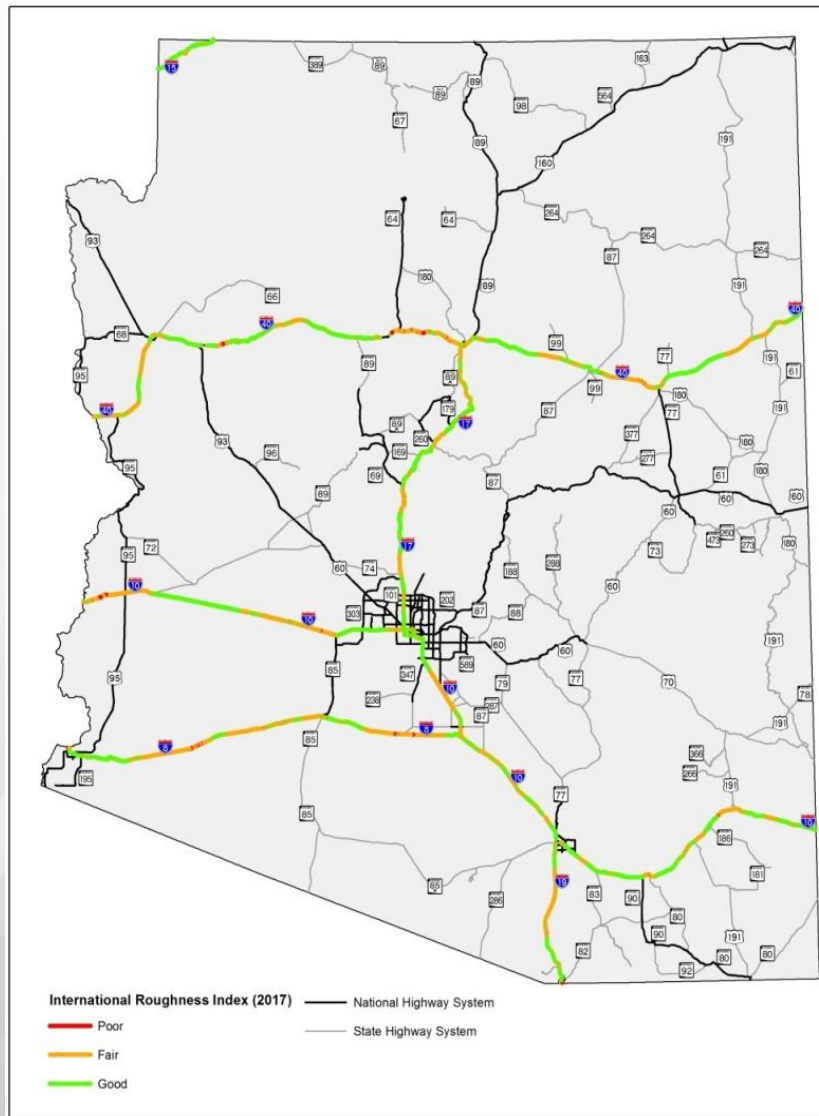
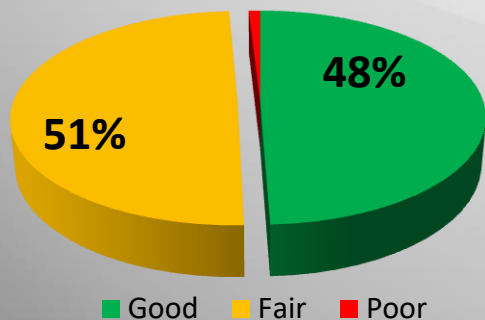
**Poor** – Numerous cracks, rough road surface, ruts in the wheel path, potholes and disintegration of the road surface.

