FY 2021 – 2025
Tentative Five Year Program

February 21, 2020

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Director for Multimodal Planning Division
2021-2025 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

- 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
Without a commitment to preservation, the system would cost $300 billion to replace.
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.
Bridge Condition

59% Good

NHS


59% Good

40% Good

1% Fair

1% Poor

ADOT
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: Interstates

2010: 72% Good, 0% Fair, 1% Poor
2011: 69% Good, 0% Fair, 1% Poor
2012: 73% Good, 0% Fair, 1% Poor
2013: 69% Good, 0% Fair, 1% Poor
2014: 61% Good, 0% Fair, 1% Poor
2015: 63% Good, 0% Fair, 1% Poor
2016: 64% Good, 0% Fair, 1% Poor
2017: 54% Good, 0% Fair, 1% Poor
2018: 53% Good, 0% Fair, 1% Poor

53% Good

International Roughness Index (2017)
- Good, Green
- Fair, Yellow
- Poor, Red

ARIZONA DEPARTMENT OF TRANSPORTATION
Pavement Condition: Non-NHS

- 2010: 44% Good, 36% Fair, 6% Poor
- 2011: 43% Good, 36% Fair, 6% Poor
- 2012: 43% Good, 36% Fair, 6% Poor
- 2013: 41% Good, 36% Fair, 6% Poor
- 2014: 36% Good, 36% Fair, 6% Poor
- 2015: 36% Good, 36% Fair, 6% Poor
- 2016: 35% Good, 36% Fair, 6% Poor
- 2017: 27% Good, 36% Fair, 6% Poor
- 2018: 23% Good, 36% Fair, 6% Poor

2018 Pavement Condition (ADOT Owned Non-NHS)
- Fair
- Good
- Poor

Arizona Department of Transportation
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)
<table>
<thead>
<tr>
<th>Preservation (Pavement)</th>
<th>Preservation (Bridge)</th>
<th>Modernization</th>
<th>Expansion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve or sustain condition to state of good repair</td>
<td>Improve or sustain condition to state of good repair</td>
<td>Upgrade efficiency, functionality or safety</td>
<td>Add capacity by adding new facilities</td>
</tr>
<tr>
<td><strong>Work Examples:</strong> Concrete repair</td>
<td><strong>Work Examples:</strong> Approach overlay</td>
<td><strong>Work Examples:</strong> Intersection enhancement</td>
<td><strong>Work Examples:</strong> New grade-separated overpass/underpass</td>
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<tr>
<td>Pothole repair</td>
<td>Barrier repair</td>
<td>ADA/pedestrian</td>
<td>New lanes</td>
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<tr>
<td>Mill &amp; fill</td>
<td>Crash repair</td>
<td>Bike lane/shoulder</td>
<td>New roads</td>
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<tr>
<td>Overlay</td>
<td>Scour repair</td>
<td>Climbing/passing lane</td>
<td></td>
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<tr>
<td>Chip seal</td>
<td>Deck joint/seal replacement</td>
<td>Drainage work</td>
<td></td>
</tr>
<tr>
<td>Crack seal</td>
<td>Deck overlay</td>
<td>ITS project</td>
<td></td>
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<tr>
<td>Major AC overlay</td>
<td>Superstructure replacement</td>
<td>Rockfall mitigation</td>
<td></td>
</tr>
</tbody>
</table>
Expansion Projects
Planning Costs
Development Costs
Modernization Projects
Preservation Projects

Level of Preservation Target is $320 Million Per Year
PLANNING TO PROGRAMING (P2P)

• 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

**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)

- Statewide Preservation Projects Prioritized List
- Statewide Bridge Projects Prioritized List
- Statewide Modernization Projects Prioritized List
- Statewide Expansion Projects Prioritized List

Long Range Transportation Plan Investment Category Recommended Investment Category $$$

MAG & PAG Projects

Tentative 5 Year Program

Board Approval
2021-2025 Tentative Facilities Construction Program

Includes MAG & PAG Funding

2020-2024 Facilities Construction Program

Expansion: 48%
Modernization: 12%
Preservation: 41%
Legislative Appropriation: 3%
Greater Arizona Tentative 5-Year Highway Delivery Program (FY21-FY25)
FY21 Expansion Projects – $196.7M

