

ARIZONA'S FIVE-YEAR TRANSPORTATION FACILITIES CONSTRUCTION PROGRAM

- Highways/Airports

Arizona Department of Transportation
Fiscal Year 1987-91



TRANSPORTATION FACILITIES CONSTRUCTION PROGRAM 1987-91

This is the 15th annual five-year construction program released by the State Transportation Board.

The Five-Year Transportation Facilities Construction Program is basically a budget spelling out what the state expects to receive in funds from various sources and how it proposes to spend them project by project.

Proposed projects and revenues are revised annually after a comprehensive review process. Following public hearings on the proposed program in Phoenix and Tucson, the State Transportation Board adopted this final program.

On the pages that follow is Arizona's "action plan" in transportation for the next five years as seen from the vantage point of the fiscal year 1986-1987.

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ADOT PRIORITY PROGRAMMING PROCESS

For more than a decade, construction priorities for Arizona's state highway system have been determined under a "priority programming law". Except for those who work with it closely, the process is little understood -- yet it is important to every Arizonan who travels our roads.

If you have wondered how road construction priorities are set, who establishes them and why they emerge as they do, then this publication is for you. It will take you through the priority process, explain the factors decision-makers must take into account under State law, and tell you how every citizen can have a say in where highway user funds are spent on state highways.

THE GOAL:

Objective Priorities

The statutory power to prioritize the individual projects is placed solely with the State Transportation Board, seven members who are appointed by the Governor to serve six-year terms representing all geographical areas of the State. This citizen panel not only presides over establishment of priorities, but follows through with awarding all road construction contracts for the State and monitoring their status.

Arizona's goal of objectivity in prioritizing road improvements was further strengthened in the early Seventies when the Legislature passed the "priority programming law". This set forth both a new process and specific criteria for priority determinations to be used by the Transportation Board.

This law has been continually honed since it was enacted to establish a more professional system that is responsive to citizens' views throughout the State while remaining secure from special interest pressure.

THE MEANS:

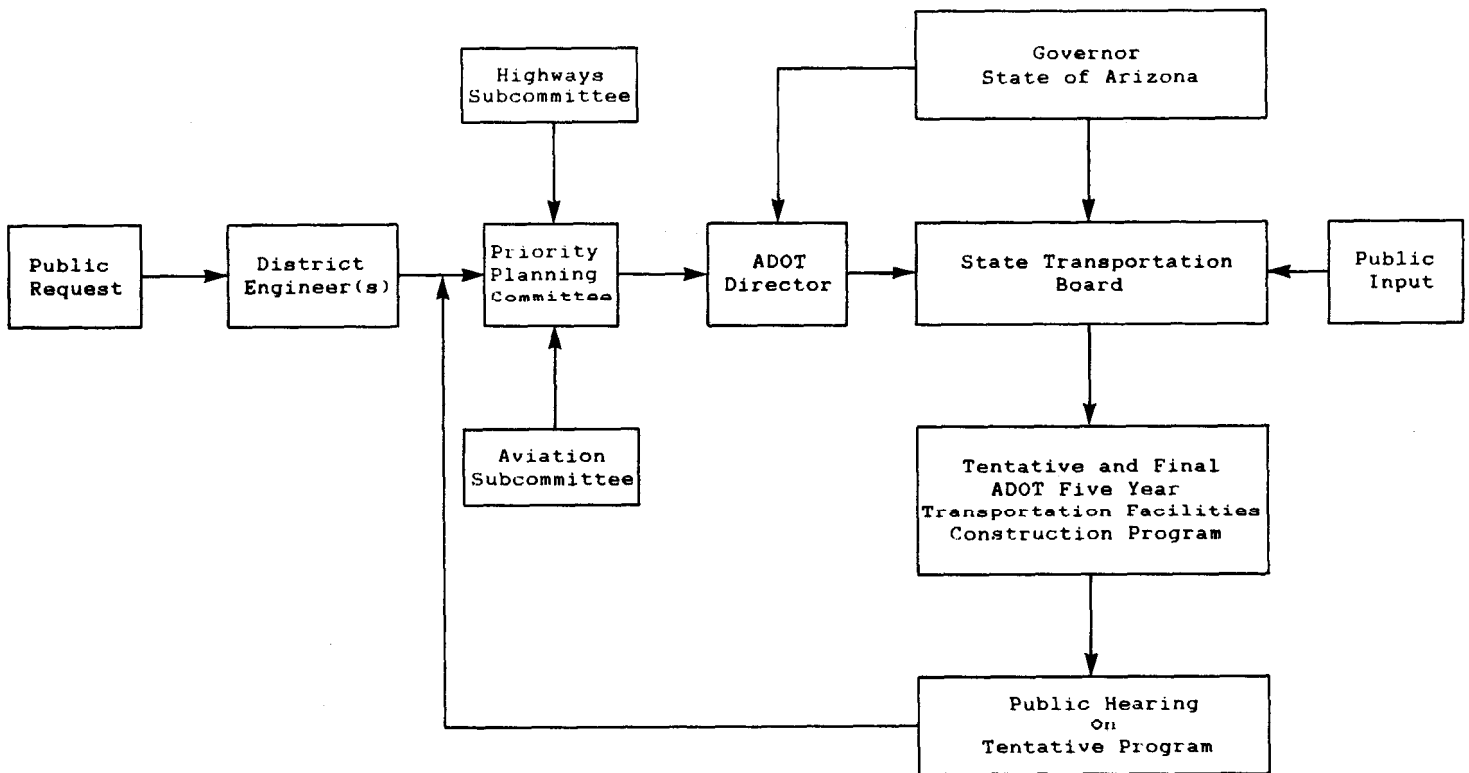
The Five-Year Construction Program

At the heart of Arizona's transportation progress is the Five-Year Transportation Facilities Construction Program, an update of which is adopted by the State Transportation Board by July 1 of each year. Separate elements cover highways and airports.