# Pavement Condition: Interstate

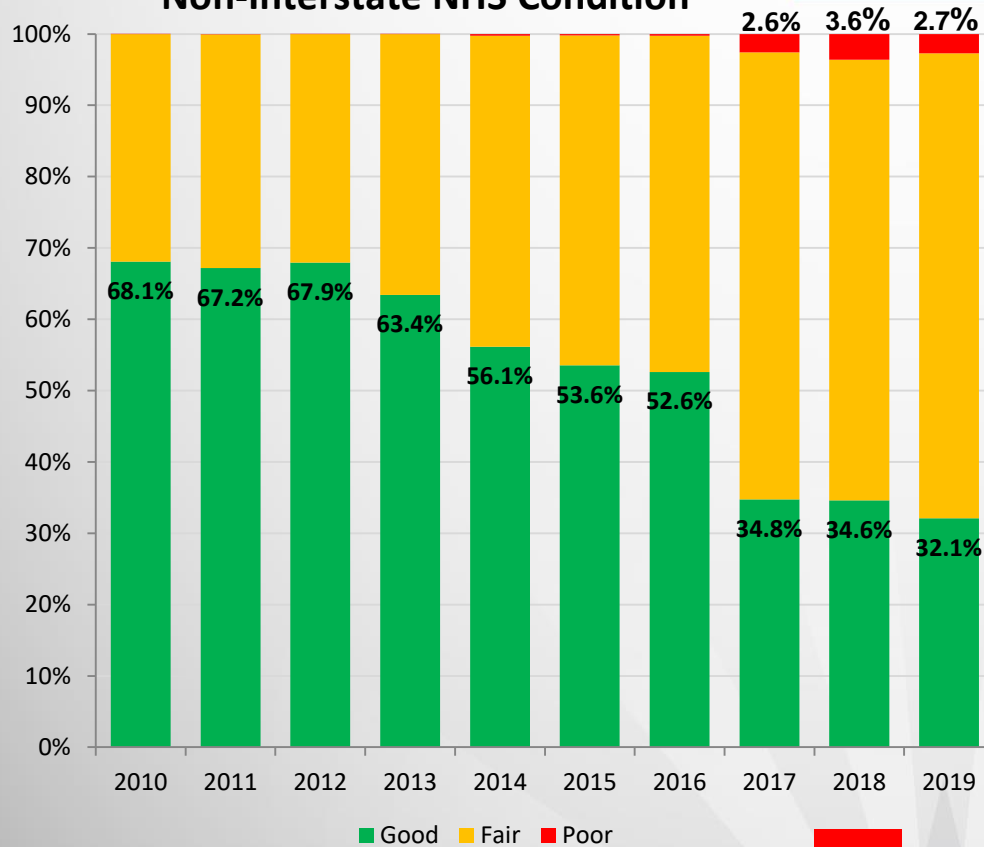
**48% Good**



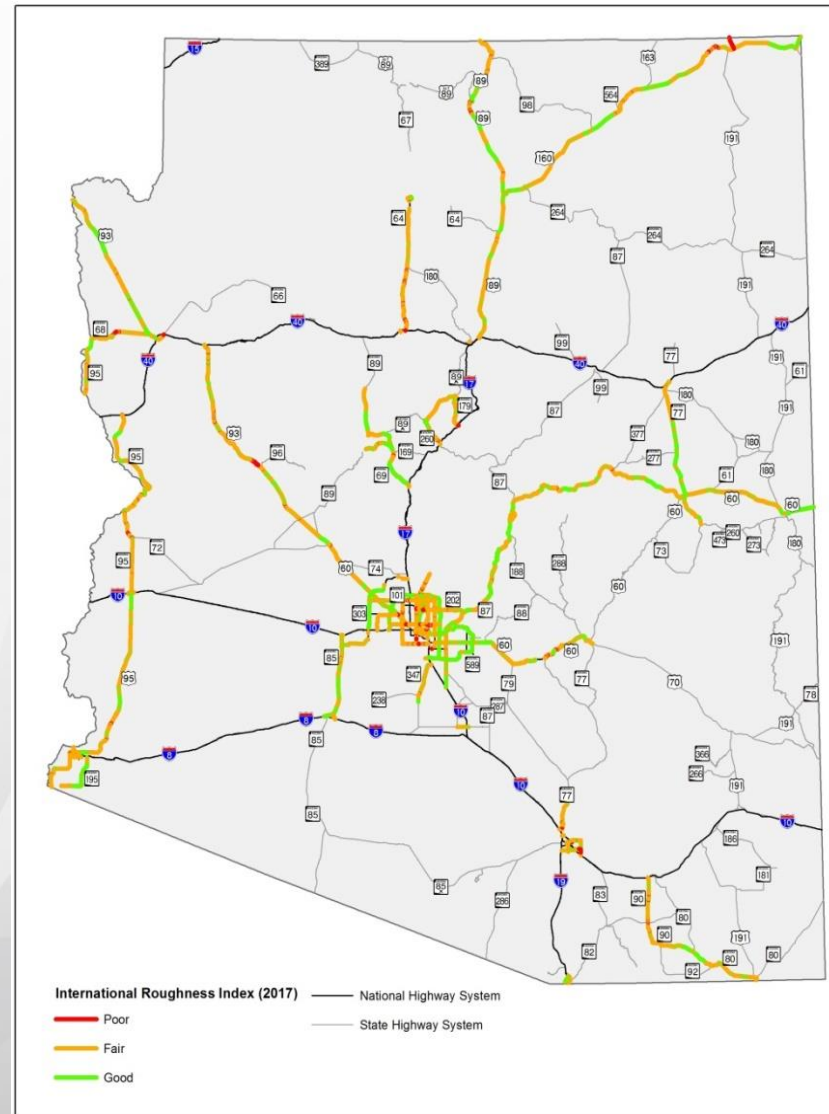
## 2019 Pavement Condition



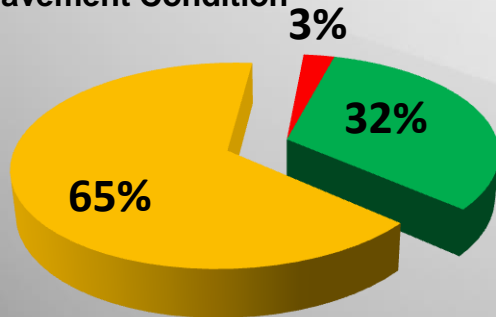
## Non-Interstate NHS Condition



# 32% Good

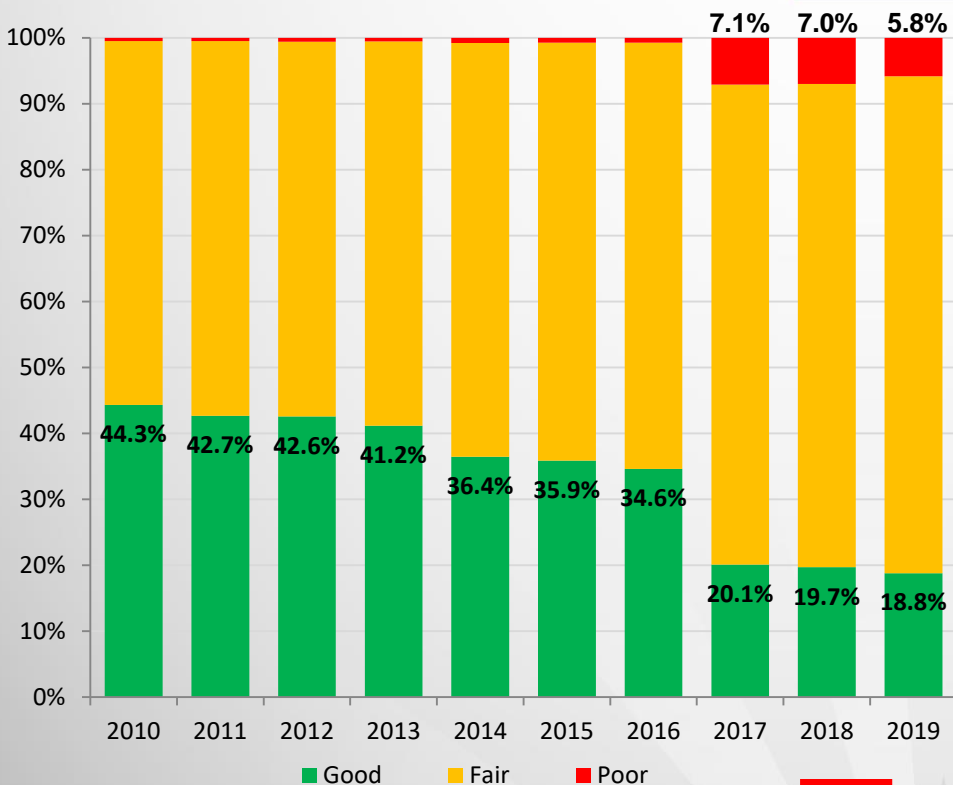


## 2019 Pavement Condition

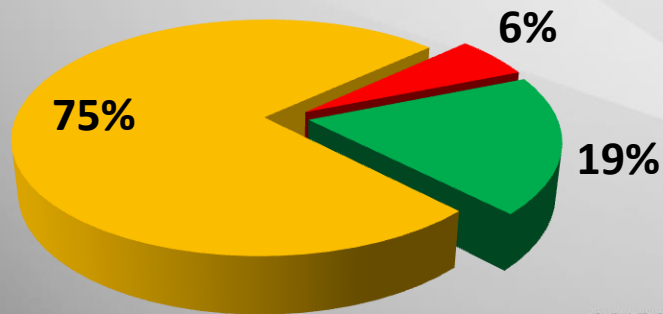


## Pavement Condition: Non-NHS

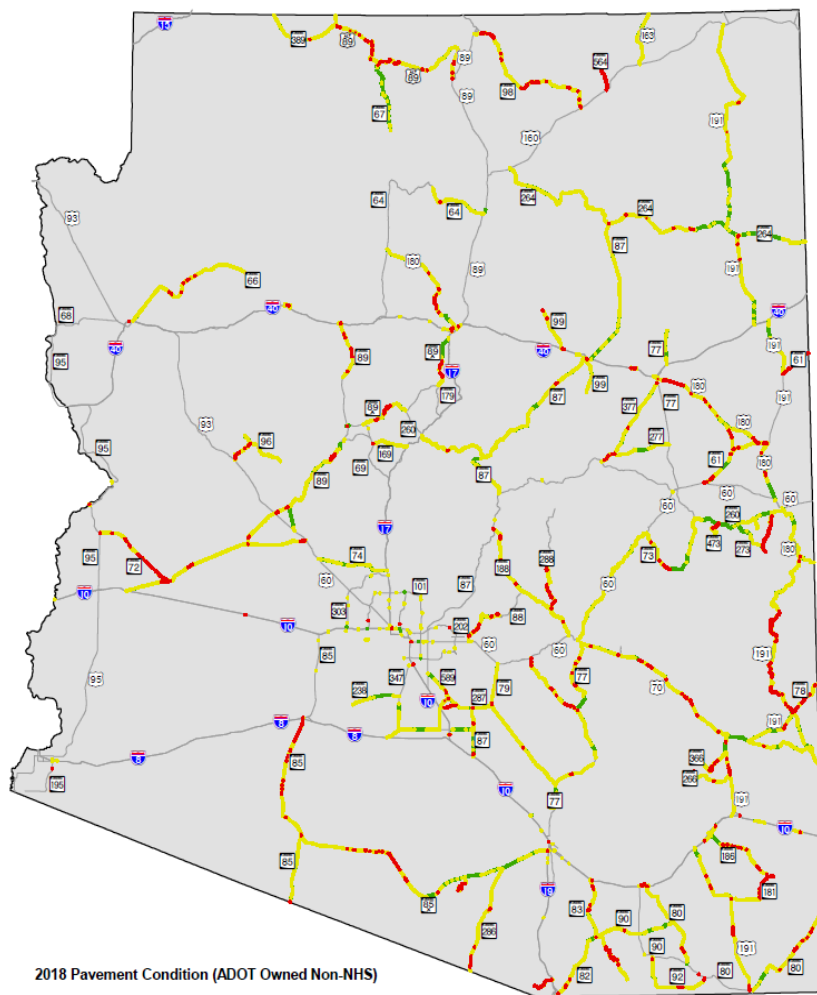
# 19% Good



## 2019 Pavement Condition



Good Fair Poor



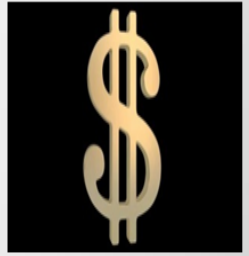
2018 Pavement Condition (ADOT Owned Non-NHS)

Fair  
