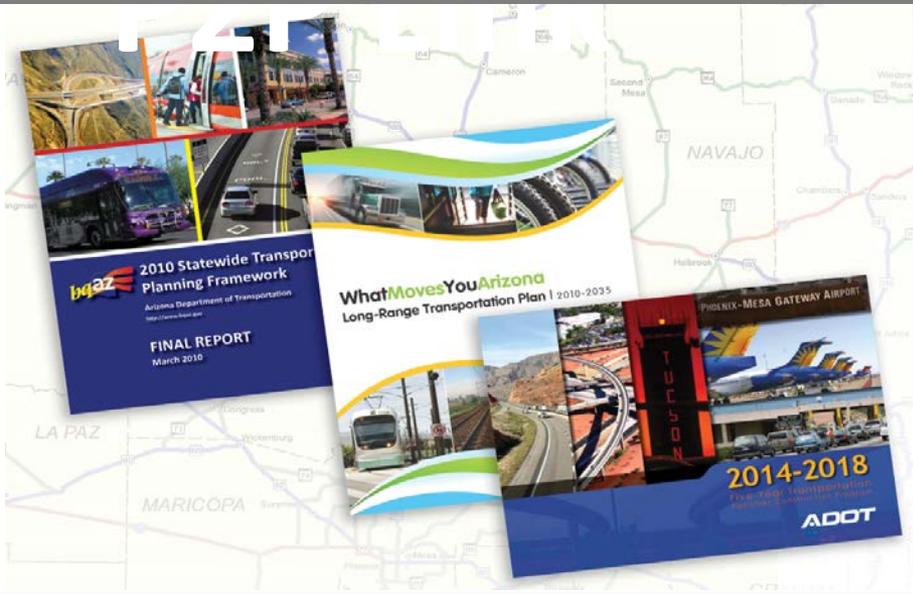


Planning to Programming (P2P)

ADOT Vision for Performance Based Programming

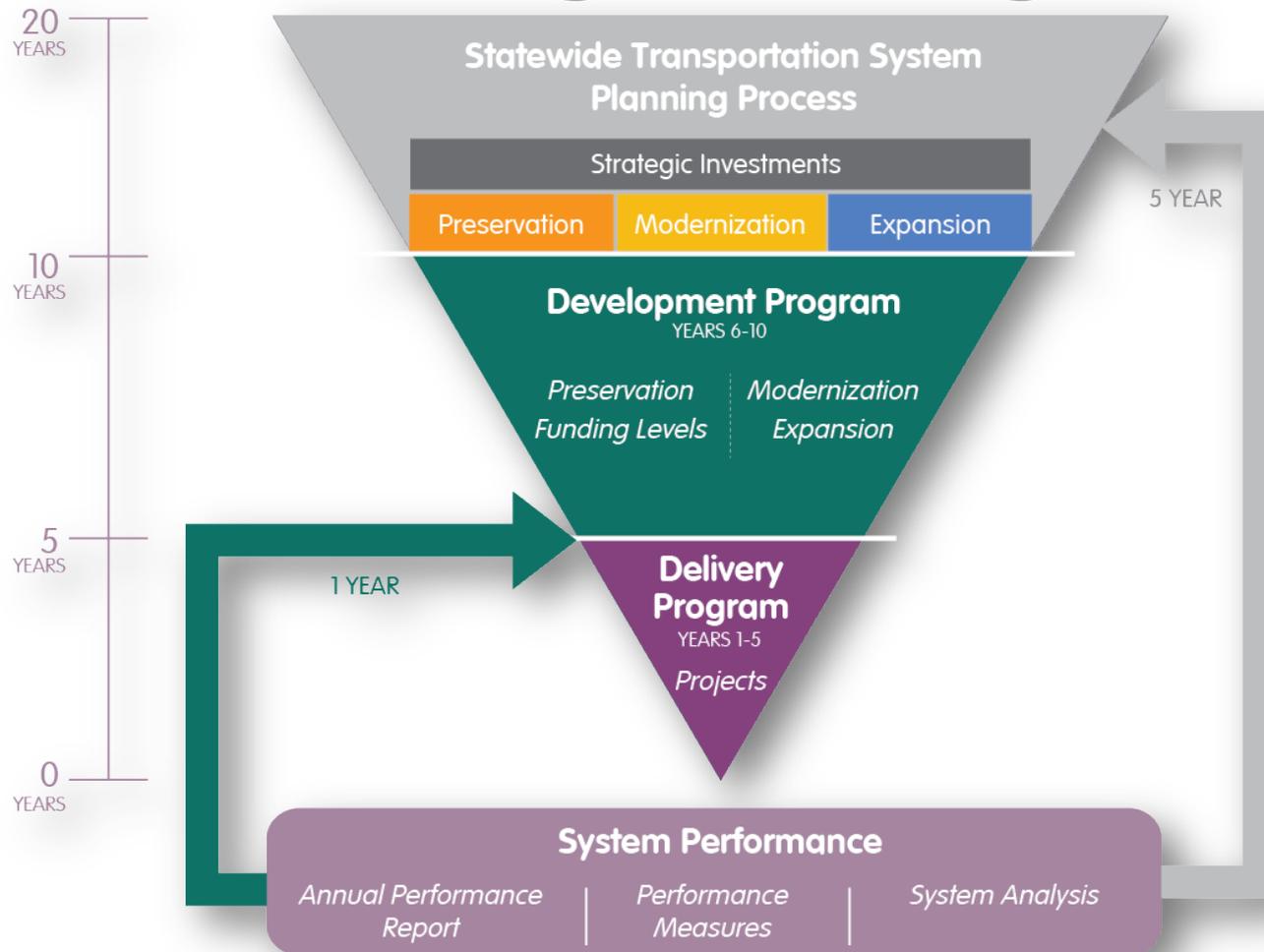


What is Planning to Programming

- ▶ P2P allows ADOT to assess our assets and prioritize projects so the State receives the largest return on investment, while focusing limited resources to improve:
 - Safety
 - Infrastructure Condition
 - Congestion Reduction
 - System Reliability
 - Freight Movement and Economic Vitality
 - Environmental Sustainability

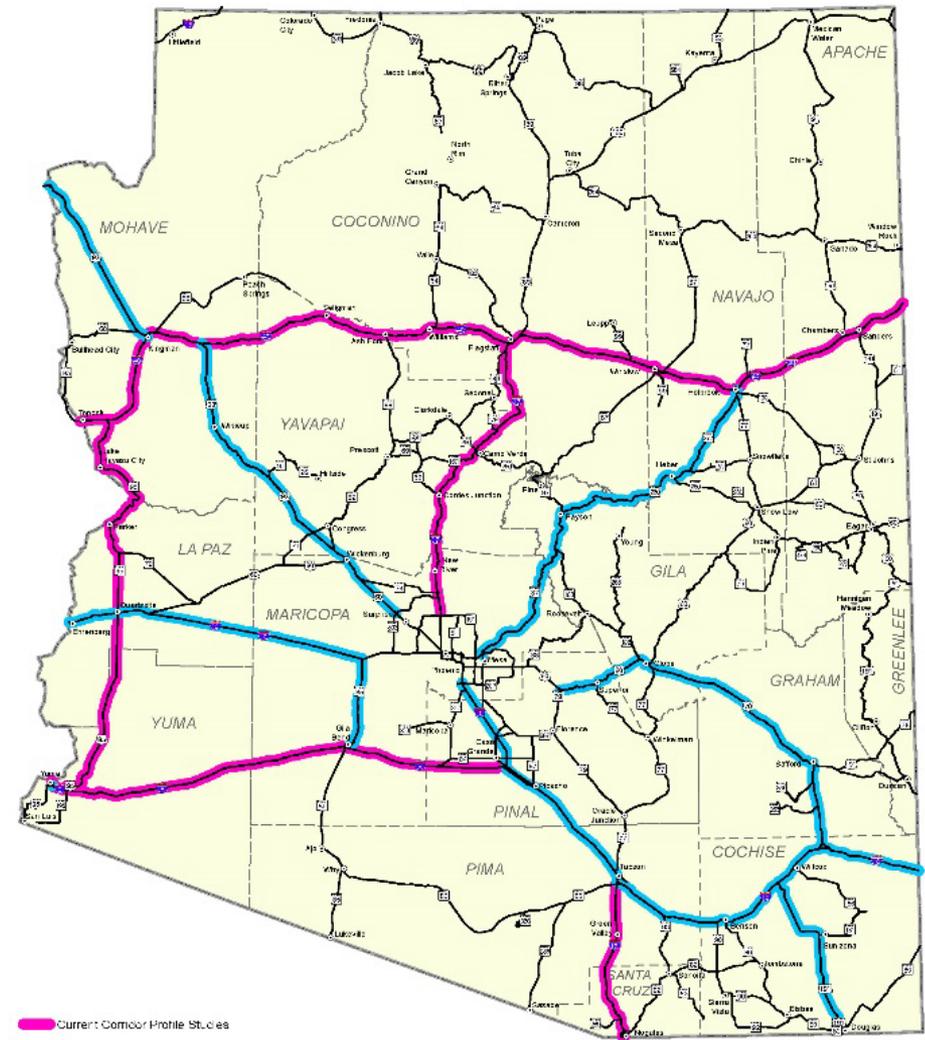


Linking Planning to Programming



Strategic Corridor Program

- ▶ Strategic Recommendations
 - Preservation
 - Modernization
 - Expansion
- ▶ Long Range Plan Update



