**PROJECT DELIVERY ACADEMY MODULE 1: Planning and Programming** 

#### MPD CORRIDOR PLANNING GROUP

#### Presented by:

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ADOT Multimodal Planning Division Corridor Planning Group Manager

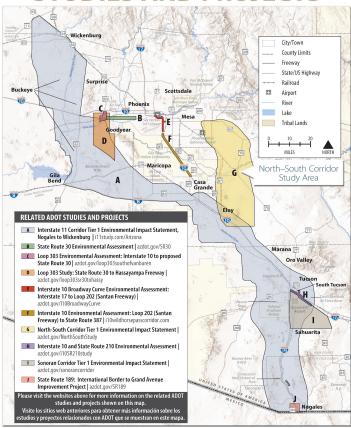


#### Who we are?

- Corridor Planning Group within the Multimodal Planning Division
- Design Concept Report with environmental studies,
- Planning Level Scoping pavement rehabs,
- Corridor Profile Studies-Performance Based Process
- Feasibility Studies and other planning studies.
- LPA projects
- Project Managers: Chris Lavoie, Nick Edwards, Stephanie
   Wilhardt-Smith and Ben Stipes.

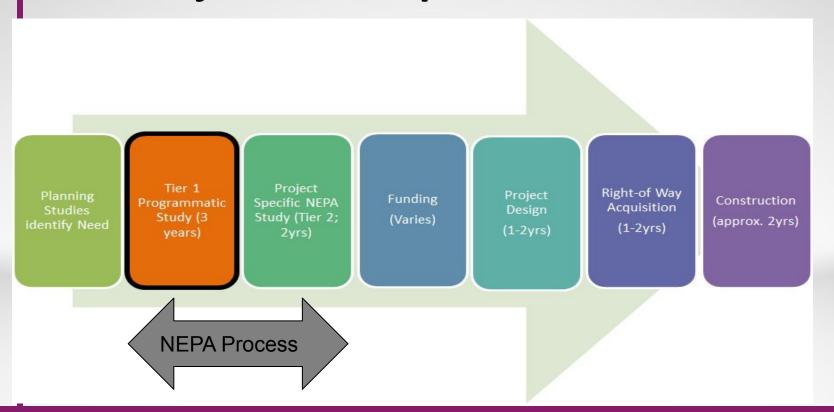


# RELATED ADOT STUDIES AND PROJECTS





### **Project Development Process**





### **Purpose & Need**

- Scoping (internal and external stakeholder partners)
- Establishes the basis for the development of alternatives

#### **PURPOSE & NEED**

#### Improve access to future activity centers



The proposed corridor would benefit the study area's new activity and population centers and undeveloped lands identified for development that are in various stages of local or regional planning processes.

#### Population and Employment Growth

Consistent with state, regional, and municipal planning initiatives, the proposed corridor would

proposed corridor would accommodate anticipated growth in the study area and across the larger region.

#### Improve regional mobility

The proposed corridor would provide additional roadway capacity ahead of full development build-out to avoid congestion associated with anticipated growth.



#### Improve north-to-south connectivity

The proposed corridor would connect eastern portions of the Phoenix metropolitan area with Pinal County and destinations to the south, including Tucson.

#### Integrate the region's transportation network

The proposed corridor would provide a critical link, currently missing, in the transportation network to provide regional connectivity.

#### Provide an alternative to avoid congestion on I-10

The proposed corridor would provide a continuous alternative to I-10 to reduce traffic delays at full development build-out.



NORTH-SOUTH CORRIDOR STUDY Draft Tier 1 Environmental Impact Statement





# **Alternatives Analysis**

- Environmental Resources
- Avoidance Areas
- Design guidelines (interstate)
- Proposed Alternatives

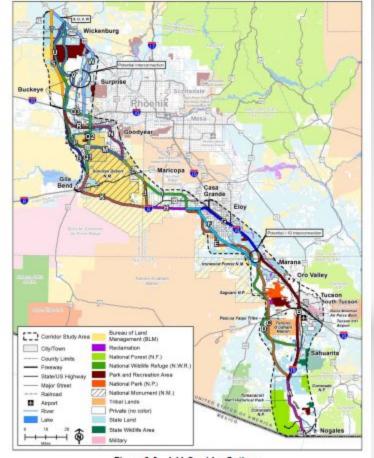
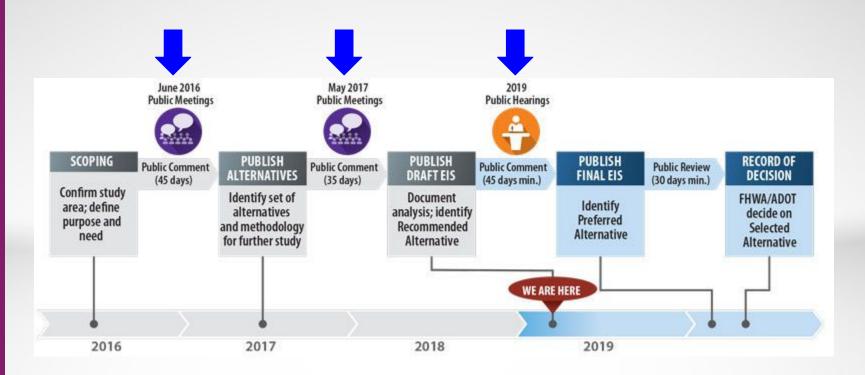


Figure 3-3 I-11 Corridor Options

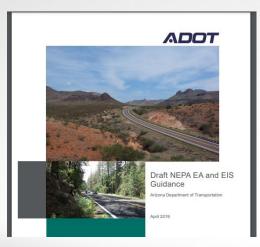


#### **Outreach and Coordination**





# **Corridor Planning Collaboration**



Environmental Planning
Guidance
https://azdot.gov/sites/defau
lt/files/media/2021/01/ea-El
S-guidance.pdf

Arizona Department of Transportation

CACOCT

Public Involvement Plan

Retrusy 2027

Prepared by.