Good  
Poor  
State Highway System

# WMYA 2040

## Categories of Highway Need/Investment

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- ▶ ***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)

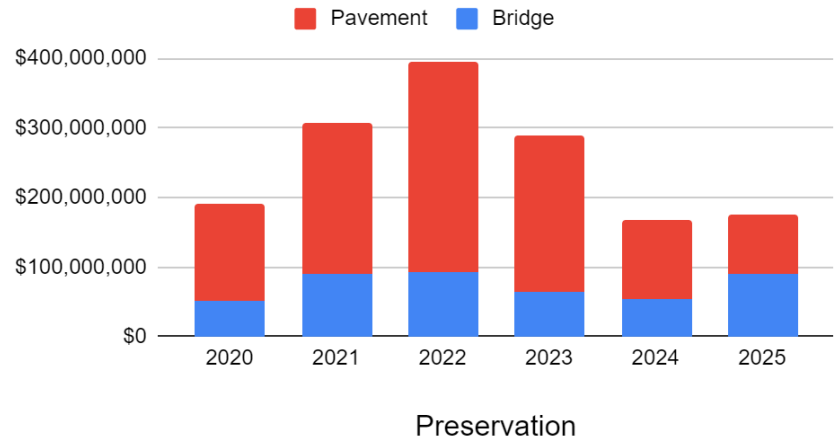
# Bridge and Pavement Preservation

**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.

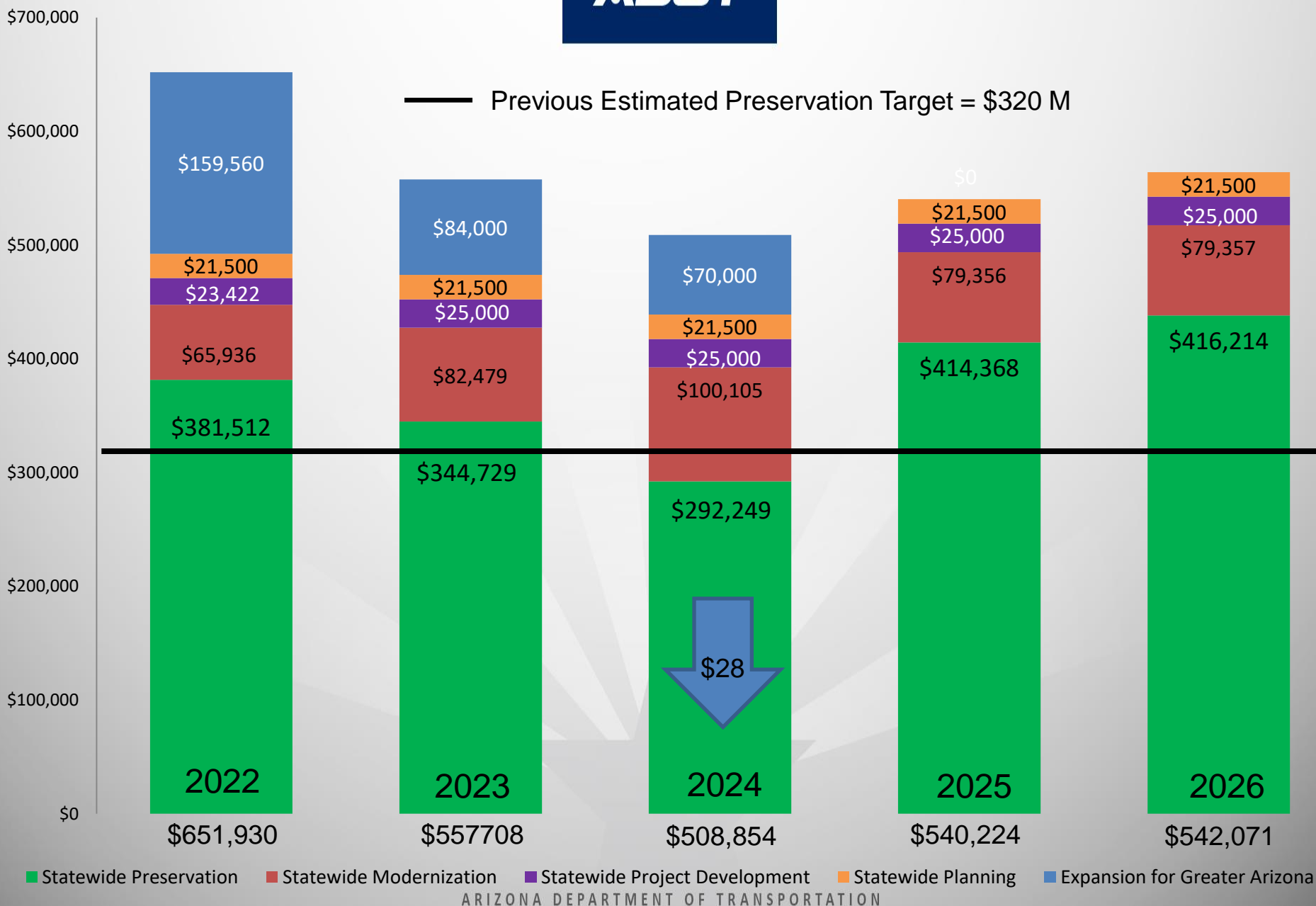
Bridge and Pavement



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
<b>Total</b>	<b>\$219,792,876</b>	<b>\$354,430,741</b>	<b>\$454,668,952</b>	<b>\$333,821,311</b>	<b>\$193,122,718</b>	<b>\$201,019,898</b>