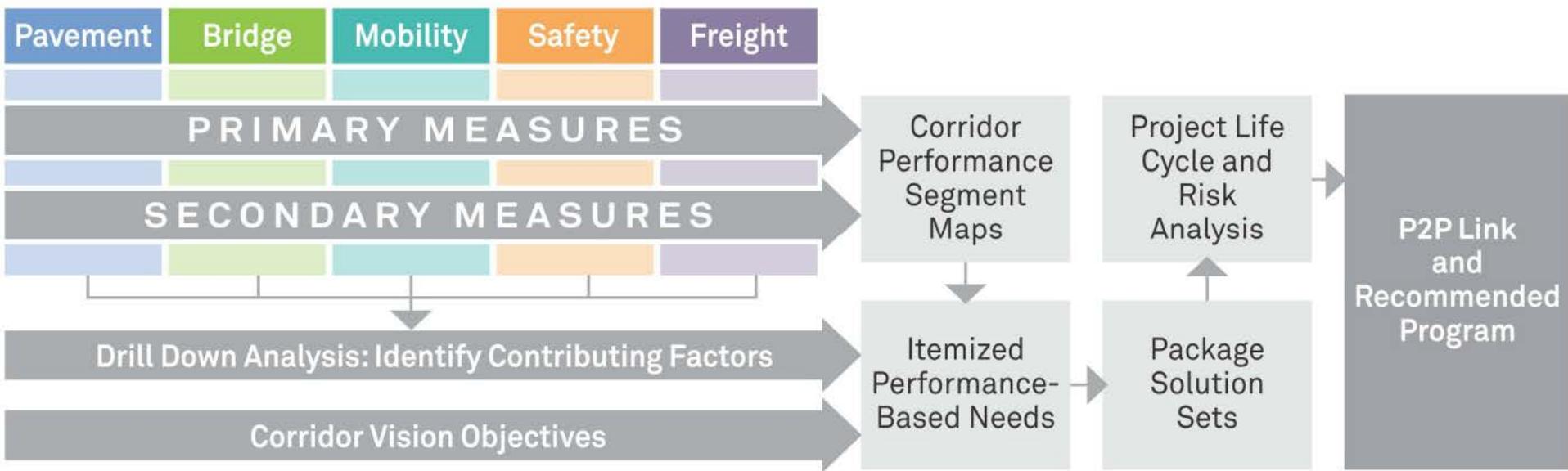
- Current Corridor Profile Studies
- Future Corridor Profile Studies
- x Cities and Towns
- State Highway System
- - - County Boundaries

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.

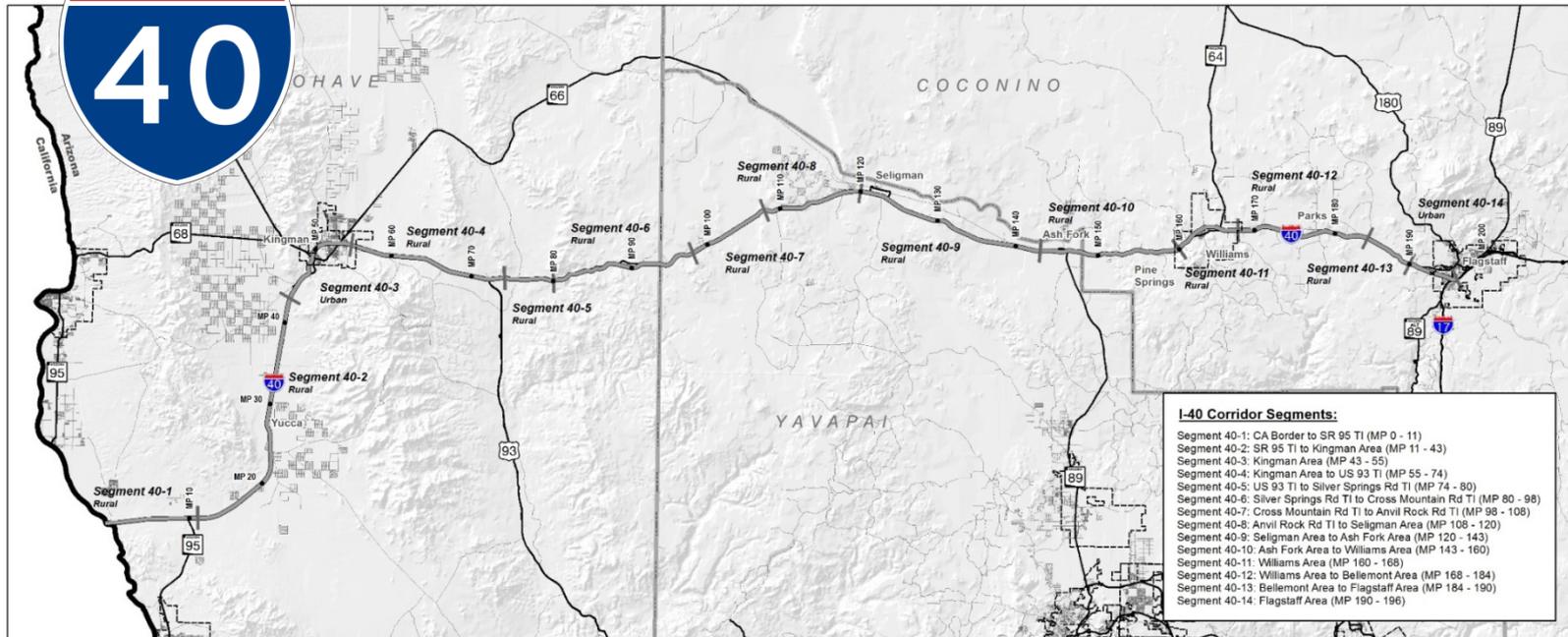
Prepared by:
Arizona Department of Transportation
Multimodal Planning Division
Transportation Analysis GIS Section
Rev. 7.16.7332 July 2015

0 10 20 30 40 50 60 Miles

Performance Framework Overview

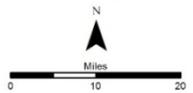


Performance Summary



I-40 Corridor Segments:
 Segment 40-1: CA Border to SR 95 TI (MP 0 - 11)
 Segment 40-2: SR 95 TI to Kingman Area (MP 11 - 43)
 Segment 40-3: Kingman Area (MP 43 - 55)
 Segment 40-4: Kingman Area to US 93 TI (MP 55 - 74)
 Segment 40-5: US 93 TI to Silver Springs Rd TI (MP 74 - 80)
 Segment 40-6: Silver Springs Rd TI to Cross Mountain Rd TI (MP 80 - 98)
 Segment 40-7: Cross Mountain Rd TI to Arvil Rock Rd TI (MP 98 - 108)
 Segment 40-8: Arvil Rock Rd TI to Seligman Area (MP 108 - 120)
 Segment 40-9: Seligman Area to Ash Fork Area (MP 120 - 143)
 Segment 40-10: Ash Fork Area to Williams Area (MP 143 - 160)
 Segment 40-11: Williams Area (MP 160 - 168)
 Segment 40-12: Williams Area to Bellemont Area (MP 168 - 184)
 Segment 40-13: Bellemont Area to Flagstaff Area (MP 184 - 190)
 Segment 40-14: Flagstaff Area (MP 190 - 196)

	40-1	40-2	40-3	40-4	40-5	40-6	40-7	40-8	40-9	40-10	40-11	40-12	40-13	40-14	Weighted Average
Pavement	4.10	4.38	4.11	3.20	3.64	3.22	3.56	4.09	4.27	3.64	3.26	3.60	2.83	3.74	3.79
Bridge	3.64	5.62	5.84	5.59	5.13	5.36	6.72	5.71	5.21	5.37	5.81	5.27	5.50	5.11	5.43
Mobility	0.43	0.37	0.55	0.56	0.44	0.40	0.37	0.44	0.41	0.52	0.53	0.45	0.52	0.37	0.45
Safety	0.82	1.07	0.98	0.67	1.65	0.69	0.89	2.00	1.58	0.50	1.13	2.00	1.93	2.00	1.19
Freight	0.88	0.95	0.87	0.81	0.95	0.86	0.95	0.91	0.93	0.83	0.88	0.94	0.95	0.91	0.90