The five-year program is more than a "wish list" of desired improvements -- it is a blueprint for action by ADOT's professionals who prepare the individual projects for construction. It sets forth the order of priorities by fiscal year, the location of each improvement, a description of work to be done and why, as well as estimated cost.

Furthermore, although its adoption is a responsibility of the State Transportation Board, the five-year program is a consensus document. It is the product of input from citizens, local governments, state legislators, councils of government, metropolitan planning organizations, chambers of commerce and ADOT staff who provide technical support for the priority process.

PRIORITY PROGRAMMING PROCESS

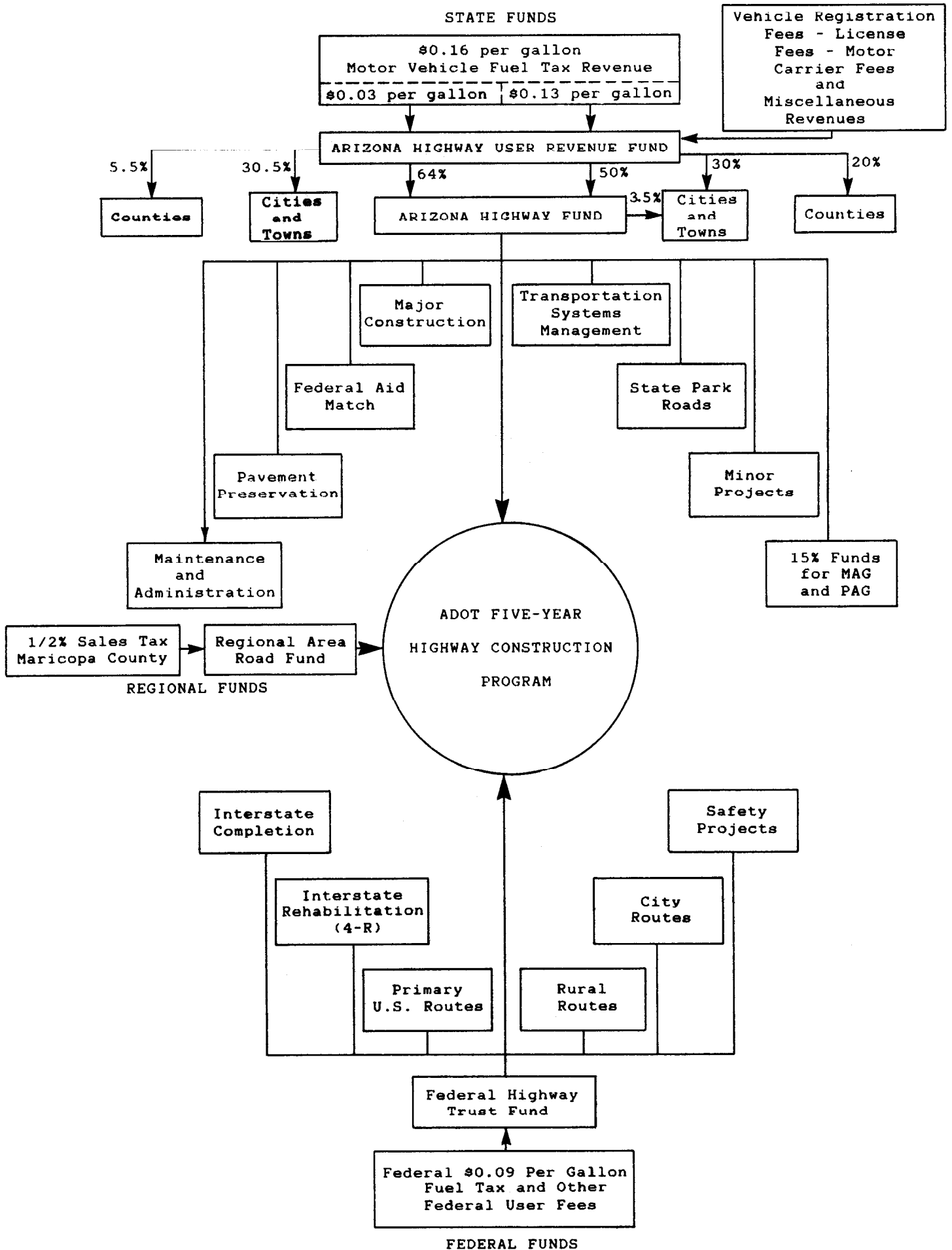


This is not to say that all parties "get what they want," since one requirement of the five-year construction program is that it be a realistic plan, based on estimates of funds actually expected in each of the five years. Costs for each project must be figured on the basis of when the work will be accomplished, including projected inflation.