**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

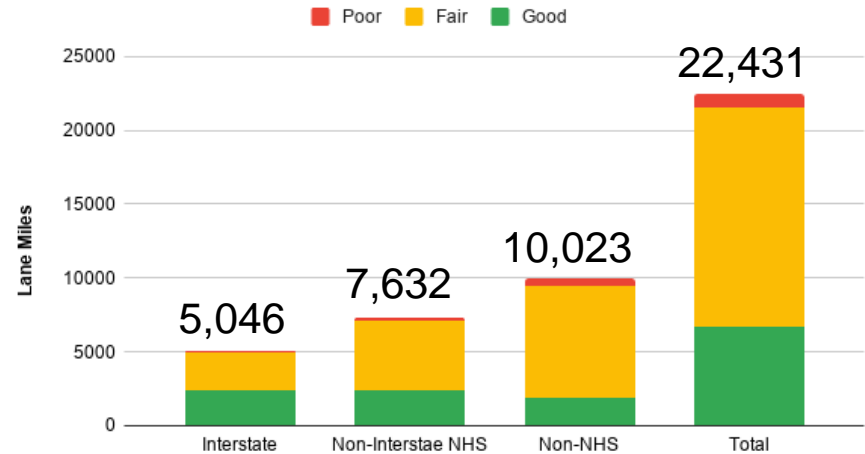


# System Pavement Preservation

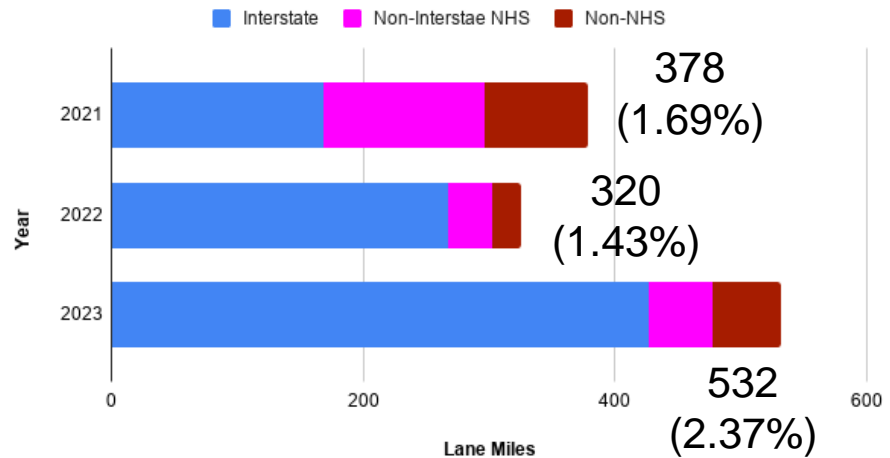
2019 Pavement condition information was extracted from the 2019 HPMS submittal to FHWA.

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**



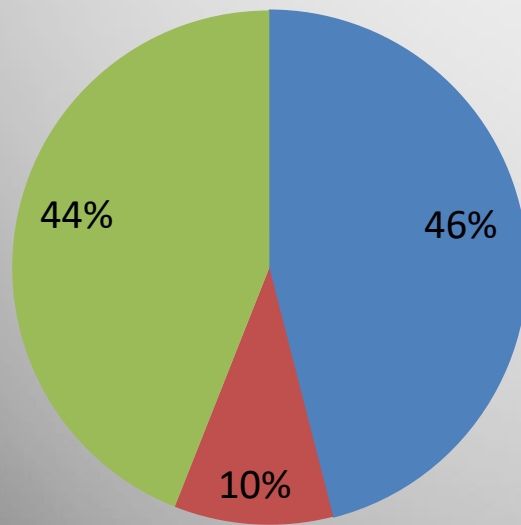
**Programmed Pavement Preservation (2021-2025)**



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

# 2022-2026 Tentative Facilities Construction Program

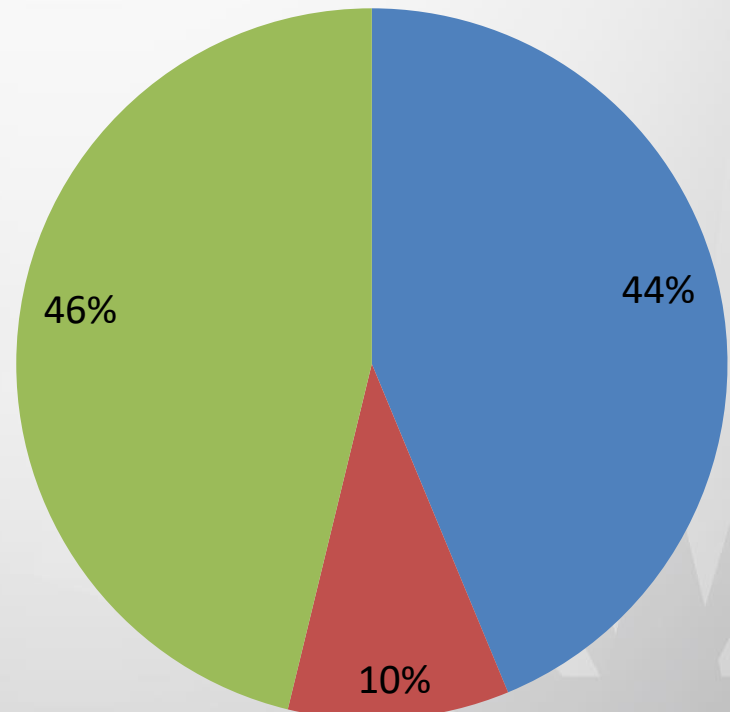
**2021 -2025 Facilities Construction Program**