I-40 Corridor Study: MP 0 to MP 196
 Performance Index Summary

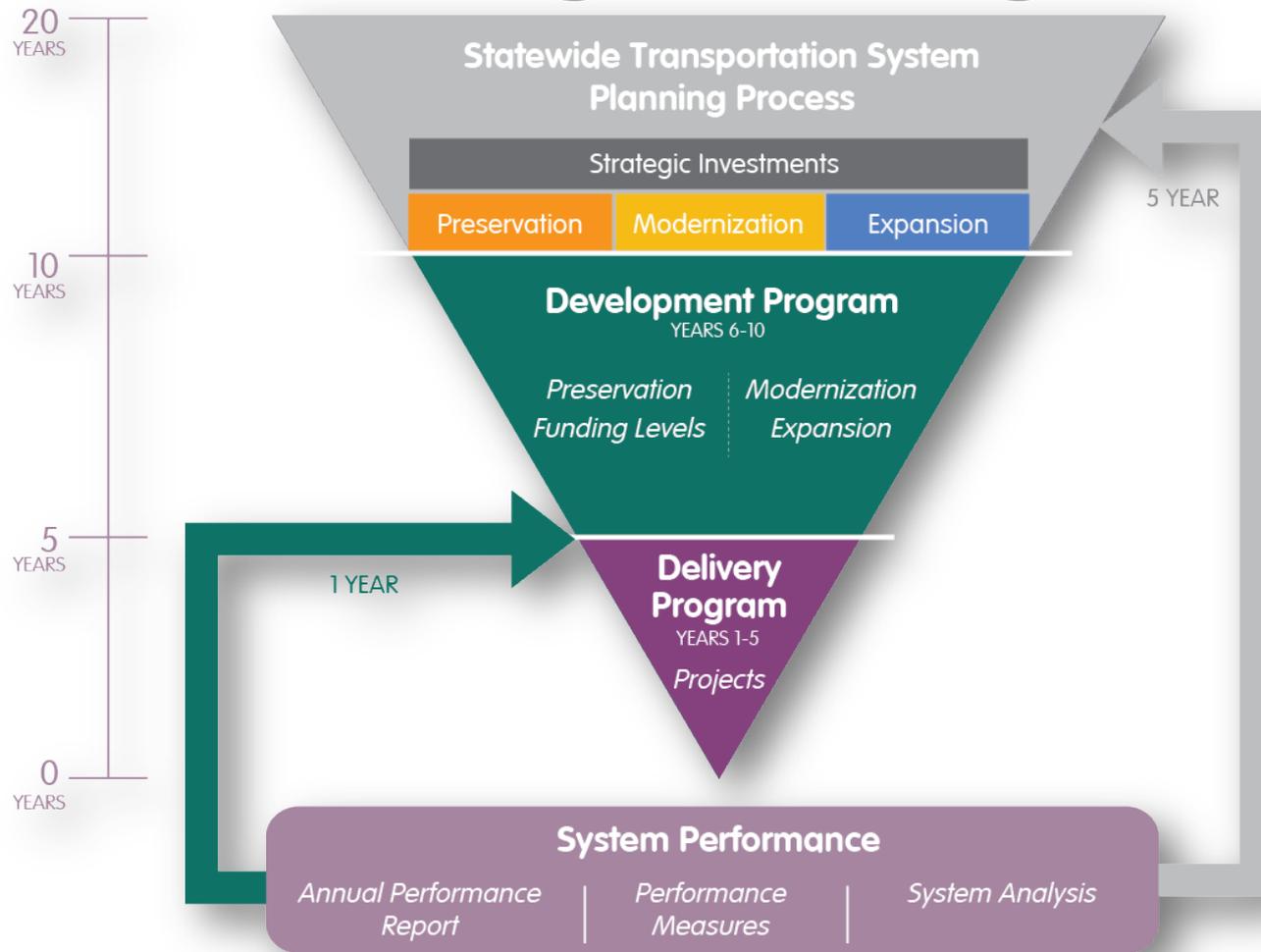
Performance Index Scale

	Pavement	Bridge	Mobility	Safety	Freight
Above Average, Good	> 3.75	> 6.50	<= 0.56 (<= 0.71)	> 1.20 & <= 2.00	> 0.77
Average, Fair	3.20 - 3.75	5.00 - 6.50	0.56 & <= 0.76 (0.71 & <= 0.89)	> 0.80 & <= 1.20	0.67-0.77
Below Average, Poor	< 3.20	< 5.00	< 0.56 (< 0.80)	< 0.80	< 0.67

- Interstate/Highway
- Corridor Segment
- County Boundary
- City Limits

* Rural Segment (Urban Segment)

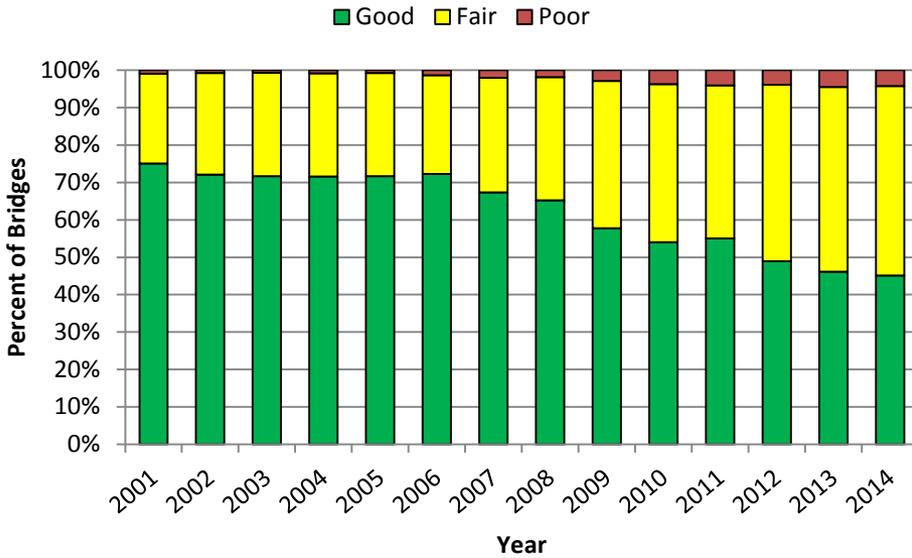
Linking Planning to Programming



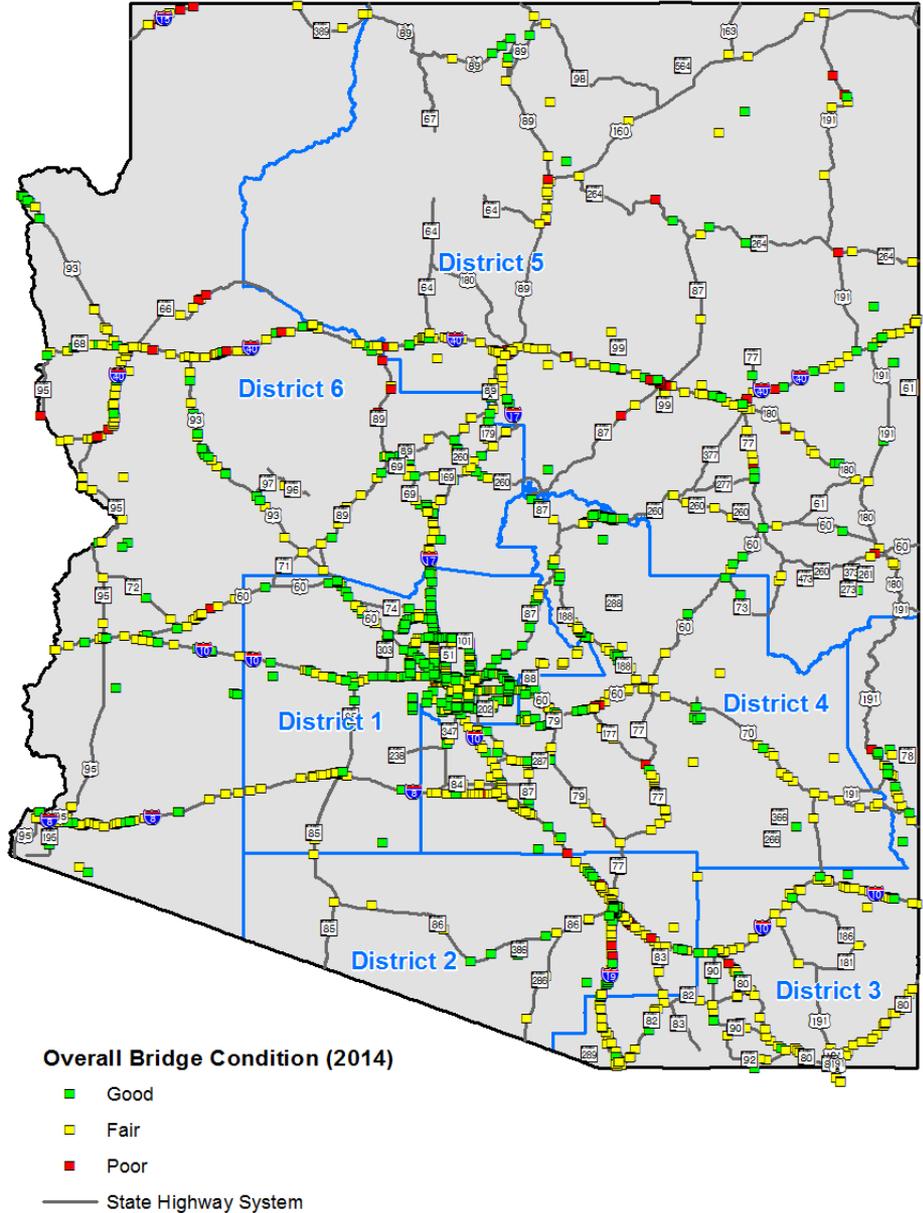
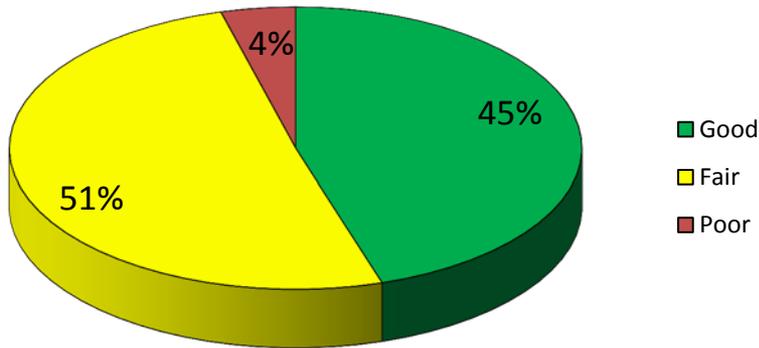
Annual Performance Report