This is where decisions get tough -- and why the priority process has many checks and balances built into it to ensure that all highway improvement needs get equal consideration within monies available.

There are still other complications in developing a workable program, many connected with the array of highway funding categories -- and this means restrictions on how each can be used.

FUNDING SOURCES FOR ARIZONA STATE HIGHWAYS



In recent years, State funds have become more categorized. For example, 15 percent of ADOT's share of State highway revenues must be spent on improvements in the two metropolitan areas of Phoenix and Tucson. Also, locally-voted sales taxes for highways must be dedicated to projects within the county of origin, as is the case with the 1/2% sales tax approved by voters in Maricopa County.

The largest portion of federal dollars is designated for new interstate construction only. They may not be spent for im-proving existing miles of interstates or other roads on the State System. In fact, they may not be used even for new interstate amenities, such as rest areas or landscaping. These funds must come from another federal category also having its own set of rules.

Yet another complication is how soon each project can be readied for bid. Major improvements take anywhere from five or more years lead time due to numerous and complex steps involved, such as design, right-of-way purchase, utility relocation, public hearings, bid advertisement, and final construction.

These are but a few of the considerations which go into each year's update of the five-year construction program -- a moving target, but a vital one for Arizona's transportation progress.

THE PROCESS:

Transportation Board Sets Guiding Policies

The priority programming law (ARS 28-111) states that the State Transportation Director "shall develop a five-year highway construction program according to the policies established by the State Transportation Board." The first order of business for the Board is a full review of its policies which guide ADOT in preliminary staff support work.

Current policy guidelines adopted by the Board are as follows:

1. **Commitment To State System:** Highest priority is given to principal arterial routes of interstate significance. Next are the remaining "core system" roads that link Arizona's "supplemental system" highways that serve lower volumes of traffic.
2. **Federal Aid:** Arizona takes full advantage of Federal Highway funds (from national fuel taxes Arizonans have already paid) because of the leverage these monies provide -- as much as 95%.
3. **Joint Sponsorship:** These are improvements that carry with them an offer of funding participation by others, usually a local jurisdiction or private enterprise due to common benefits. When such projects are compatible with the state highway system, the other party's share is figured on a cost

responsibility basis. Participation may be in non-cash terms, such as providing right of way. If a project is already planned by ADOT, the local entity pays all costs for any enhancements it desires. If it is not planned by ADOT, the contribution must be at least half the total project cost.

4. **Program Categories:** The Board sets forth the order of priority for all major funding categories. The categories in general priority order are as follows:
 - 0 Disbursement of 7% funds to Phoenix and Tucson for improving city streets.
 - 0 Matching federal aid.
 - 0 Completion of the Interstate system.
 - 0 Construction of controlled access routes in Maricopa and Pima Counties using 15% funds.
 - 0 Construction of regional area road fund projects in qualifying areas.
 - 0 Preservation of existing highway service.
 - 0 Construction of safety improvements.
 - 0 Upgrading service levels.
 - 0 Construction of State Park roads.
 - 0 Construction of highway-related facilities.
5. **Airport Development:** The state's participation in airport development varies according to the classification of the airport and on the priority rating. The highest level of participation is in general aviation airports and the lowest is in the air carrier airports.
6. **Papago (Interstate 10) Financing:** The Board pledges maximum use of both regularly apportioned Interstate completion funds and special allocations the state is successful in securing from the U.S. Secretary of Transportation's discretionary funds. In addition, state funds supplement these monies as necessary to keep Interstate completion on schedule.
7. **Urban Controlled Access 15% Funds:** The programming of projects is guided by priorities adopted by the Maricopa and Pima Associations of Governments for their respective regions. These 15% dollars will be spent only on planned, permanent alignments.

8. **"4R" Distribution:** Priorities for use of federal allocations in the "4R" category (Interstate improvement and upkeep) favor projects supporting Interstate completion, preservation of the system, enhancing safety, upgrading service, and those providing highway-related service, in that order.
9. **TSM:** The Transportation Management System (TSM) program is aimed at relatively low cost projects designed to reduce traffic congestion, improve traffic flow, and increase capacity on state highways in small urban and rural areas. Funding levels are established annually.
10. **Non-Interstate Rest Areas:** ADOT constructs and maintains rest areas in isolated rural areas. In other areas, upon request by a city or county ADOT will construct a rest area and turn it over to the requestor for maintenance.
11. **Non-Interstate Landscaping:** If funding is available, ADOT will provide 75% of the construction cost of landscaping on state highways through Arizona communities. ADOT provides construction plans and administration, while the requesting community provides a 25% construction cost match and maintenance responsibility.
12. **Regional Area Road Funds:** In Maricopa County, Proposition 300 funds are used for constructing controlled access state highways on the regional transportation plan. These funds are generally programmed in the same manner as the 15% funds.

PROJECTS

Staff Goes To Work

The responsibility for developing the five-year construction program belongs to the State Transportation Director and his professional staff. They are guided by the adopted policies of the State Transportation Board.

