



I-40 & US-95 Interchange

Tentative 2027-2031

Arizona Department of Transportation Five
Year Facilities Construction Program

Tentative 2027-2031 Five-Year Transportation Facilities Construction Program

May 15, 2026

Iqbal Hossain

Multimodal Planning Division

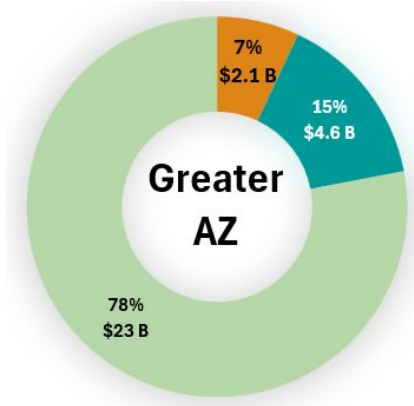
Five-yr Program Development



We are here

Long Range Transportation Plan Overview

Long Range Transportation Plan



- Expansion
- Modernization
- Preservation

Planning to Programming (P2P)




Five-Year Construction Program





Tentative 2027-2031

Arizona Department of Transportation Five
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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.

Pavement Ratings

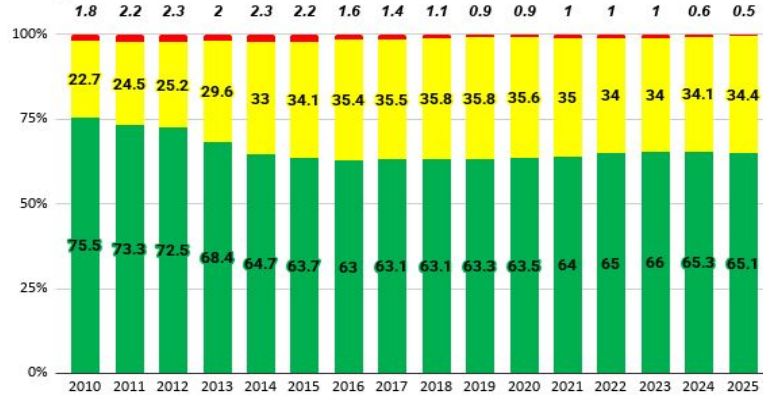
 **Good** - Smooth road surface, with little cracking and no ruts or potholes.

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

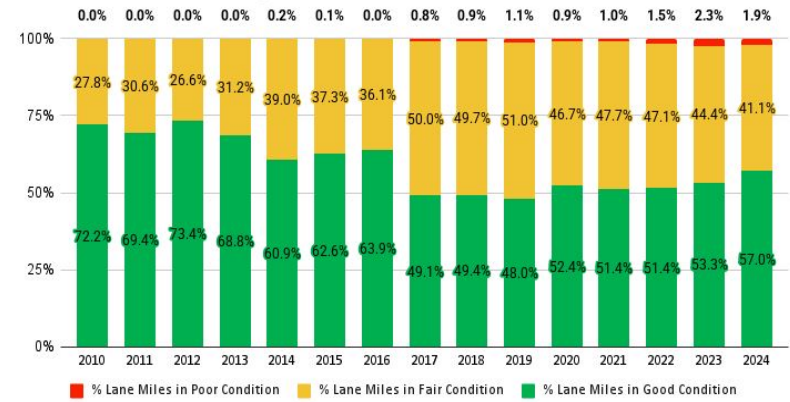
 **Poor** - Numerous cracks, rough road surface, ruts in the wheel path, potholes and disintegration of the road surface.