- ▶ Highlights the condition of the state system annually for key performance measurement areas:
 - Bridge
 - Pavement
 - Safety
 - Mobility
- ▶ Updated Performance information will be part of the Tentative Program Package in January

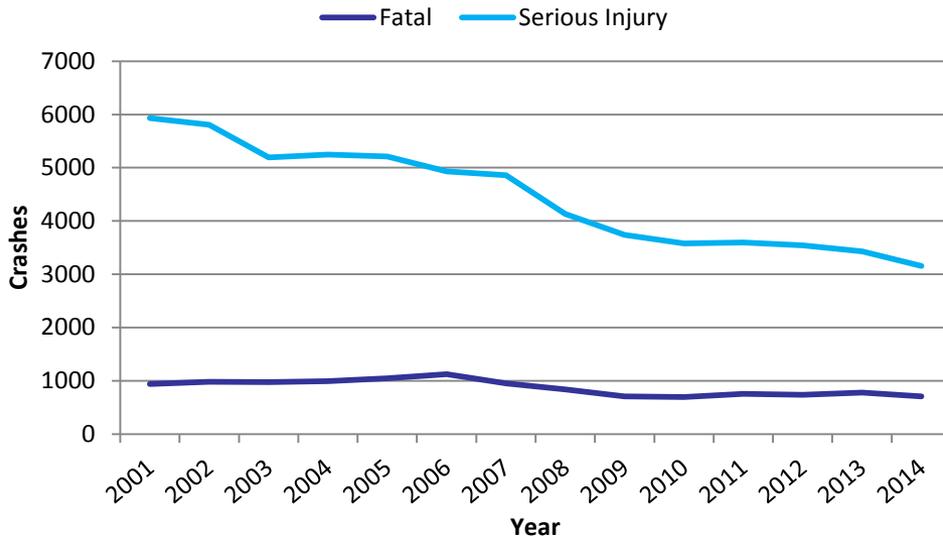
Overall Highway Bridge Condition



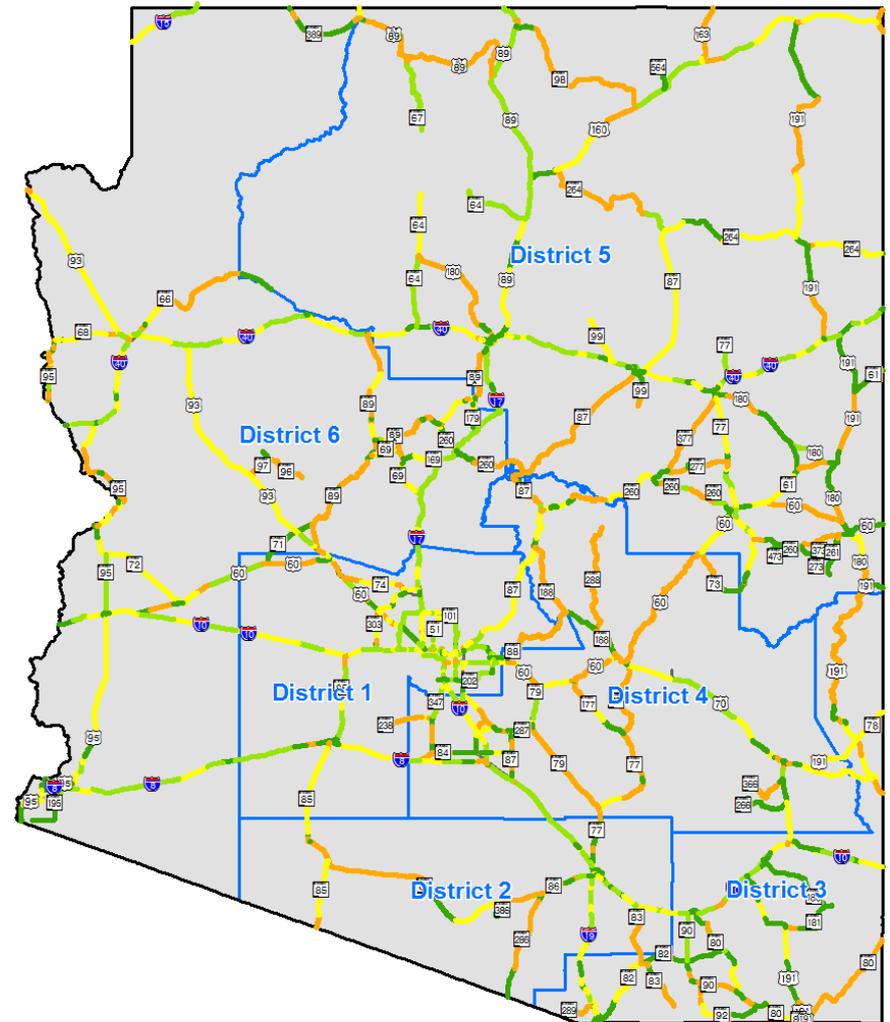
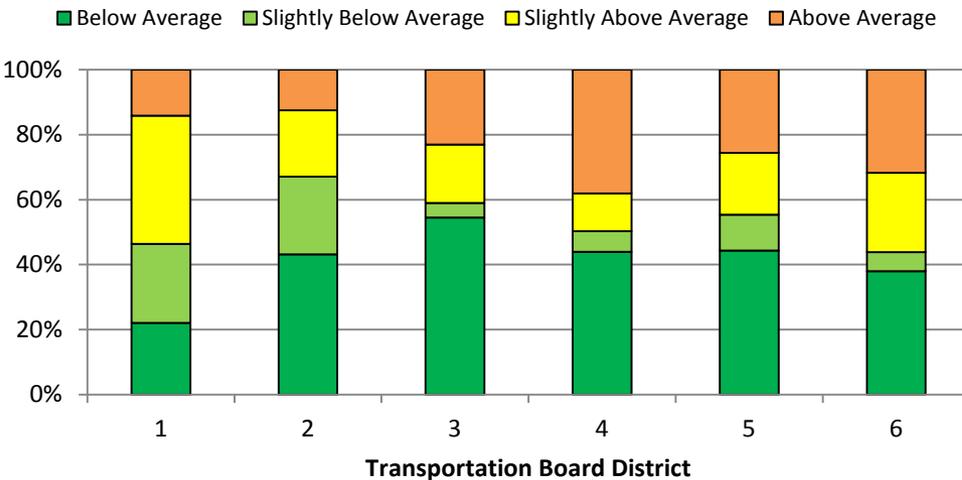
Overall Bridge Condition 2014