Following the statutory pattern, the Director names a "departmental committee" known officially as the Priority Planning Committee, to study and recommend projects for the five-year program. This committee consists of the State Engineer and the Assistant State Engineer for Highway Development, the the Administrative Services Division Director the Aeronautics Division Director who zeros in on the separate airport development element of the priority process, and the Transportation Planning Division Director who is chairman of the committee.

Non-voting members are invited to participate from the state's economic development arm and the Joint Legislative Budget Committee, which serves as the financial staff for the state Legislature. To function more efficiently, subcommittees also are named to work separately with the highways and airports program elements.

Board guidelines are translated into prioritization criteria that can be applied to each proposed project to achieve a ranking. Major areas of consideration include:

Sufficiency Rating: Here's where detailed field investigations are done. A full description is provided in the following section.

Traffic Volume: This data is drawn from year round monitoring of traffic throughout the state highway system, some by permanent computer linkup and others by portable counting methods.

Safety History: Staff uses "HAL," ADOT's computerized High Accident Location system that keeps all roads under constant surveillance.

District Priority: What priority did the segment receive by the Highways Division's Operations people who maintain it day in and day out?

Route Significance: Whether the road is a principle arterial route of interstate significance, a "core" route carrying traffic between population centers, or a less-traveled "supplemental" highway.

The Priority Planning Committee each year brings forward into the five-year program the unprogrammed projects of most urgency to form a new fifth year plan based on expected revenues. It also reviews the previously set four years of projects and brings any new information to bear on their ranking. Particular attention is paid to the first year to see that all projects can be reasonably expected to be ready to construct in the upcoming year.

In addition, the committee is charged by law with reviewing any new projects requested by the Transportation Board during the year and to make recommendations on any priority changes based on a study of the current criteria and policy. Such recommendations for change must be fully documented to the Board.

Arizona's Sufficiency Rating System

As phrased by an ADOT planner recently, "the sufficiency rating is an assessment of what a road is and what it does, compared to what it should be."

It is a numerical index, maximum of 100, with the lowest numbers representing the highway segments in most need of improvement. Fifty of the possible points represent condition of the pavement, 30 the safety adequacy, and 20 the serviceability of the road.

Field investigations are conducted throughout the State to examine, test and record the various factors going into each rating. Computer printouts from ADOT's national award-winning Pavement Management System are consulted to determine such things as percent of surface cracking and years of remaining life.

Other automated records also assist to provide information on roadway widths, passing safety distances, vehicle accidents and traffic volumes.

When all information is in and tallied, the sufficiency rating is adjusted by average daily traffic figures representing the number of motorists served by the road. This helps assure that maximum numbers of motorists benefit from improvement dollars invested.

Arizona was the first state to develop a sufficiency rating system more than 20 years ago. Today, all states use a rating system of some type.

Tentative Program Is Presented to the Board

The State Transportation Board usually gets its first look at the draft tentative five-year construction program in February, although state law sets "on or before the second Monday in April of each year" as the deadline.

A finance presentation briefs Board members on the highway construction income Arizona can expect to receive from state, federal and local sources during the five years covered by the updated program. Included in this is an annual inflation factor added to project estimated costs, based on the year the work is to be accomplished.

The draft tentative program lists project information by year in all categories. These include MAG controlled access routes, PAG regional routes, priority rural routes and urban extensions, priority statewide projects, interstate completion work, non-interstate preservation, safety work, bridges, state Park routes and special projects.

Under pavement preservation, specific projects are listed only for the first three program years with lump sums proposed for the remaining two. This is so the precise schedule for road surface treatments can be based on the latest information possible.

Far-ranging discussions continue through additional regular and special Board meetings, in formal adoption of a tentative five-year construction program to be scheduled for public hearing "on or before the third Monday in May". Copies of the tentative program are sent to public officials and other interested parties throughout the State. The Board, by law, next must publish a notice of the public hearing in newspapers of general circulation in all counties where planned projects are located. These notices are to appear "on or before the first Monday in May," giving citizens a minimum of two weeks to become informed and plan any comments they wish to make.

Although representatives of the public have been involved in the process since its start, the final step in updating the five-year construction program is now ready to be taken -- hearing the voices of the Arizona's citizens.

Public Hearings On Your Views

The auditorium at ADOT headquarters in Phoenix is usually the site for the annual public hearing. In 1986, for the first time, the Board took to the road to hold a hearing in Tucson as well. Members of the Board, as well as the ADOT Director, and other staff personnel involved in the priority process are there to listen to comments from citizens regarding highway and airport needs throughout the state.

Counties of the state are called as spokesmen take their turns addressing the Board on specific projects listed or omitted. All proceedings are recorded for the official public record. Each concern expressed is fully considered and a specific reply explaining its disposition is sent to the individual who appeared at the hearing.

All public input goes back to the Priority Planning Committee to be analyzed and various options studied. Where concerns have merit, as borne out by the technical rating system, a recommendation goes to the Board for change.

Since the program must be balanced with expected income, such changes mean project substitutions with "domino" adjustments elsewhere in the program. The requested changes often pertain to the year work is scheduled. Much public testimony simply endorses projects as scheduled to stress that these should not be changed in any reordering of priorities based on hearing views.