Bridge & Pavement Conditions

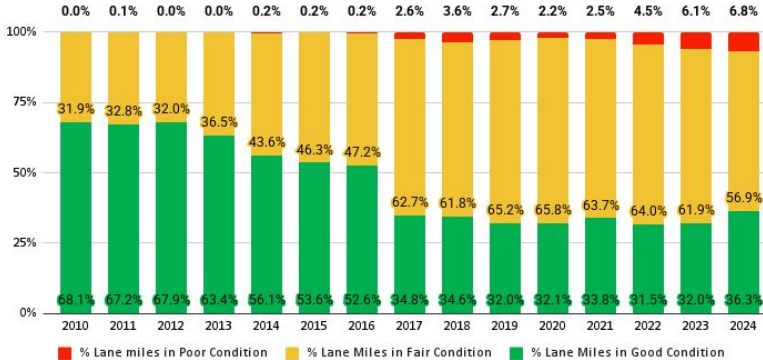
Bridge Conditions



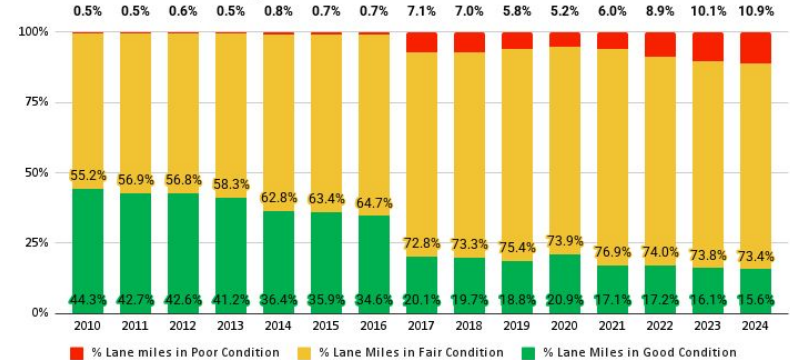
Interstate Pavement Ratings



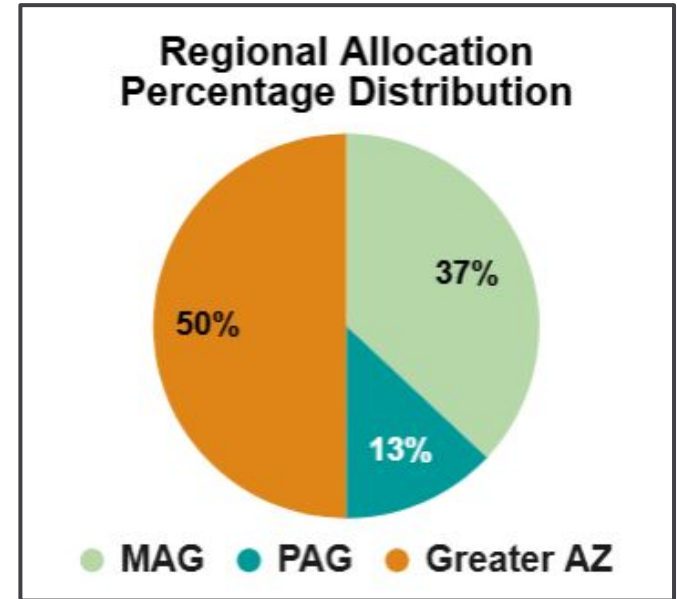
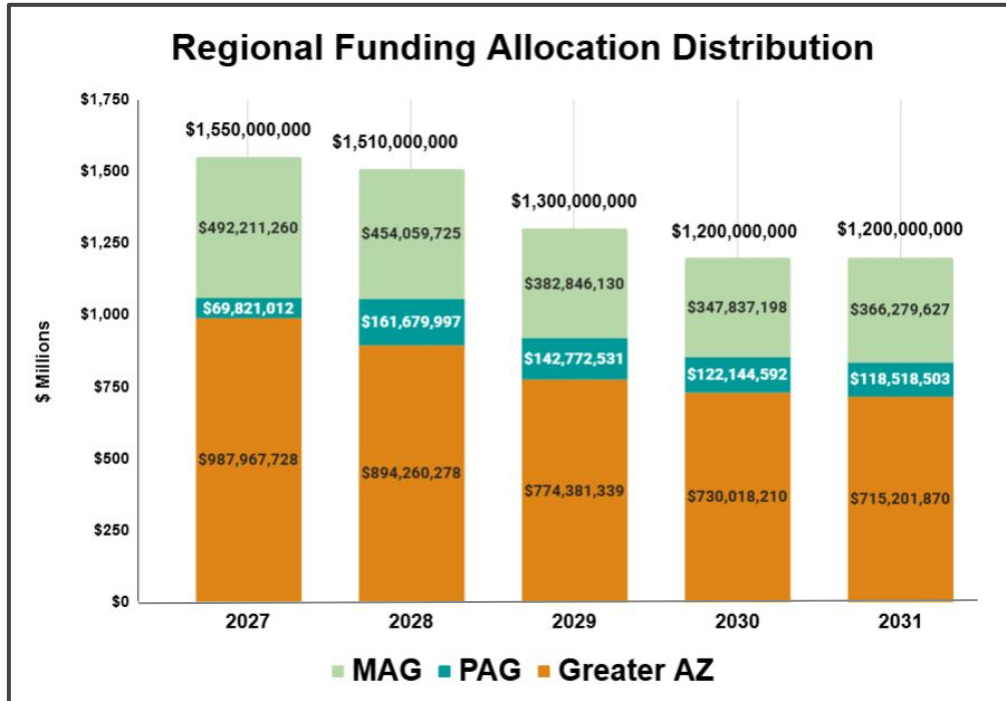
Non-Interstate NHS Pavement Ratings