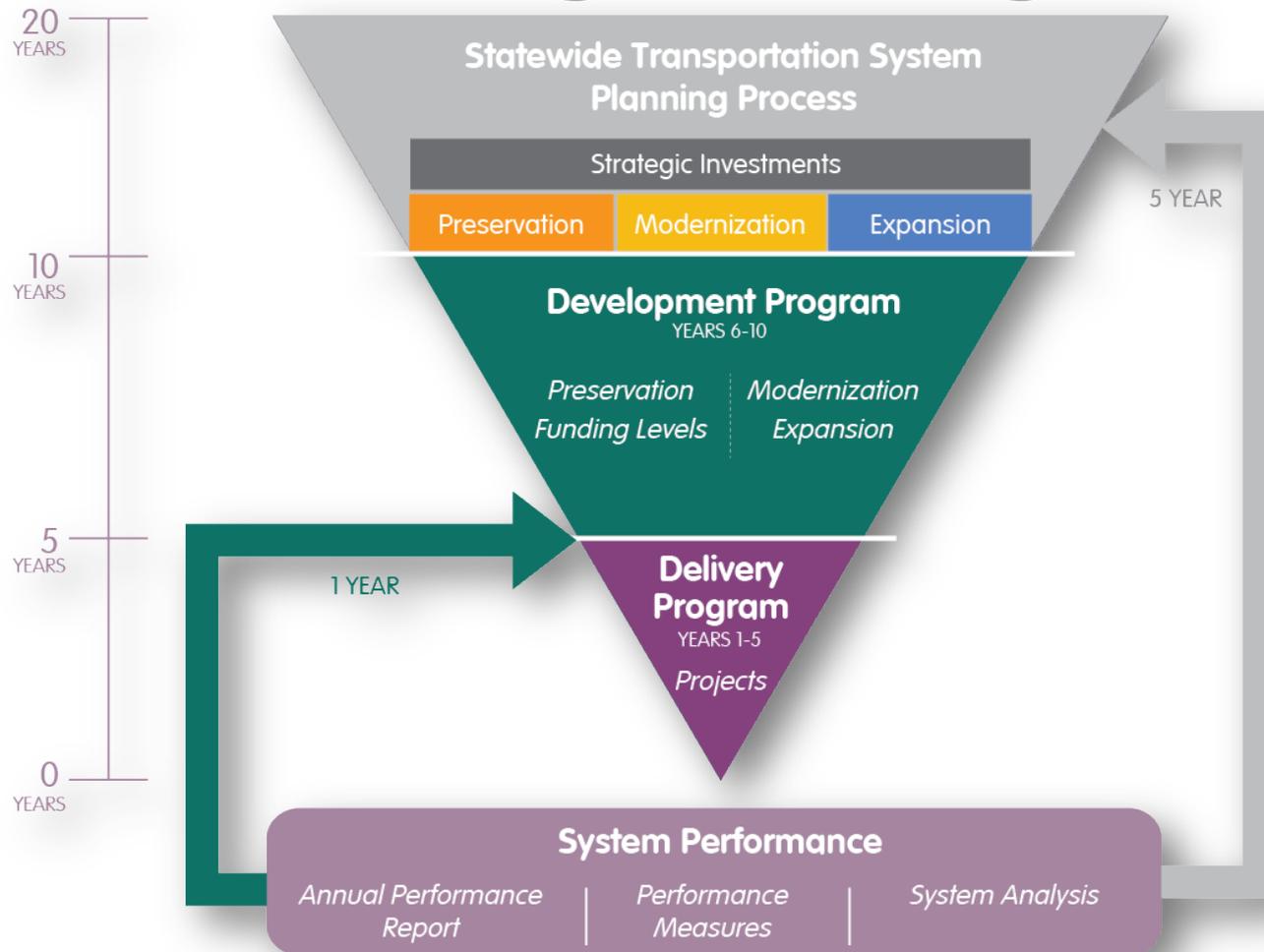
Total Fatal and Serious Injury Crashes



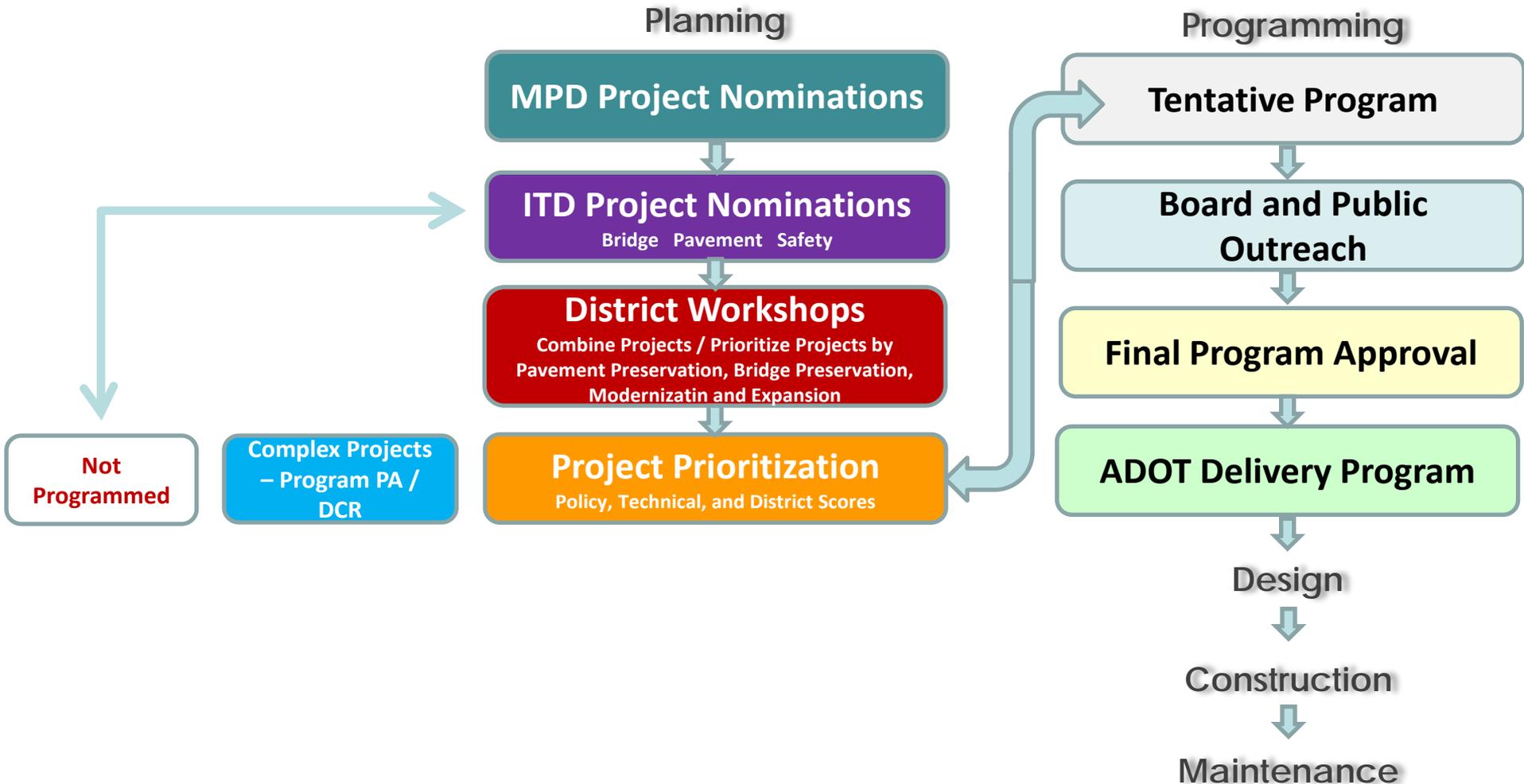
Segments at Safety Index Condition



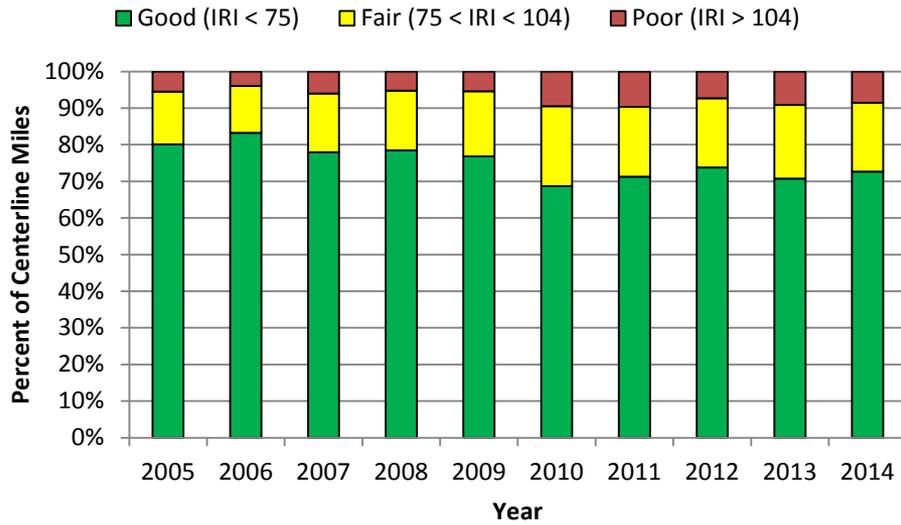
Linking Planning to Programming



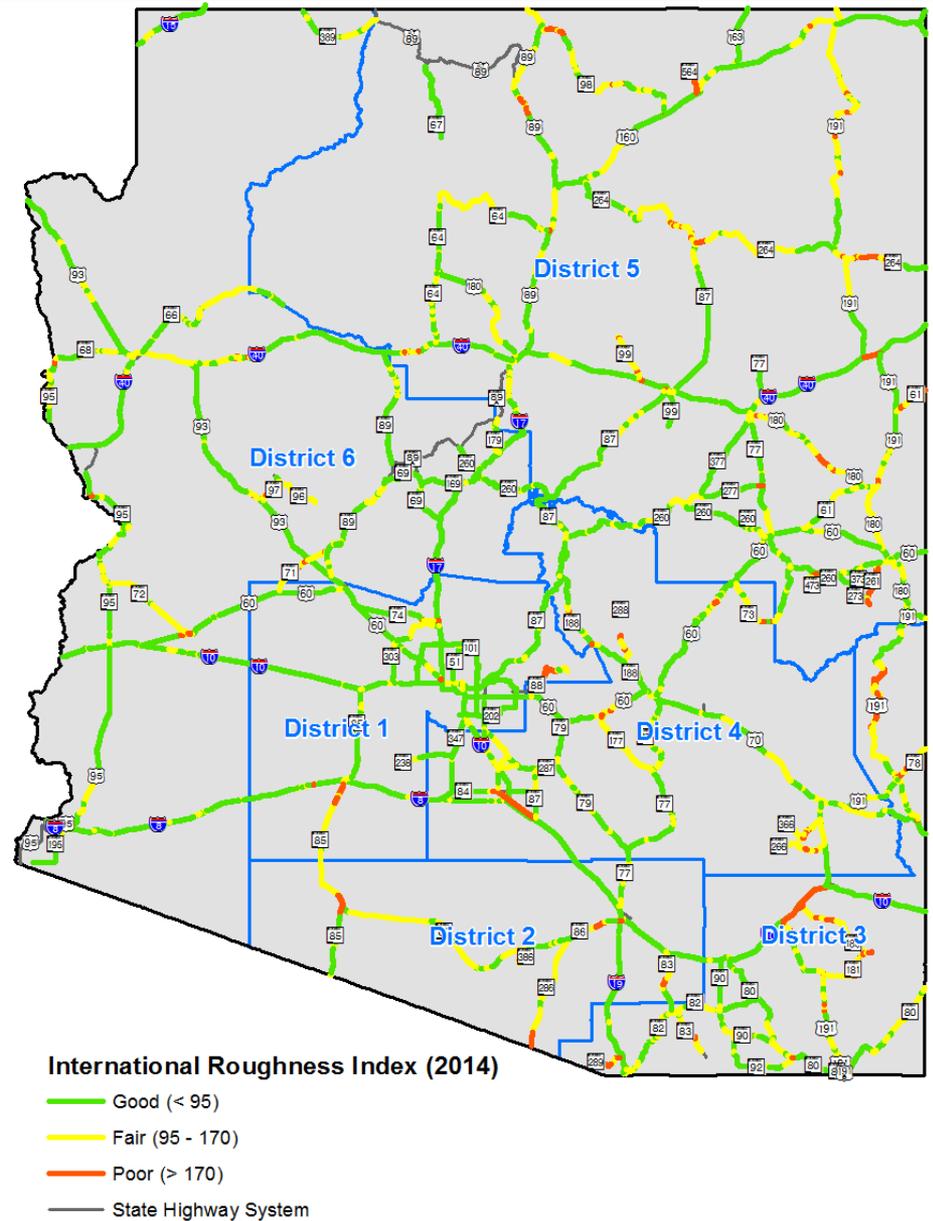
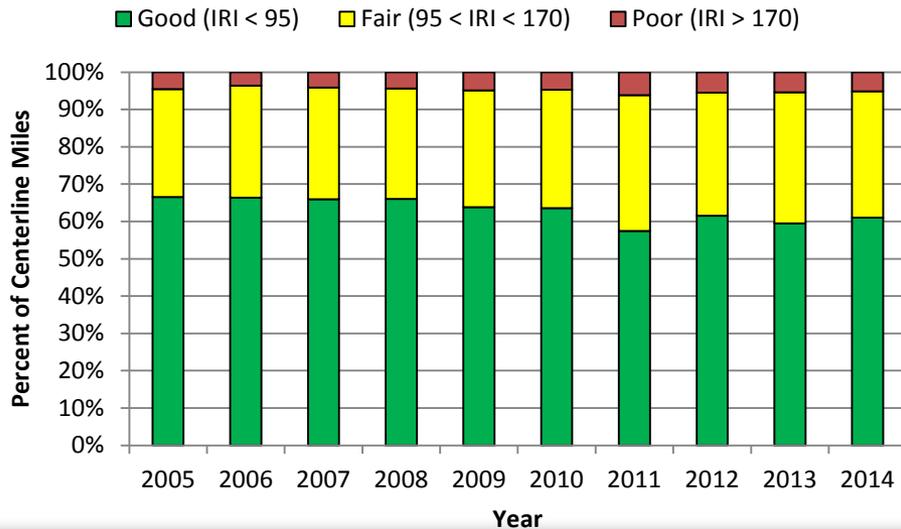
Planning to Programming Process



Overall Pavement Condition - Interstate



Overall Pavement Condition - Non-Interstate



Pavement Group Nominations

\$1.2 Billion in Pavement Preservation Needs provided:

Draft List for FY 19 Projects and Beyond											7/21/2015	
Priority	DistrictName	ProjectName	HighwayID	Route	M_BMP	M_EMP	Dir	Length	AADT	Truck %	Proposed Treatment	Estimate(000)
1	PRESCOTT	Los Altos Dr. to Kerkes St	126	U60	109	110.47	NULL	1.47	13615	14	RR3"AC + FR	\$2,533
2	YUMA	E of Mohawk to SW of Dateland	1	I8	55.56	66	NULL	10.44	9728	25	RR(5"TL, 3"PL) + FR	\$22,395
3	SAFFORD	Jct I-10 to Jct US-191	141	UY191	86.89	90.11	NULL	3.22	239	45	RR3"AC + FR	\$2,410
4	TUCSON	SW of Maricopa to S of Stanfield	1	I8	147.58	158.48	NULL	10.9	5263	26	RR(5"TL, 3"PL) + FR	\$22,666
5	YUMA	Avenue 36E to MP 46	1	I8	37.09	46	NULL	8.91	10065	23	RR(5"TL, 3"PL) + FR	\$18,739
6	TUCSON	SR 587 TO SR 387	2	I10	175.39	186.65	NULL	11.26	51488	17	RR(5"TL, 3"PL) + FR	\$23,146
7	FLAGSTAFF	Pipeline Rd to Air Park	9	S64	205	213	NULL	8	5171	13	RR3"AC + FR	\$5,800