"On or before June 30," as the law prescribes, the Board adopts the final updated program which will guide ADOT's technical staff in readying projects for construction. The adopted program is filed with the Director and Governor together with a summary report of any changes made during the prior year affecting previously-set priorities. Copies of these documents also go to the State Treasurer and the Director of the state Department of Administration for their information.

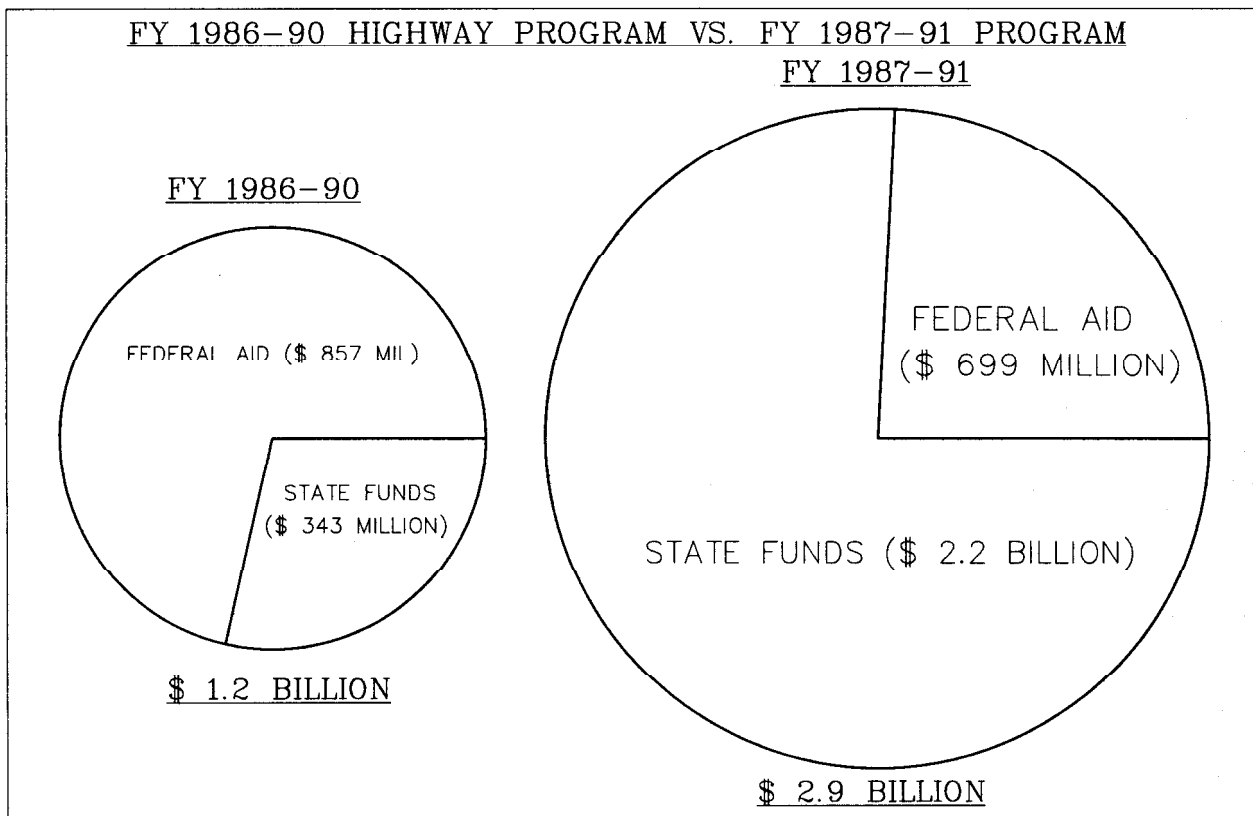
The final step is the issuing of a summary report by the Board to the public "on or before the first Monday in August" setting forth each adopted project by year of construction, location, description of work and why it is necessary, and total estimated cost. This document receives wide distribution and becomes a reference for the public and local officials on planned state highway system work.

While time-consuming and somewhat complex, the ever-evolving priority programming process in Arizona is achieving its goal -- the objective ordering of highway priorities within an atmosphere of participation and consensus among those affected by decisions made: the citizens of Arizona.

THE PROGRAM:

Fiscal Year 1987-1991 Highway Program

The FY five-year highway program represents a greatly expanded program compared to previous years. This year's program totals \$2.9 billion, in contrast to \$1.2 billion for the FY 1986 program. The significant increase in funding is the result of the comprehensive transportation financing legislation, referred to as H.B. 2306, enacted in 1985. This legislation not only increased fuel taxes three cents per gallon effective January 1, 1986 and reallocated a share of vehicle license taxes, but it also provided for a new source of funding for highway facilities in the state.



H.B. 2306 gave each county the option of having its voters approve a ten percent increase in existing transaction privilege taxes (one-half cent sales tax increase). This increase is statutorily designated as a transportation excise tax. In Maricopa and Pima counties these excise taxes, if voters approve, flow into a Regional Area Road Fund (RARF) under the Department's direction and are to be used primarily for controlled access facilities. Maricopa county voters approved the tax increase October 1, 1985 and effective as of January 1, 1986. Under H.B. 2306, the Board's bonding authority was also expanded providing the authority to issue Regional Area Road Fund bonds secured by the new transportation excise taxes.