Non-NHS Pavement Ratings



Regional Funding for 2027-2031 Five-Year Program



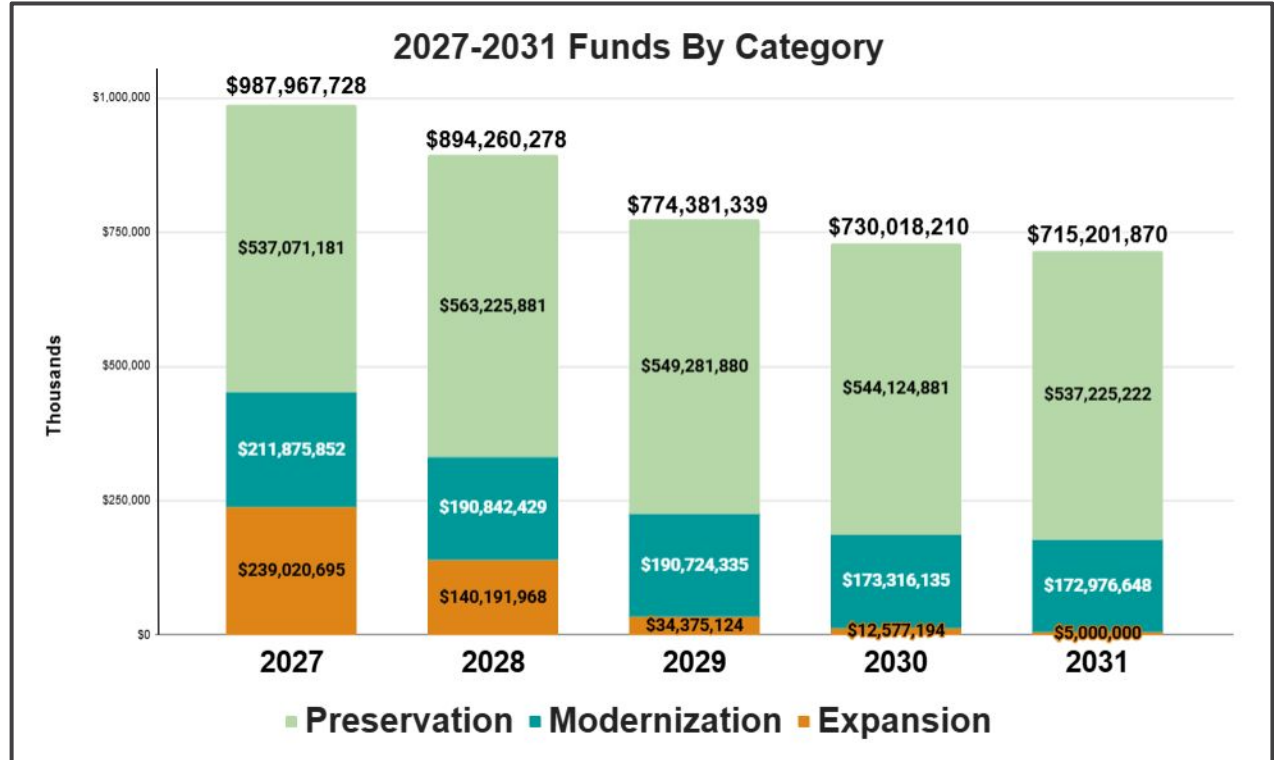
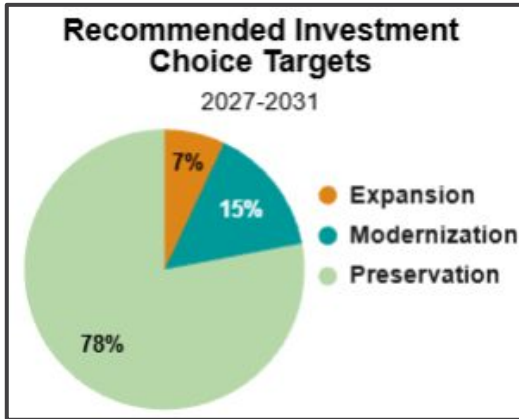