8	YUMA	Beacon Rd to East of Riverside Dr	33	S95	148.3	155	NULL	6.7	4731	16	RR3"AC + FR	\$7,343
9	GLOBE	W of Rim Tank to W of Canyon Day	16	S73	324	330	NULL	6	991	9	RR3"AC + FR	\$3,661
10	YUMA	East of YU/MA County Line	1	I8	82	96	NULL	14	14112	21	RR(5"TL, 3"PL) + FR	\$29,446
11	TUCSON	JCT I-10 to Genematas	19	S77	68.05	72.2	NULL	4.15	38332	8	RR3"AC + FR	\$7,819
12	YUMA	W of Aztec to E of Aztec (MP71- 82.00 EB, 72-82 WB)	1	I8	71	82	E	11	10893	24	RR(5"TL, 3"PL) + FR	\$22,085
13	YUMA	Dome Rock Rd to NE of Scaddan Wash	2	I10	11.71	24	NULL	12.29	20038	19	RR(5"TL, 3"PL) + FR	\$24,678
14	YUMA	Gila Bend - County Line	26	S85	0	16	NULL	16	1460	17	RR3"AC + FR	\$11,575
15	TUCSON	Jct Valencia Rd to Exit 101 (I10 Eastbound)	5	I19	58.5	62.84	NULL	4.34	74785	6	RR(5"TL, 3"PL) + FR	\$9,840
16	FLAGSTAFF	Old Creek ViewPoint to I 17	76	SA89	389.6	398.87	NULL	9.27	4452	11	RR3"AC + FR	\$5,872
17	GLOBE	Superior to Gila County Line	126	U60	226.87	236.3	NULL	9.43	7341	11	RR3"AC + FR	\$8,125
18	SAFFORD	Benson Bypass(EB 303.69-307.9, WB 303.24-307.9)	2	I10	303.24	307.9	NULL	4.66	16035	26	RR(5"TL, 3"PL) + FR	\$9,800
19	PRESCOTT	Jct SR-89A to S Chino Valley	30	S89	319.27	324.2	NULL	4.93	19363	7	RR3"AC + FR	\$5,882
20	YUMA	MP 135 to MA/PN County Line	1	I8	134.55	141	NULL	6.45	5697	31	RR(5"TL, 3"PL) + FR	\$13,566