State Funding

Nearly 75 percent of the new five-year highway program will be financed with state revenues and bond monies, reflecting in

large part the new revenues and bond financing authority. Over the five-year program period, state and bond dollars amount to \$2.2 billion with \$1.7 million financing controlled access routes in Maricopa and Pima counties and the balance, \$.5 billion financing statewide improvements.

Bond funds represent an important source of financing for the FY 1987 highway program and provide the means to carry out an accelerated program in both the urban and rural areas of the state. It is expected that close to \$1 billion in bonds will be issued over the five-year period, with \$850 million funding controlled-access routes in Maricopa County and \$16 million in Pima county. The balance of the bond proceeds will finance statewide highway improvements. Of the bond monies for the Maricopa area facilities, \$745 million will be issued under the Board's new Regional Area Road Fund Authority and the balance will be highway user bonds. Statewide projects, totaling \$159 million, and the Pima area projects will also be financed with highway user revenue bonds.

Bond funds will be used in combination with available transportation excise taxes and the 15% share of highway user revenues to finance the \$1.6 million controlled access program in Maricopa county. In Pima county, the \$16 million in bond proceeds will supplement \$62 million of highway user revenues (the 15% share) resulting in a \$78 million investment over the five-year period.

The five-year program also reflects a significantly larger allocation of State monies that are derived from highway user revenues. State funds (excluding the dedicated controlled access dollars) total \$325 million in the new five-year program, compared to \$170 million in last year's program. This increase is attributable to the three cent fuel tax increase and vehicle license tax reallocation, as well as improved economic conditions. In particular, a favorable fuel price situation has boosted gasoline consumption. Of the \$325 million total, \$123 million is programmed for major construction projects, \$86 million for state funded pavement preservation; \$72 million for minor projects; and \$44 million for matching Federal funded projects.

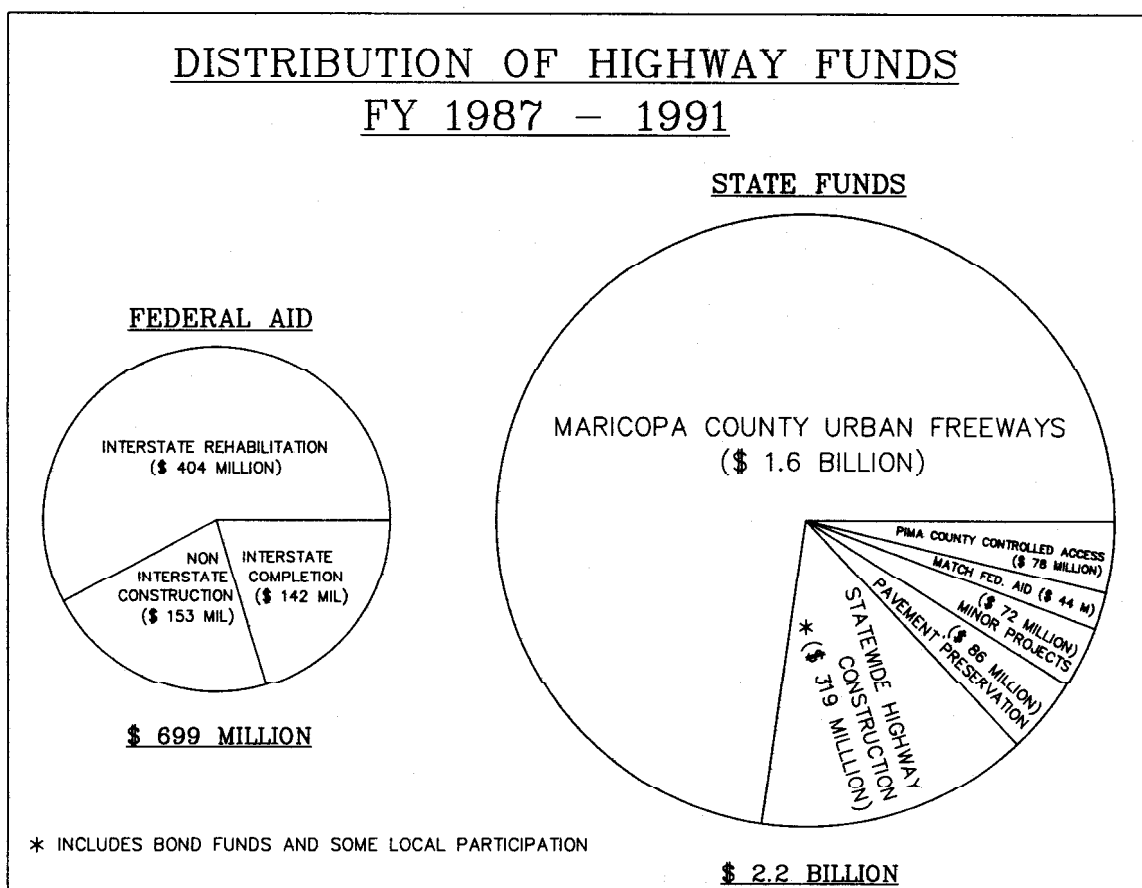
Federal Funding:

Federal funds continue to provide major funding for the highway program, totaling \$699 million over the five years. The Federal share, however, is declining, representing just 24 percent of the new program. This contrasts notably with prior year programs which have reflected a Federal share averaging two-thirds. The primary reason for this reduced ratio is the influence of the additional revenues generated from H.B. 2306 tax changes. In addition, Federal funds for the remaining Interstate projects are at a lower level in the new program, reflecting the progress that has been made toward completion. Federal Interstate monies total \$142 million in the new FY 1987 program, about one-half of the dollars allocated in last year's program.