I-40 & US-95 Interchange in Kingman, AZ

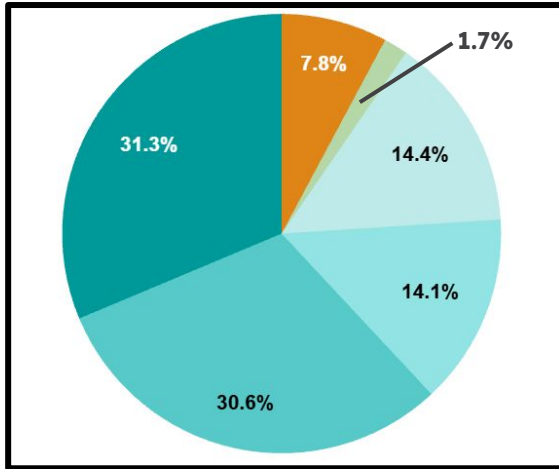
Greater Arizona Highway Projects

Greater Arizona Highway Projects

- Five year total \$4.1B
- 50% programmed by Board
- Excludes Maricopa and Pima Counties
- Includes subprograms and local projects funded from competitive subprograms



Funds by Board District



| District | Counties |
|----------|-------------------------------|
| 1 | Maricopa |
| 2 | Pima |
| 3 | Cochise, Greenlee, Santa Cruz |
| 4 | Graham, Gila, Pinal |
| 5 | Apache, Coconino, Navajo |
| 6 | La Paz, Mohave, Yavapai, Yuma |

| Board District | 2027 | 2028 | 2029 | 2030 | 2031 | Total |
|----------------------------------|----------------------|----------------------|----------------------|----------------------|---------------------|------------------------|
| 1 | \$44,048,763 | \$53,357,881 | \$33,522,641 | \$0 | \$0 | \$130,929,285 |
| 2 | \$10,786,575 | \$5,072,161 | \$13,791,693 | \$0 | \$0 | \$29,650,429 |
| 3 | \$152,353,998 | \$44,869,913 | \$32,792,757 | \$5,759,487 | \$5,000,000 | \$240,776,155 |
| 4 | \$157,264,480 | \$44,124,526 | \$13,361,965 | \$20,738,636 | \$0 | \$235,489,607 |
| 5 | \$151,257,904 | \$119,986,046 | \$82,185,607 | \$107,496,016 | \$52,000,000 | \$512,925,573 |
| 6 | \$216,762,205 | \$270,103,802 | \$32,188,980 | \$3,200,000 | \$2,000,000 | \$524,254,987 |
| Total Programmed Projects | \$732,473,925 | \$537,514,329 | \$207,843,643 | \$137,194,139 | \$59,000,000 | \$1,674,026,036 |

2027 Expansion Projects

E Dugas Rd - MP 275

Superelevation Improvements Construction : \$25.58M



Big Jim Wash

Roadway Widening Construction : \$50M
(Year 1 of 2)



Lion Springs

Roadway Reconstruction : \$50.5M
(Year 2 of 3)