Arizona Department of Transportation, Communications Division

Mr. John S. Hallwoods, ACOT Divertor

Mr. Zohn S. Hallwoods, ACOT Communications Division

Mr. John S. Hallwoods, ACOT Communications Division

Mr. John S. Hallwoods, ACOT Communications Division

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Public Involvement
Plan
https://azdot.gov/sit
es/default/files/2019
/05/adot-public-invol
vement-plan.pdf

#### POLICY

The Design Concept Report (DCR) or the Location/Design Concept Report (L/DCR) is prepared for project(s) where location and/or design concept is an issue. The report is developed to further define project(s) parameters when they cannot be fully addressed by a Project Assessment (PA). Once approved, it is considered binding throughout the project development process. Major changes in scope or cost after approval must be addressed by the Project Peterlopment Committee.

#### IMPLEMENTATION

I. SCOPE AND PRIORITY: The Design Concept Report will document the criteria necessary to design improvements, identify available data, address alternatives, and recommend a solution. The contents presented herein will provide a guide for the development of the DCR and L/DCR. All items listed to be considered, plus any other applicable information not specified. Once approved, the development effort will proceed without further consideration of alternative.

The L/DCR includes the same basic contents as a DCR, but also requires a location analysis. When location is a project issue, a new corridor alternative alignments must be considered. A recommended alternative is selected after proper analysis as herein outlined. The major design features are then identified and the same process is followed as in the DCR.

A. A DCR or L/DCR will be required for those projects which cannot be fully addressed by a PA and will be identified in the PA as requiring a DCR OR L/DCR.

#### **Scoping Guidelines:**

https://apps.azdot.gov/files/ Roadway-Engineering/pred esign/adot-policy-project-as sessments-and-design-conc ept-reports.pdf



# Planning Level Scoping (Scoping prior to Programming)

P2P (identifies pavement rehab priorities)

PLS (develops scope/cost for projects)

\*Programming (maximizes available budget per PLS costs) Final Design (project management group)



# **Scoping Pavement Preservation Projects**

Goal: Establish consistent approach of work items to be addressed within project termini

ARIZONA DEPARTMENT OF TRANSPORTATION

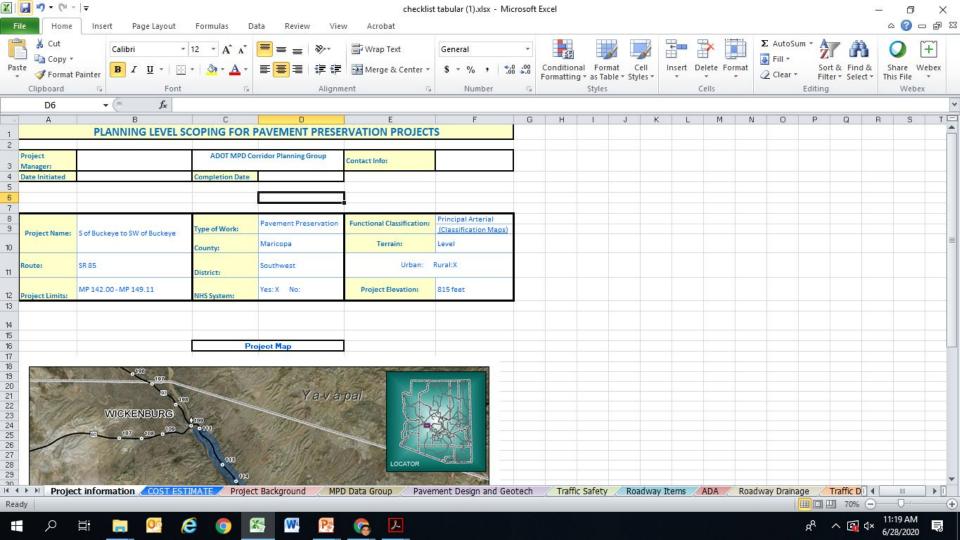


GUIDELINES FOR SCOPING PAVEMENT PRESERVATION PROJECTS

November 2015

ROADWAY ENGINEERING GROUP ROADWAY PREDESIGN SECTION





### **Planning Level Scoping Summary**

- Planning level scoping completed ahead of programming
- Project construction placed in year 3 of program
- Project Management Group advances projects through final design



### **LPA Projects**

- -New to the group
- -Scoping and Design the Local projects
- -Transportation Alternative Funding.



PROJECT DELIVERY ACADEMY
MODULE 1: Planning and Programming

# **QUESTIONS?**