Expansion

Modernization

Preservation



Expansion

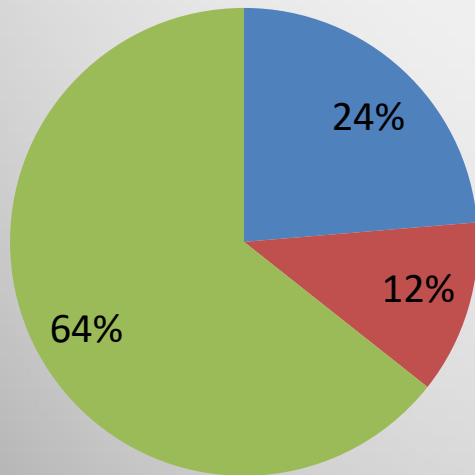
Modernization

Preservation

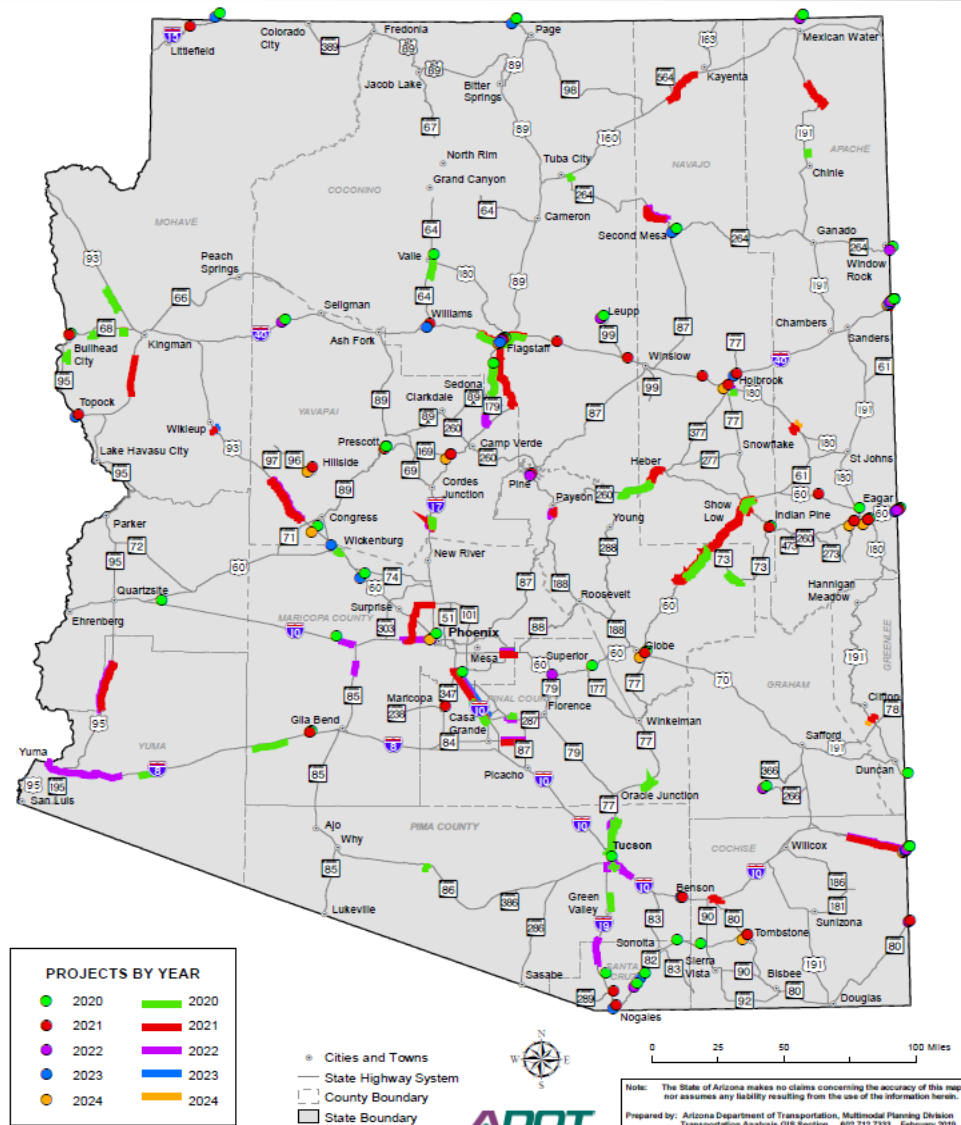
# Greater Arizona Tentative 5-Year Highway Delivery Program(FY22-FY26)