SR 347 Widening: Pinal County Section

Roadway Widening Construction : \$86.332M

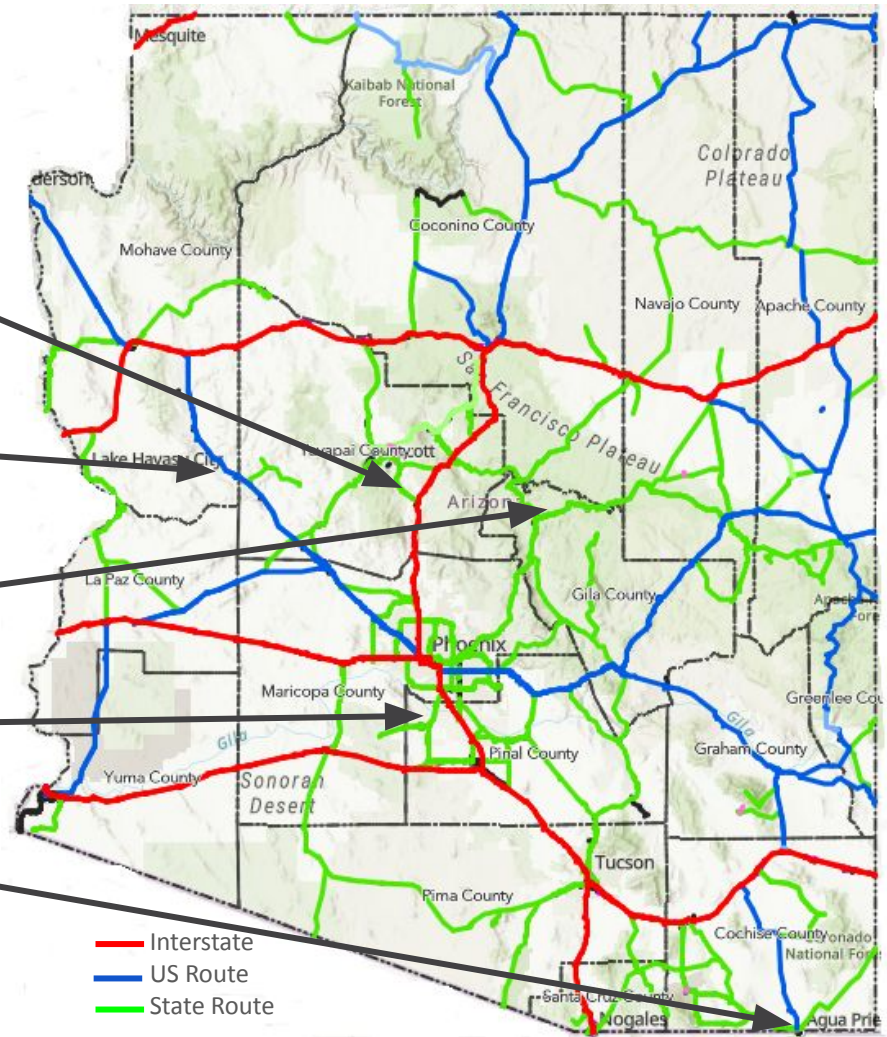


James Ranch Rd: US Border - SR 80

New road construction : \$20M

Douglas Land Port of Entry

Construction of the POE Facility : \$17.5M

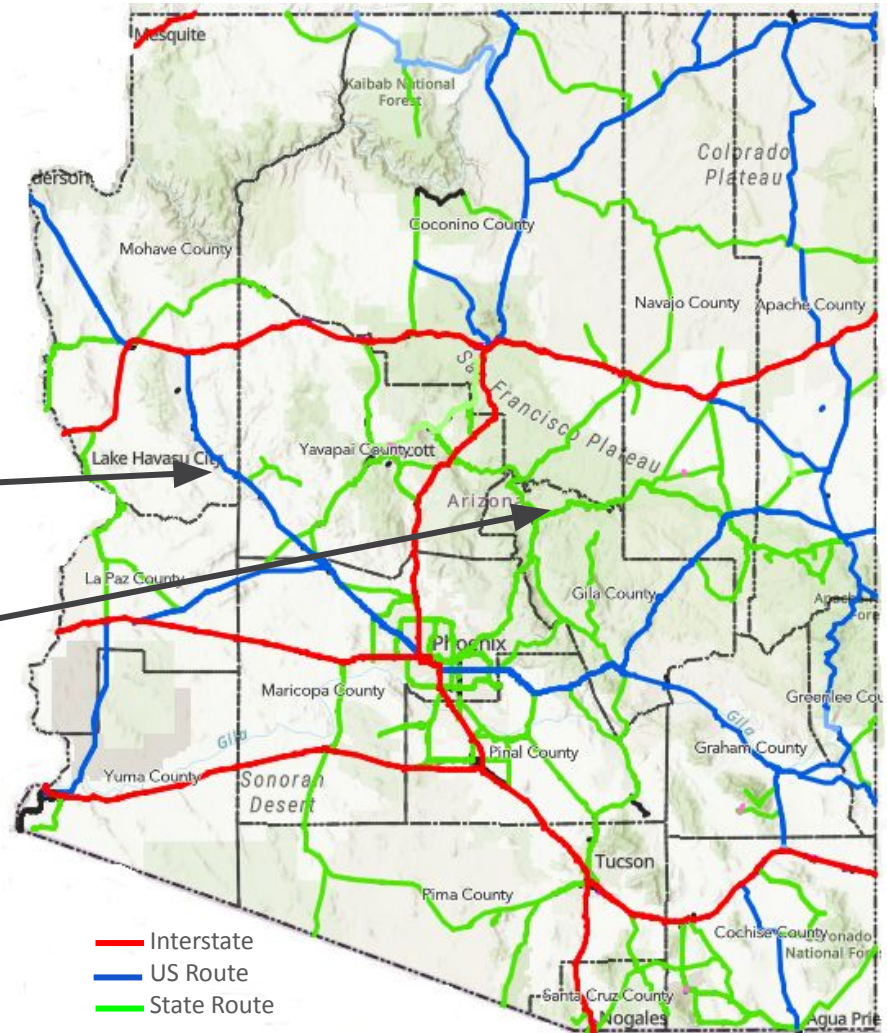


2028 Expansion Projects

Big Jim Wash
Roadway Widening Construction : \$32M
(Year 2 of 2)