As the Interstate system nears completion, the largest category for Federal funding will be the Interstate 4R program. Over the five-year program period, Federal 4R dollars are

expected to total \$404 million, with \$164 million allocated to pavement preservation work. The balance of the Federal dollars, totaling \$153 million, are programmed for the non-Interstate routes (primary, secondary, urban).

Federal funding levels, both for the Interstate 4R and for the non-Interstate program categories, are generally lower than in the FY 1986 program in line with anticipated Congressional efforts to hold down Federal spending because of deficit considerations. Existing Federal highway legislation will expire September 30, 1986. Several new bills are before Congress, each containing provisions that shift program emphasis away from the Interstate program to other highway program areas and hold authorization levels relatively constant. It should be recognized that next year's five-year program in terms of Federal funding, could change, depending on the outcome of the new highway legislation.

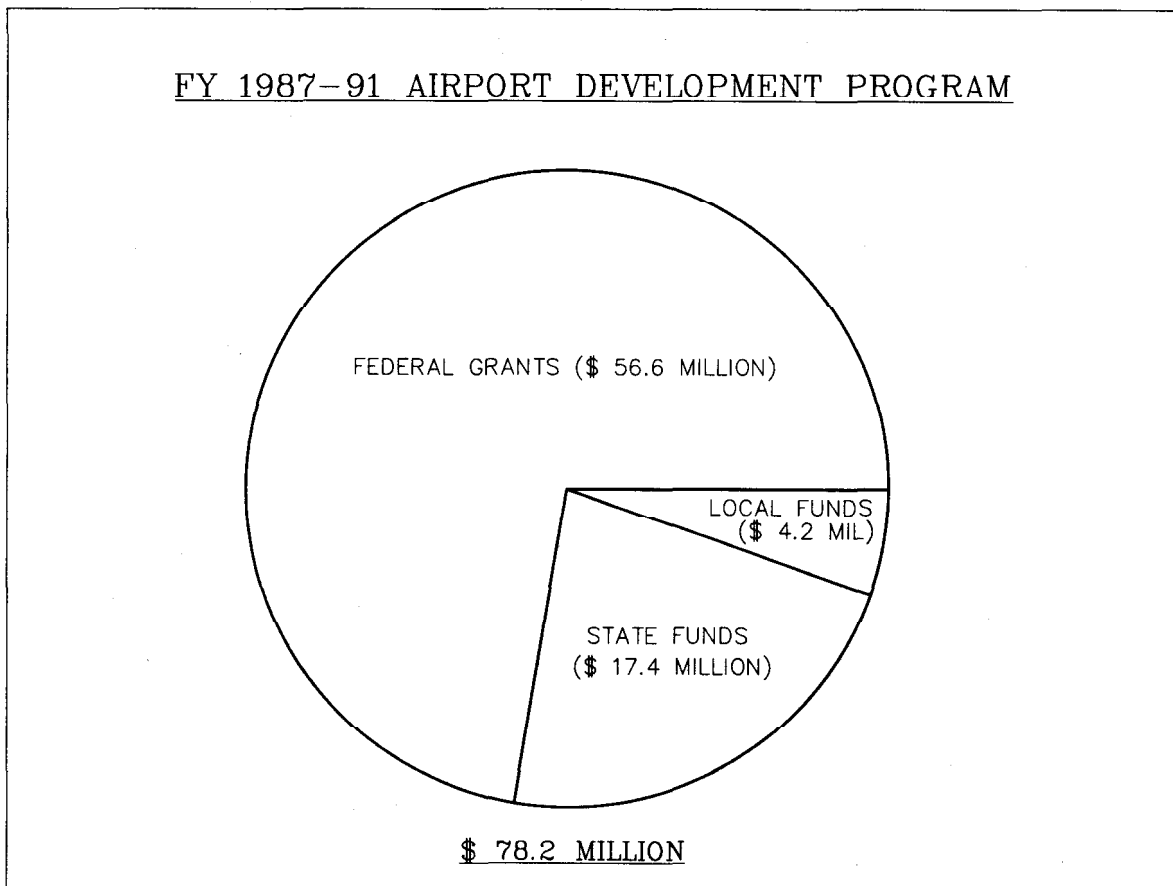


In summary, mainly because of the impact of H.B. 2306 which provided substantial increases in resources available for State highway improvements, the five-year highway construction program reflects a much more optimistic funding outlook than in prior years. In the new program there is a major commitment of funds to controlled access routes in Maricopa County as evidenced by the \$1.6 billion programmed for these facilities over the next five years. Although funding provided for urban-controlled routes represents the largest share of financial resources in the program, a significant commitment has also been made to statewide routes. A total of \$319 million in State and bond funds has been allocated for major new construction projects throughout the state.