**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

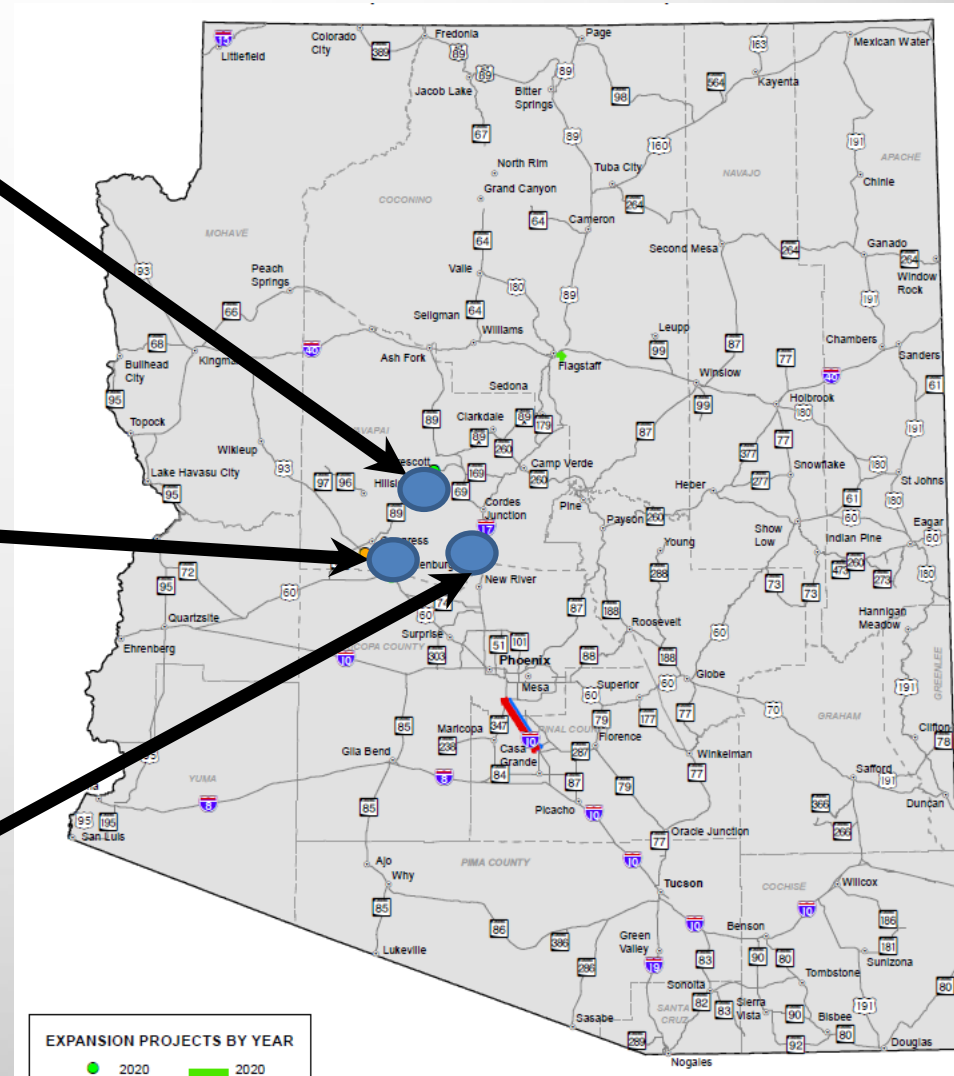
\$21,500

\$23,422

\$65,936

\$381,512

2022



# FY23 Expansion Construction Projects – \$84M

**ADOT**

\$84,000

\$21,500

\$25,000

\$82,479

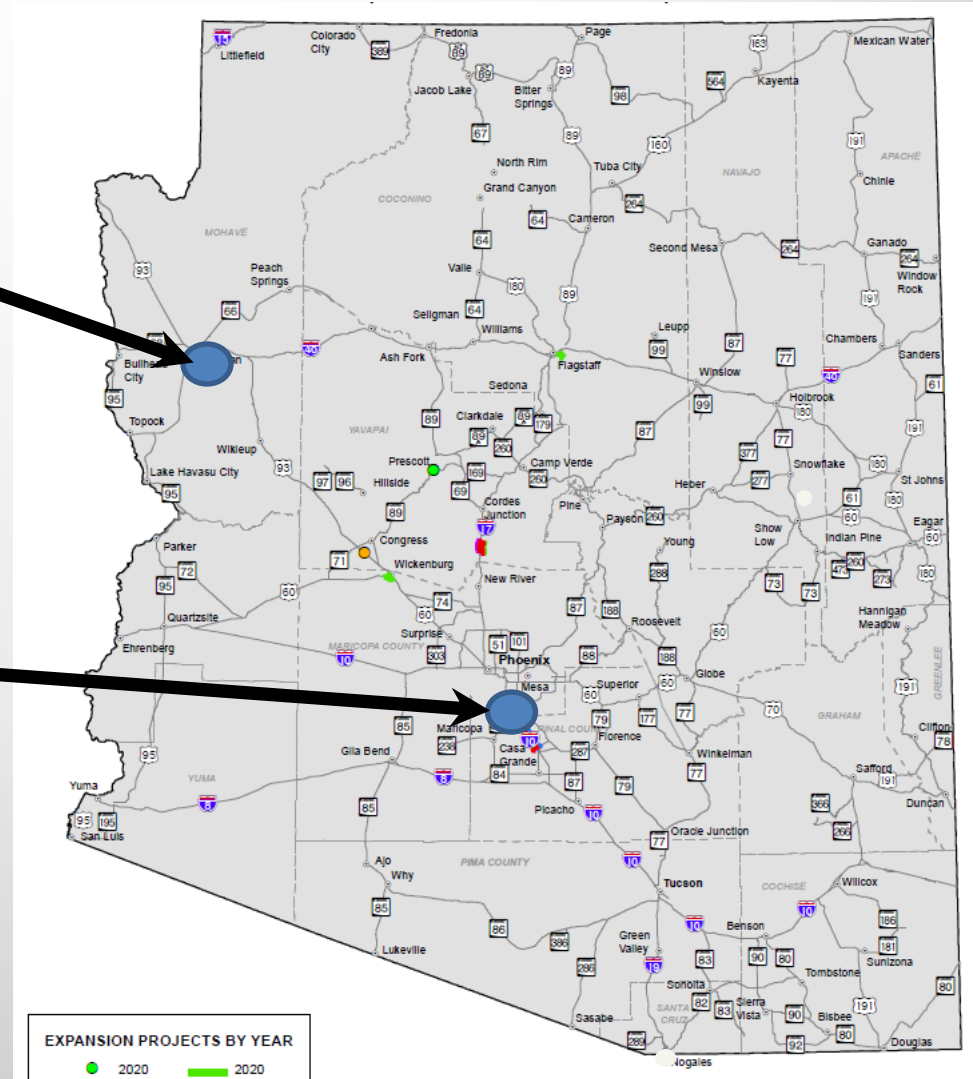
**\$1M; I-40/US-93  
West Kingman T.I  
Right-of-way**