Lion Springs
Roadway Widening Construction : \$32.25M
(Year 3 of 3)

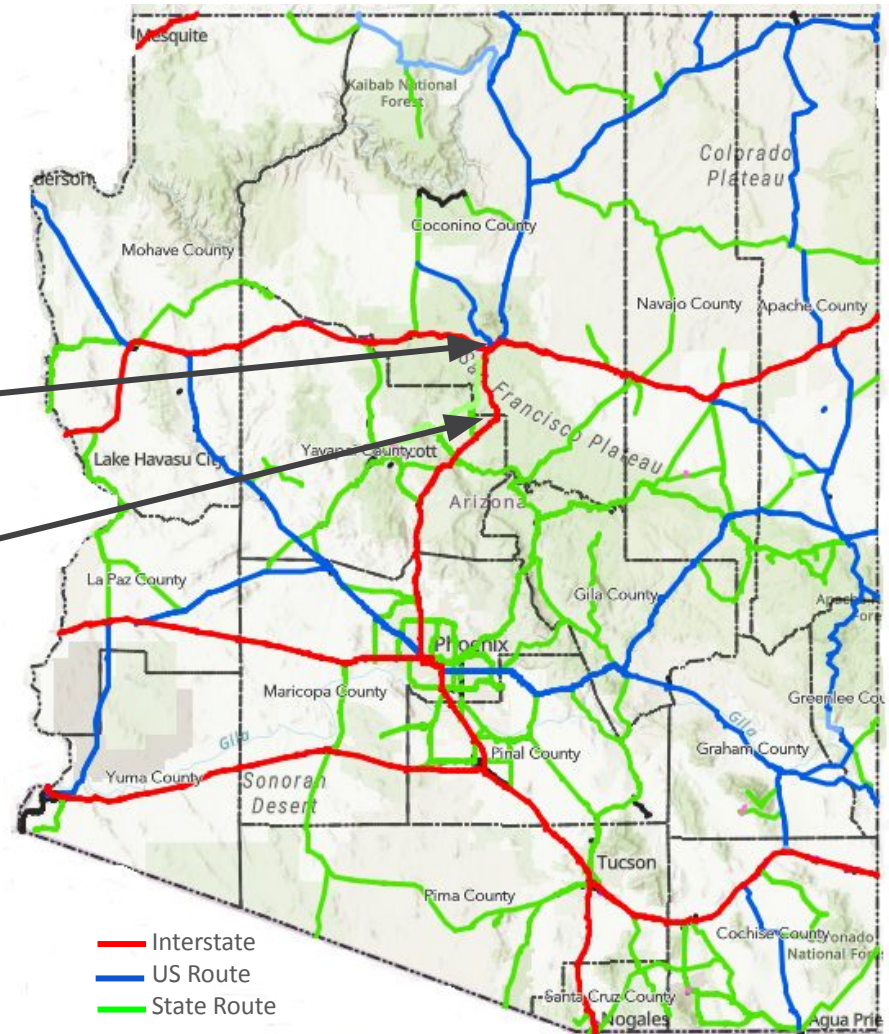


2029 Expansion Projects

I-17 to Country Club Dr, MP 195 - MP 201
Roadway Widening Design : \$12.5M

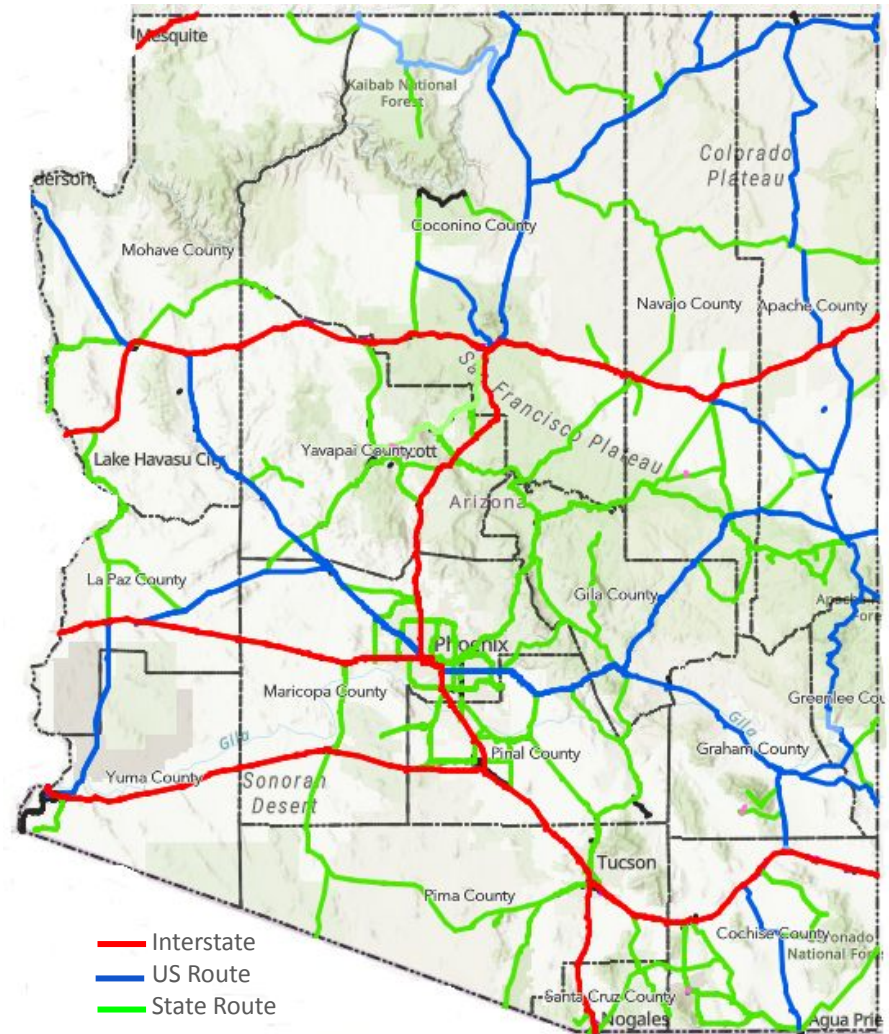


I-17 Northbound MP 298 - MP 314
Roadway Widening Design : \$13.096M



2030 & 2031 Expansion Projects

No Expansion Projects in
FY 2030 and 2031



Tentative Program Map Dashboard

<https://azgeo.maps.arcgis.com/apps/dashboards/069540cc21404d15a8da726c05011e00>

- The interactive dashboard is open to the public through May 22, 2026
- It allows users to view detailed project information and filter by County, COG/MPO, Board District, etc.
- The dashboard features searchable, color-coded maps (red for ADOT, blue for local) detailing project descriptions, programmed years and funding types



BR 143 at BR 202L in Maricopa County

Maricopa County Projects

Maricopa County Regional Transportation Plan Freeway Program

- Five year total \$2.04 B
- 37% allocated for ADOT routes in Maricopa County
- Primarily expansion projects
- A revised program was received from MAG in early May



I-10 at Orange Grove Rd in Pima County

Pima County Projects

Pima County Regional Transportation Highway Program

- Five year total \$614 M
- 13% allocated for ADOT routes in Pima County
- Programmed primarily by PAG
- Section also includes additional funding provided by the region