Planning to Programming Pilot District Workshops

Pilot Workshops Schedule:

- ▶ Southeast District - September 22nd, 2015
- ▶ Northwest District - October 22nd, 2015
- ▶ Northcentral District - December 15th, 2015
- ▶ Southwest District - January 20th, 2016
- ▶ Southcentral District – February (Date TBD)
- ▶ Northeast District – March (TBD)



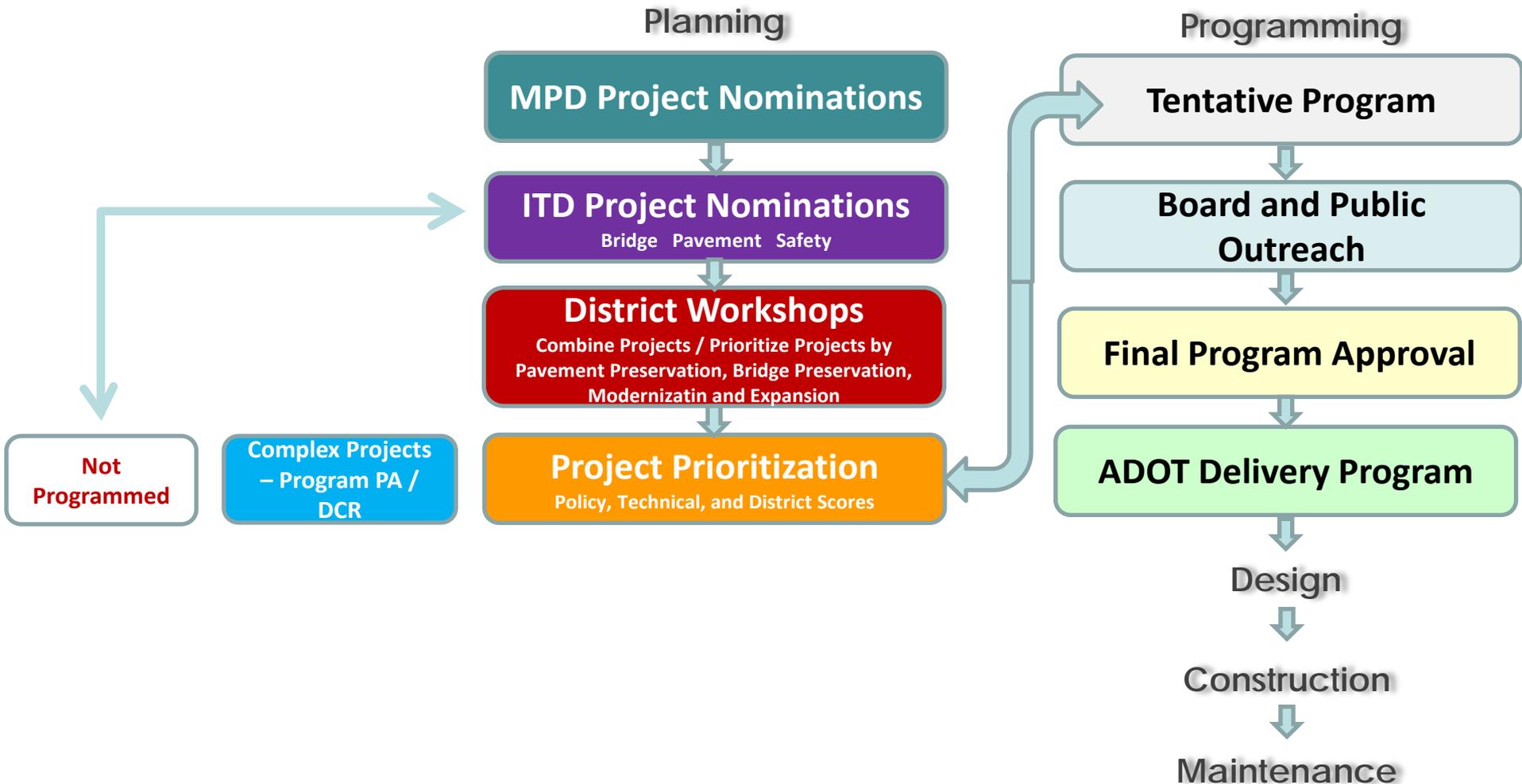
Increased Coordination Benefits Example

Potential I-17 New River to Sunset Point Capacity Expansion Project:

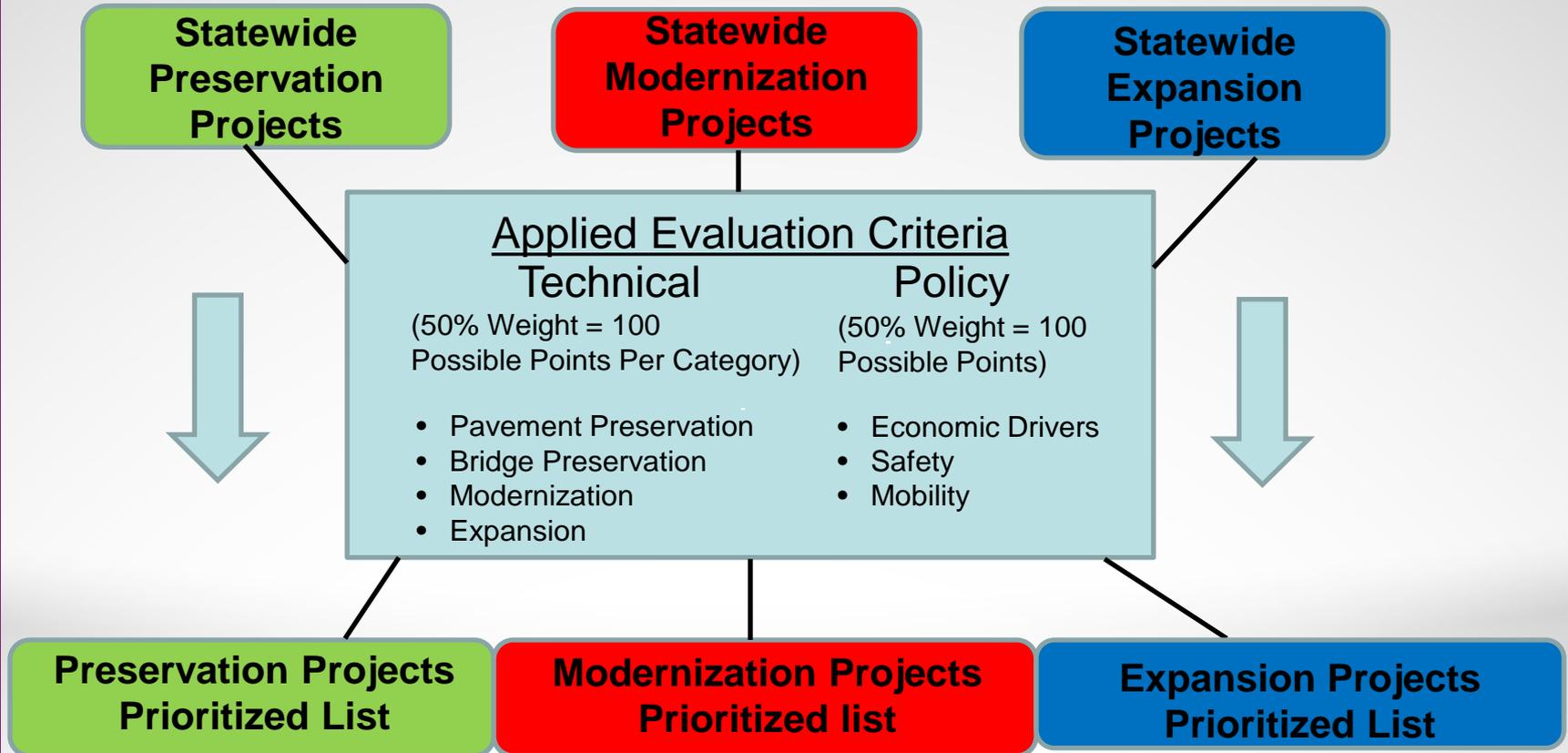
- ▶ Initial expansion project recommendation cost = \$105,000,000
- ▶ Three additional alternatives being considered including three options that may lead to \$74,000,000 in savings
- ▶ \$3,450,000 in deferred Safety projects identified that may have been otherwise rendered not useful if an expansion project on the New River to Sunset Point segment proceeds