**\$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

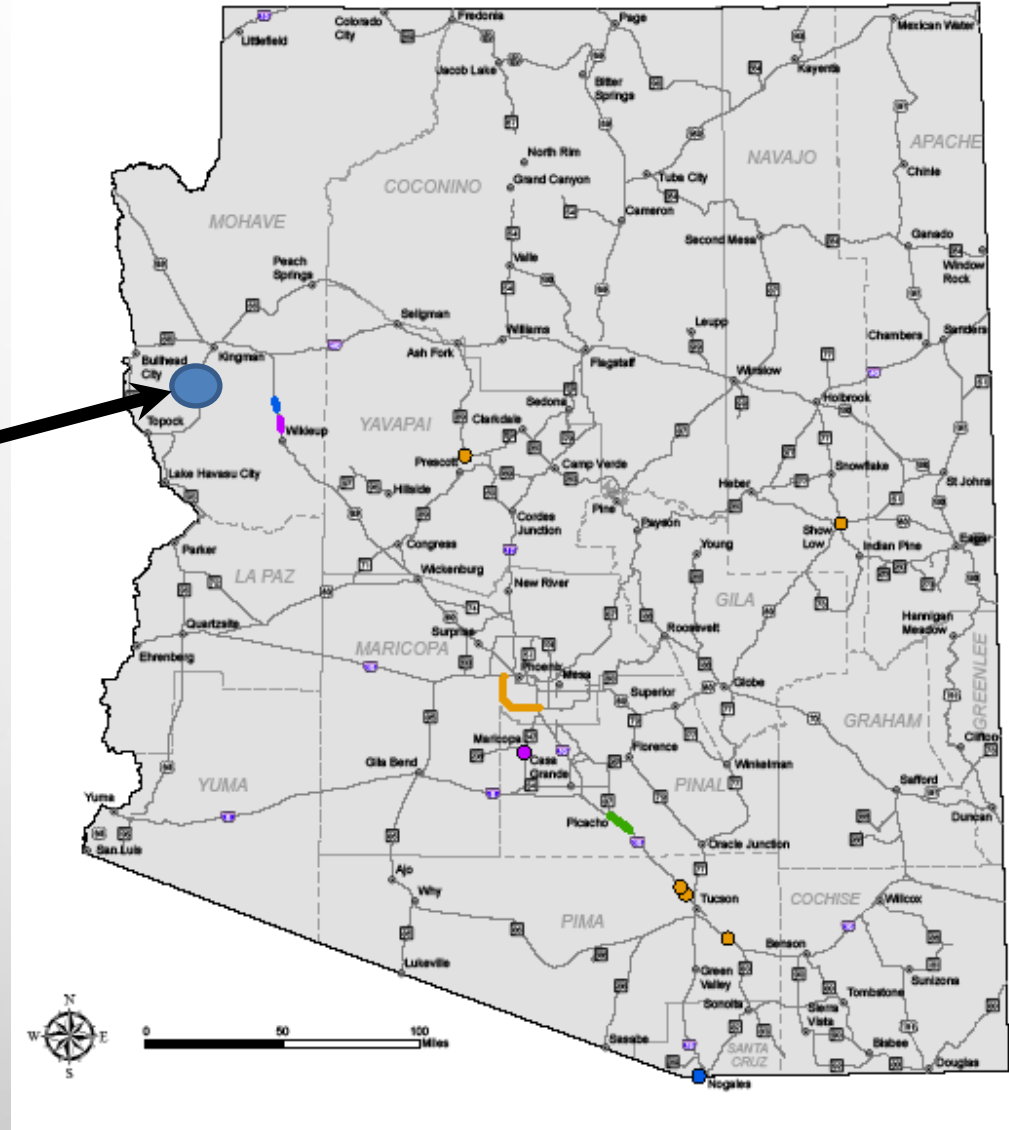
\$292,249

2024



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

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



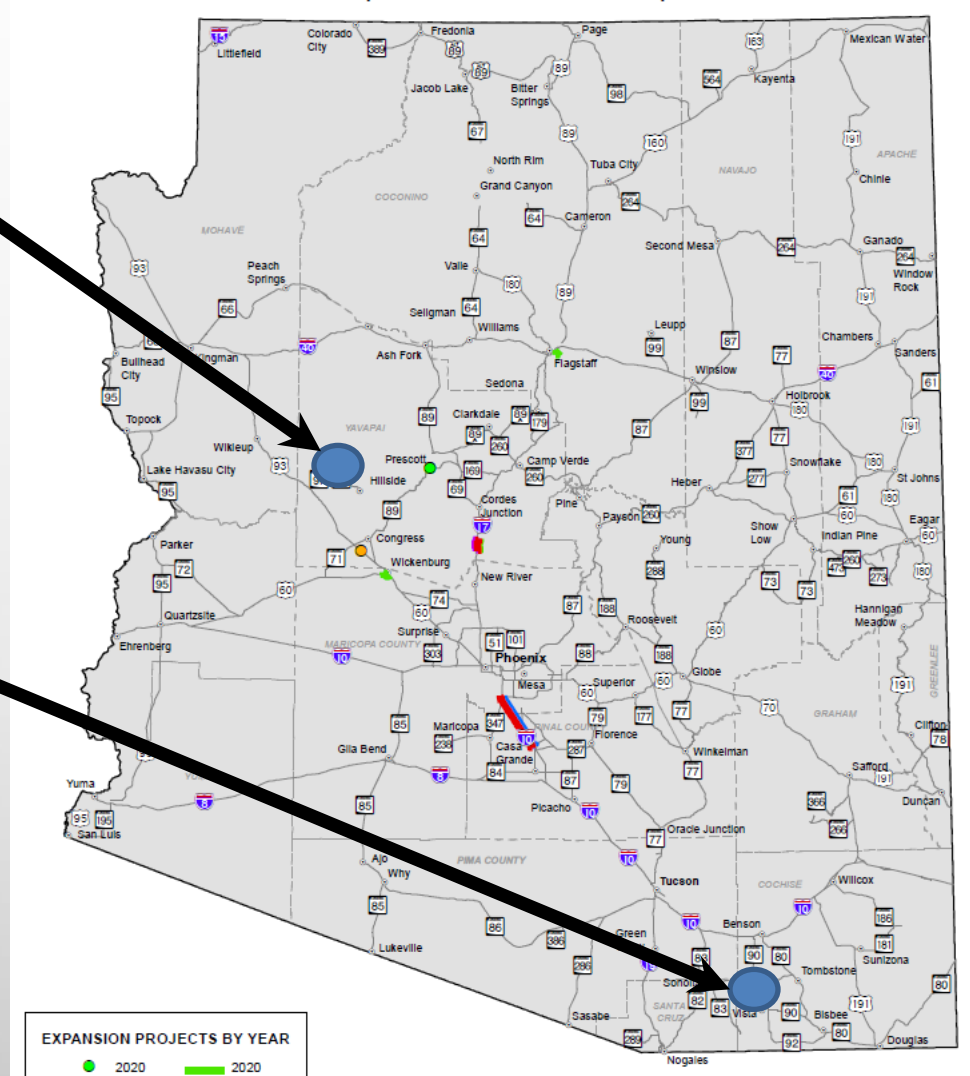
# FY 2025 Expansion Construction Projects - \$0M

**ADOT**

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



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



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\$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