- RTA half-cent sales tax passed in March 2026



Just before touchdown at Sedona Airport by Ted Cruzong, a photo of Sedona Airport, ADOT's Airport of the Year for 2023

Airport Capital Improvement Program

Airport Capital Improvement Program

- Five year total \$178.4 M
- Supports over 60 Arizona airports
- Provide match of FAA (Federally funded) Grants
- Provide direct grants to local airports (SL/APMS)

Airport Capital Improvement Program Fiscal Year 2027-31

| Airport Development CIP Sub-Program | FY 2027 | FY 2028 | FY 2029 | FY 2030 | FY 2031 | TOTAL |
|--|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| FAA Match Set Aside (FSL) | \$8,000,000 | \$5,000,000 | \$5,000,000 | \$5,000,000 | \$5,000,000 | \$28,000,000 |
| State-Funded Development Grants (SL) | \$10,000,000 | \$10,000,000 | \$10,000,000 | \$10,000,000 | \$10,000,000 | \$50,000,000 |
| Airport Pavement Maintenance System (APMS) | \$5,000,000 | \$10,000,000 | \$5,000,000 | \$5,000,000 | \$5,000,000 | \$30,000,000 |
| Grand Canyon National Park Airport (GCN) | \$15,486,732 | \$6,035,400 | \$9,998,900 | \$5,526,415 | \$28,044,789 | \$65,092,236 |
| ADOT Airport Development Group Projects (Aero) | \$1,100,000 | \$1,050,000 | \$1,050,000 | \$1,050,000 | \$1,050,000 | \$5,300,000 |
| Total Five-Year CIP Program | \$39,586,732 | \$32,085,400 | \$31,048,900 | \$26,576,415 | \$49,094,789 | \$178,392,236 |