- $107M; I-17 Anthem to Sunset Point
- $8.7M; SR-69 Prescott Lakes Parkway
- $60M; I-10 SR-202 to SR-387 Finish DCR, Scoping, Environmental Assessment
- *Executive Recommendation $28M for Gila River Bridge
- $21M; US-95 Ave 9E to Fortuna Wash

*Executive Recommendation $9.8 Million Recommended State Funds for Safety Corridors
FY22 Expansion Project - $110M

$110M; I-17 Anthem to Sunset Point

Expansion Projects
Planning Costs
Development Costs
Modernization Projects
Preservation Projects
FY23 Expansion Project – $50M

$50M; I-10 Next Segment

Expansion Projects
Planning Costs
Development Costs
Modernization Projects
Preservation Projects
FY24 Expansion Project – $56.2M

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

Expansion Projects
Planning Costs
Development Costs
Modernization Projects
Preservation Projects
SIX TO TEN YEAR PROGRAM

- 2026: $372,000
- 2027: $372,000
- 2028: $372,000
- 2029: $372,000
- 2030: $372,000

- preservation
- modernization
- project development
- planning
MAG Regional Freeway Program (FY21- FY25)

- SR101L: 75th Ave – I-17 FY 21, FY23-FY24 $146.8 M
- I-17: Camelback Rd TI FY22 & FY24, $83.1 M
- I-17: Indian School Rd TI FY22 & FY24, $46.0 M
- SR101: Princess Dr.–Shea Blvd. FY 21 & FY23, $77.2 M
- I-17: I-10 Split-19th Ave FY24, $66.9 M
- I-10: Sky Harbor West Access FY21-FY22, $100 M
- SR101: Pima Rd Ext. FY24-FY25, $3.9 M
- I-10: I-17 Split-SR202 FY21-FY22, $563.3 M
- SR202L, Val Vista-SR101 FY24, $15.6 M
- SR202L: Lindsay Rd TI FY21, $26.9 M
- I-10: SR202 – Riggs Rd FY 21 & FY25, $127.2 M
- I-10: GRIC Access Improv. (not on map) FY 21, $15 M

- SR101: Northern Ave TI FY25, $1.1 M
- I-10: GRIC Access Imprv. (not on map)
- SR10: Warner St. Bdg. FY21, $5.5 M
- I-10: GRIC Access Imprv. (not on map)

- US-60: 35th Ave/Indian School TI FY 23 & 25, $160.5 M
- SR101: Northern Ave TI FY25, $10M
- SR101: I-10 System Int. FY22-FY23, FY25, $202.5M

- SR303L: MC85 – Van Buren St. FY 21- 25, $31.1 M
- SR-85: Warner St. Bdg. FY21, $5.5 M
- SR-30, I-10 Reliever FY 21-24, $412.5 M

- SR202L, South Mountain Fwy. FY 21-25, $6.6 M
- SR202L: South Mountain Fwy. FY 21-25, $6.6 M
PAG Tentative Program (FY21- FY25)

- I-10 Ina to Ruthrauff $109.2M FY 22
- SR-77 I-10 – River $1M FY 21
- I-10 Ruthrauff TI $101.8M 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
Airport Capital Improvement Program (ACIP)
Five-Year Development Program – Fiscal Year 2021

<table>
<thead>
<tr>
<th>Program</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Federal/State/Local match (FSL)</td>
<td>$5,000,000</td>
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<tr>
<td>State/Local (SL)</td>
<td>$10,000,000</td>
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<tr>
<td>Airport Pavement Preservation (APMS)</td>
<td>$7,000,000</td>
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<tr>
<td>Airport Development Loans</td>
<td>$0</td>
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<tr>
<td>Grand Canyon Airport</td>
<td>$15,000,000</td>
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<tr>
<td>State Planning Services</td>
<td>$1,150,000</td>
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<tr>
<td>Total Airport Capital Improvement Program</td>
<td>$38,150,000</td>
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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?