Follow-up meeting with District being scheduled for January

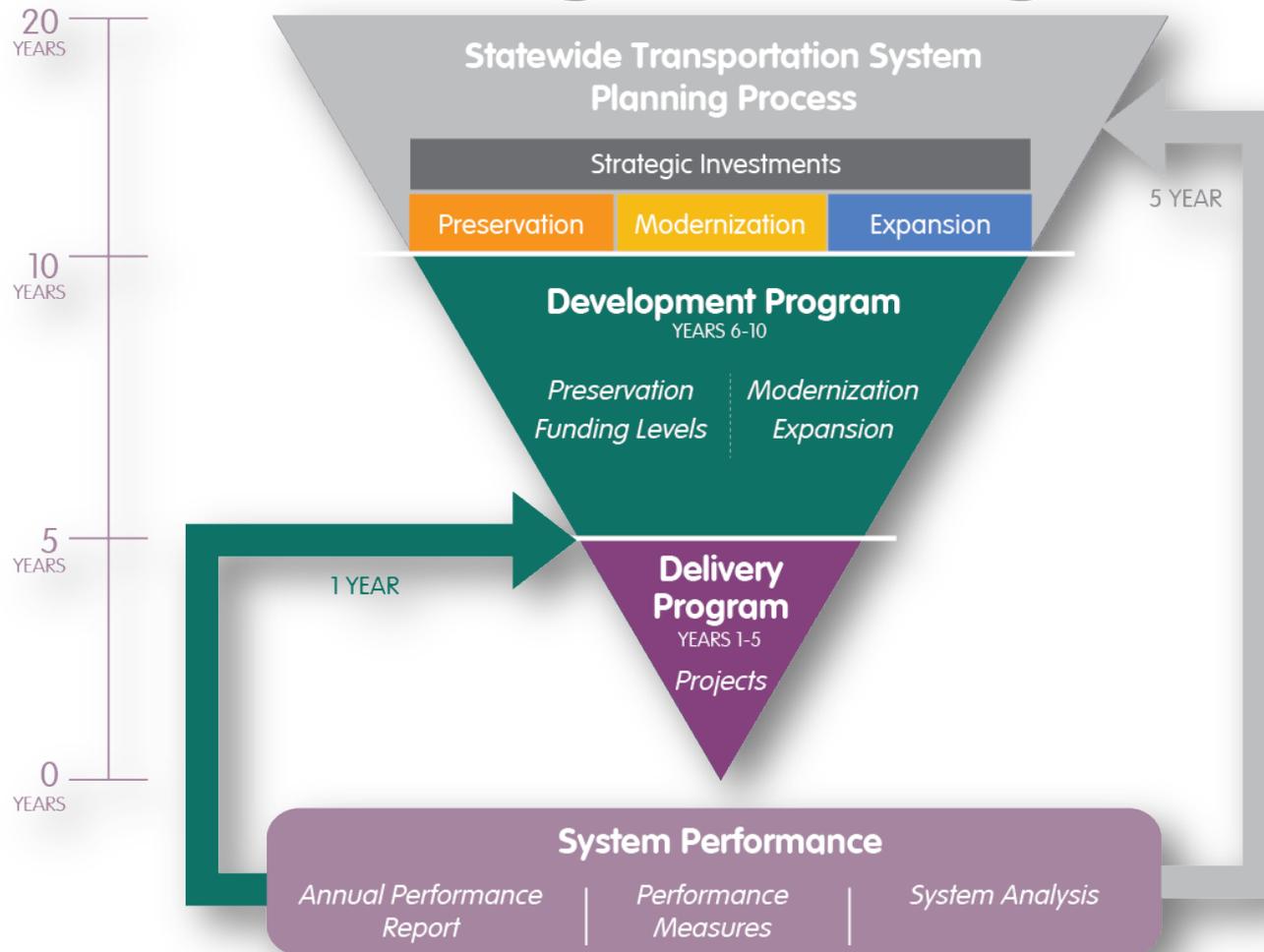
Planning to Programming Process



Planning to Programming Project Prioritization Process

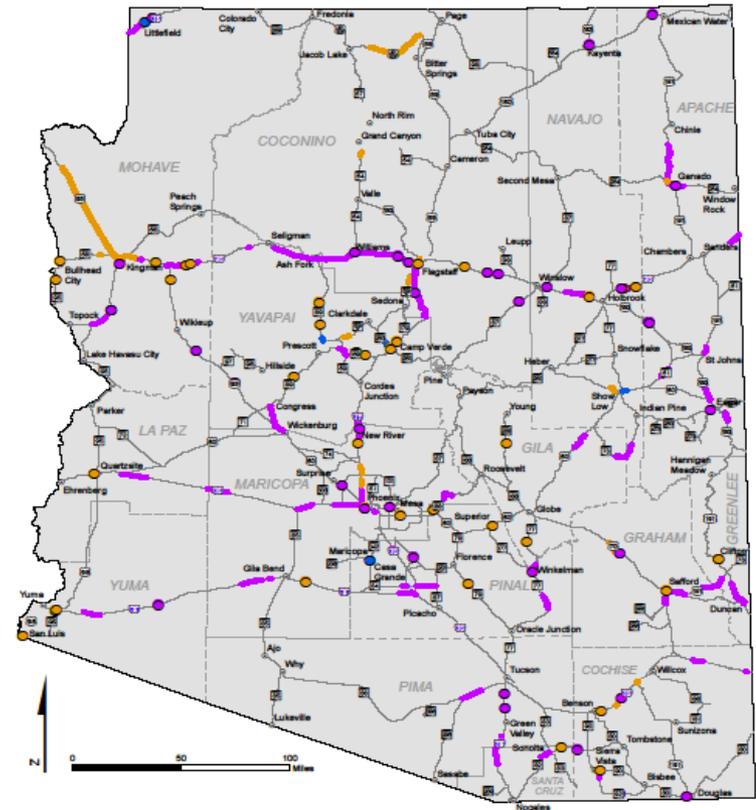
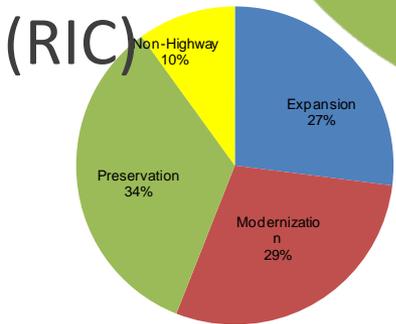
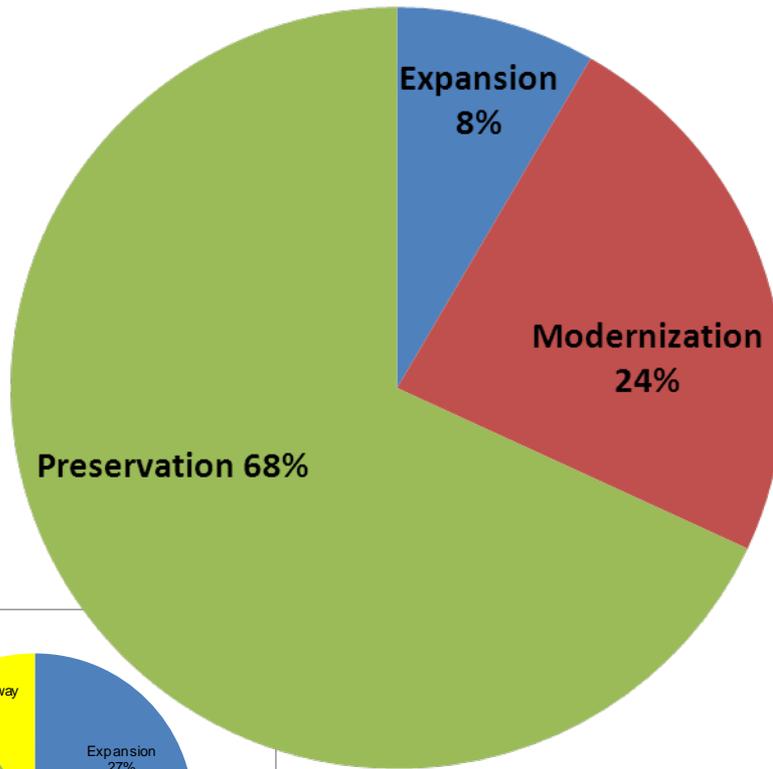


Linking Planning to Programming



Greater Arizona Tentative 5-Year Highway Delivery Program (FY16- FY20)

Tentative 2016-2020 Five-Year Transportation Facilities Construction Program



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 2016