Public Comments through 05/10/26

Public involvement efforts by Community Relations and Communications:

- One news release (March 2) issued to statewide media
- One GovDelivery email notice (March 2); issued to nearly 13,000 subscribers
- Social media posts on Facebook, X (Twitter) and Nextdoor
- ADOT website updates and promotion via a home page banner

Comments received on the Tentative Program during the comment period:

481 Online survey form

90 Email

0 Board comments

0 Phone calls

0 Letters

571 Total

Comments received by Mode:

531 Highways

4 Local

16 Transit

3 Airports

17 Other

571 Total

Major Themes in Public Comments

| Route | # of Comments | Major Themes |
|--------|---------------|--|
| US 60 | 274 | Public comments highlight concerns about roadway safety and congestion including heavy traffic, long delays, and dangerous driving conditions. Commenters call for widening projects, additional lanes, and improved traffic flow through key areas such as Gold Canyon, Queen Creek Canyon, and the section between Globe and Show Low due to deteriorating pavement and poor road conditions. Many comments support adding a second left turn lane at Superstition Mountain Drive, noting that the existing single turn lane is inadequate to handle current traffic volumes, causing traffic to back up into the main eastbound US 60 travel lanes. |
| US 180 | 56 | Public comments overwhelmingly support reinstating the US 180 / Fort Valley Road Safety Improvements Project the program. Commenters consistently highlight pedestrian and bicyclist concerns, including sidewalks, shoulders, crossings, traffic, and congestion along the corridor and improve traveling to nearby schools, parks, neighborhoods, and community destinations. Commenters also note the corridor's regional importance as a key route serving tourism traffic traveling to Snowbowl and the Grand Canyon. |
| I-10 | 55 | Public comments highlight future traffic demand, roadway capacity, corridor connectivity, and pavement conditions along I-10 between I-8 and Tucson. Commenters support advancing corridor studies, additional lane capacity, improved traffic flow, regional connectivity improvements, and roadway preservation efforts to accommodate continued growth. |
| SR 347 | 29 | Public comments highlight congestion, travel times, increasing traffic volumes, and roadway conditions along the SR 347 corridor between I-10 and Maricopa. Commenters support widening projects, grade separations and overpasses at Riggs Road and Cement Plant Road, HOV lanes, roadway maintenance, improved emergency access, and enhanced regional connectivity to improve traffic flow and accommodate continued growth in the area. |

Major Themes in Public Comments Cont.

| Route | # of Comments | Major Themes |
|----------|---------------|---|
| I-17 | 17 | Comments received for I-17 highlight support for interchange and additional lane improvements along the I-17 corridor in both Coconino and Maricopa counties. Commenters reference traffic flow and congestion near the SR-179 interchange, Sunset Point, the southbound I-17 to eastbound Loop 101 ramp, and the segment between SR 260 and SR 169, and encourage continued improvements to support regional travel demand. |
| SR 260 | 11 | The feedback for SR 260 focuses heavily on traffic volumes, roadway capacity, and corridor connectivity along SR 260 between Payson, Star Valley, Pine/Strawberry, and Show Low. Commenters support widening projects, pavement preservation, roadway visibility improvements, animal crossings, truck bypass concepts, and additional transportation improvements to support regional travel demand. |
| US 93 | 11 | Public comments regarding the US 93 highlight traffic operations, pavement conditions, construction delays, and two-lane segments along the US 93 corridor between Wickenburg, Wikieup, Kingman, and I-40. Commenters support widening projects, additional divided highway segments, pavement rehabilitation, improved traffic flow, and additional roadside improvements including rest areas and guardrails. |
| Loop 303 | 10 | Public comments highlight traffic growth, roadway noise, increasing truck traffic, and regional development impacts along the Loop 303 corridor, particularly near the I-10 interchange and adjacent residential communities. Commenters support additional sound mitigation measures, quieter pavement treatments, roadway expansion projects, interchange improvements, HOV lanes, and additional ramps and access improvements to support continued regional growth. |

Next Steps

- May 15, 2026 - Public Hearing on Tentative Program
- June 4, 2026 - Board Study session on draft Final Program
- June 19, 2026 - Final Program presented to Board for approval

Questions