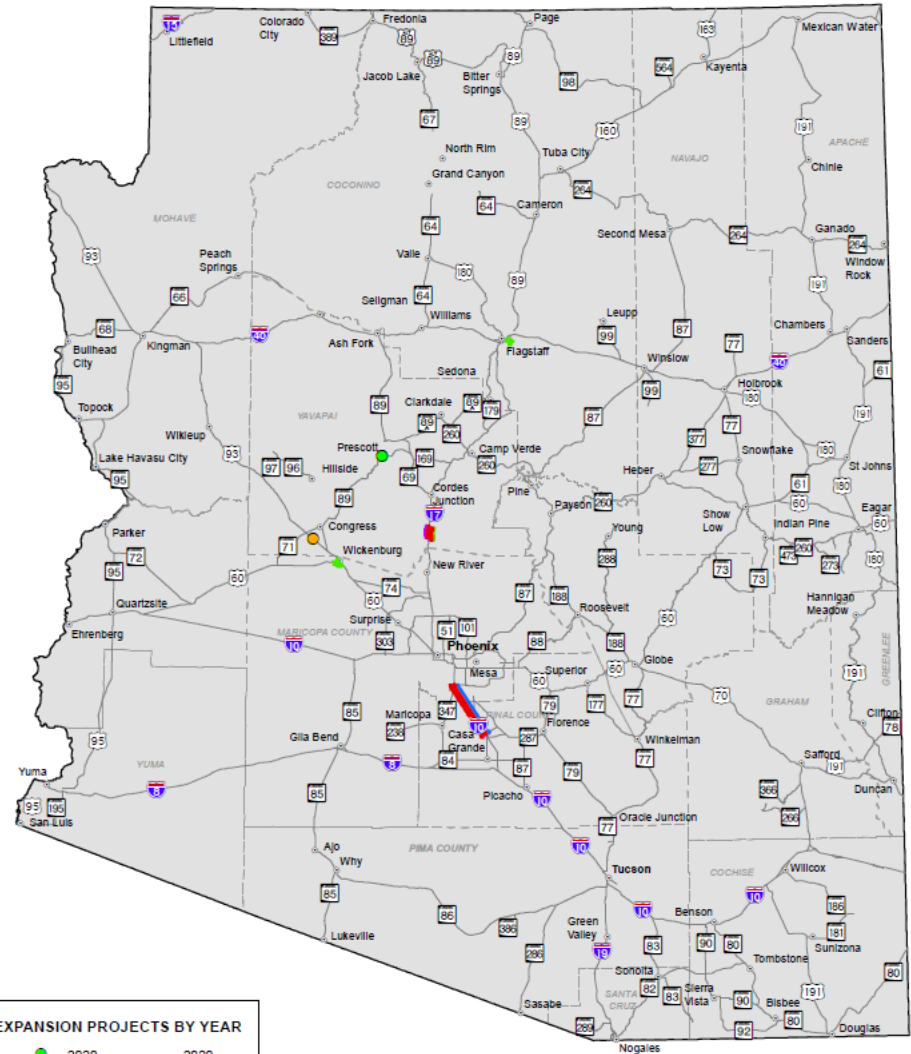
\$25,000

\$79,357

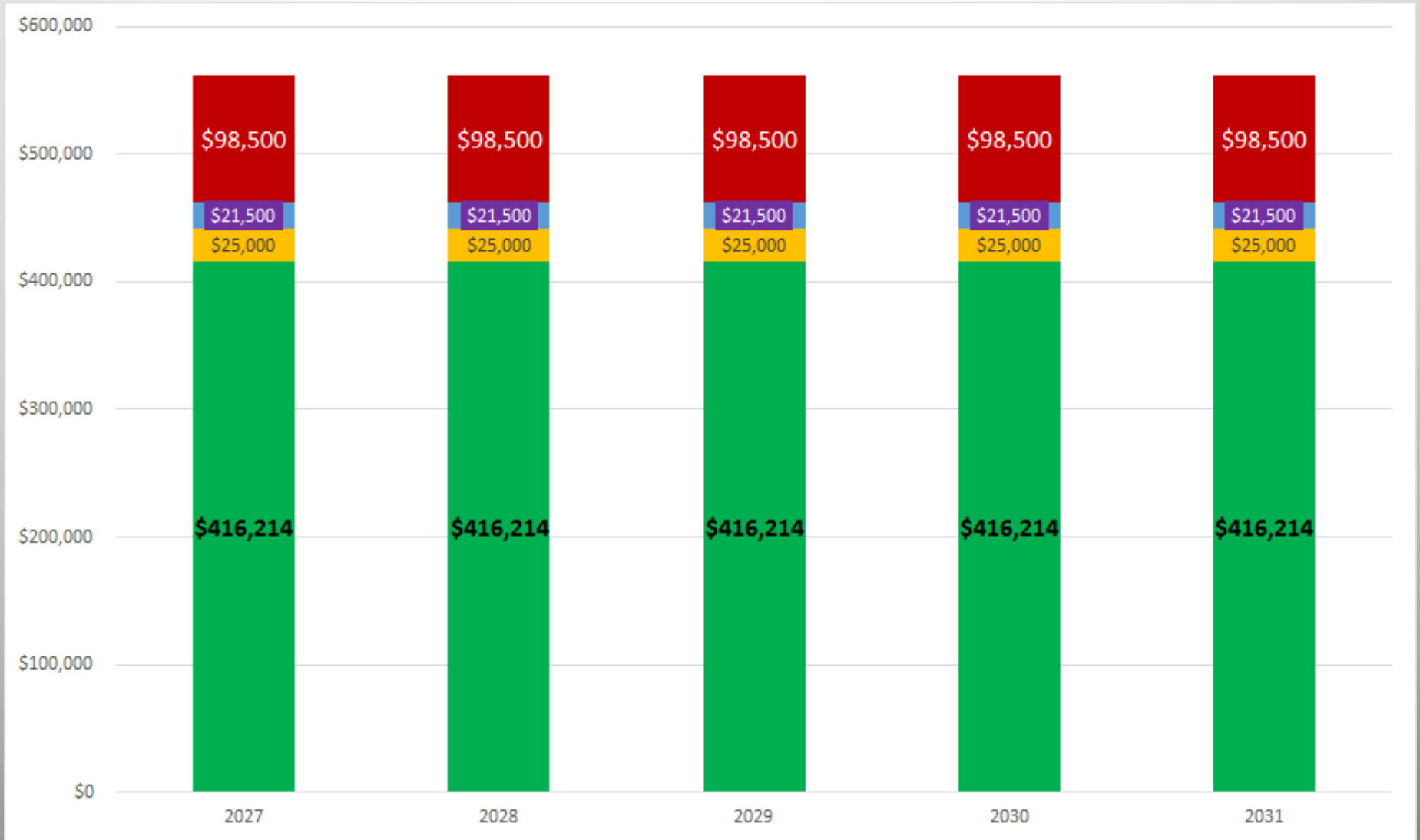
\$416,214

2026

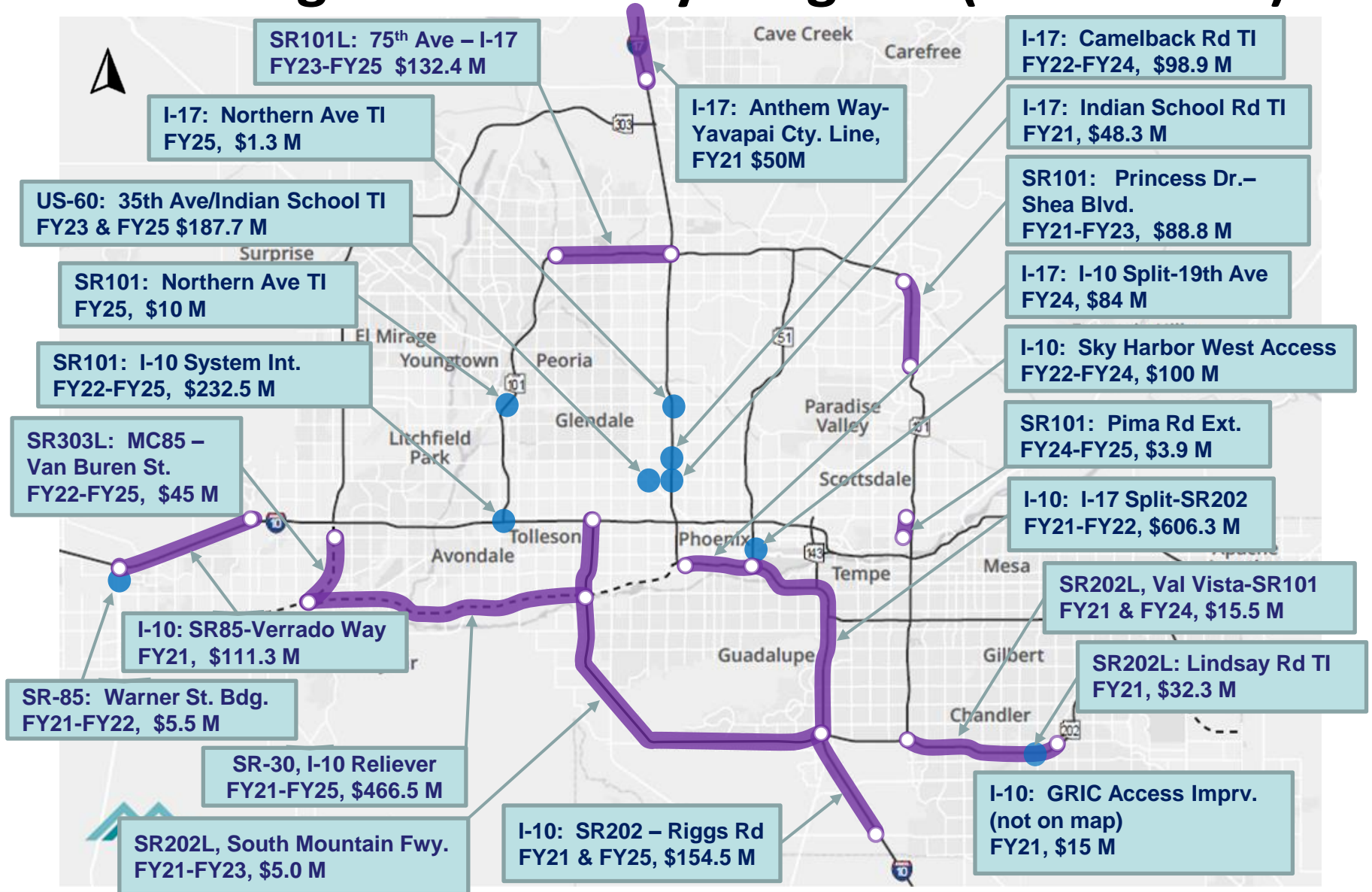
- Expansion Projects
- Planning Costs
- Development Costs
- Modernization Projects
- Preservation Projects



# 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

SR-77 I-10 – River \$1M FY 21

I-10 Ruthrauff TI \$101.8M FY21

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



Mesa Gateway Airport of the Year



# 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?