Fiscal Year 1987-1991 Airport Program

The five-year airport development program totals \$78.2 million, slightly higher than last year's program investment of \$77.3 million. Federal airport grant monies are estimated to total \$56.6 million over the five year period, representing over 72 percent of the estimated funding from all sources. Federal funds are allocated to local airports through a National Airport Improvement Act. Fees paid by users, derived mainly from a tax on airline tickets, provide the Federal outlays for airport construction.

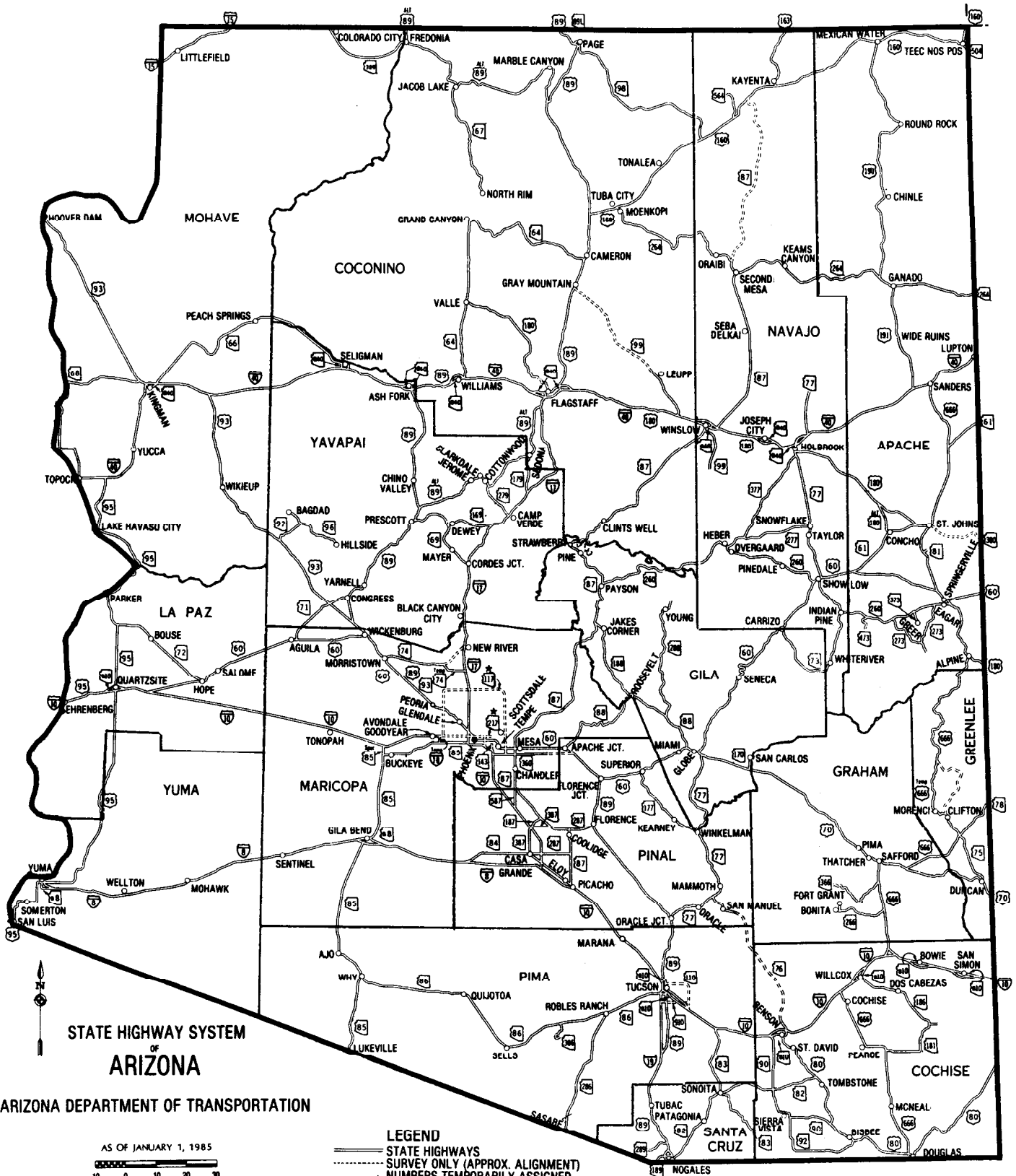
State funds available for financing airport construction are estimated to total \$17.4 million for the five year period. These state monies for airport projects are also user generated, with aircraft lieu tax accounting for over 80 percent of available revenues. Aviation fuel tax revenues provide the next largest share, comprising slightly over ten percent of state aviation funds.



Revenues from local sponsors will contribute an estimated \$4.2 million to the five-year program total. The largest share of local dollars is allocated to those projects which are Federally funded. This year's program includes \$2.8 million for matching Federal dollars. Local funding on state/local projects totals \$1.4 million. In addition to the funding included in the ADOT five-year program, local governments also allocate significant funding to their airports for both improvements and for maintenance as part of their local budgeting process.

The most recent legislative session resulted in the passage of three bills which will impact future aviation fund revenues. These bills will lead to rate changes in two revenue areas and the creation of a new revenue source for the aviation fund. The changes resulting from the 1986 legislation will be incorporated into the next update of the five-year airport program.

HIGHWAY SYSTEM



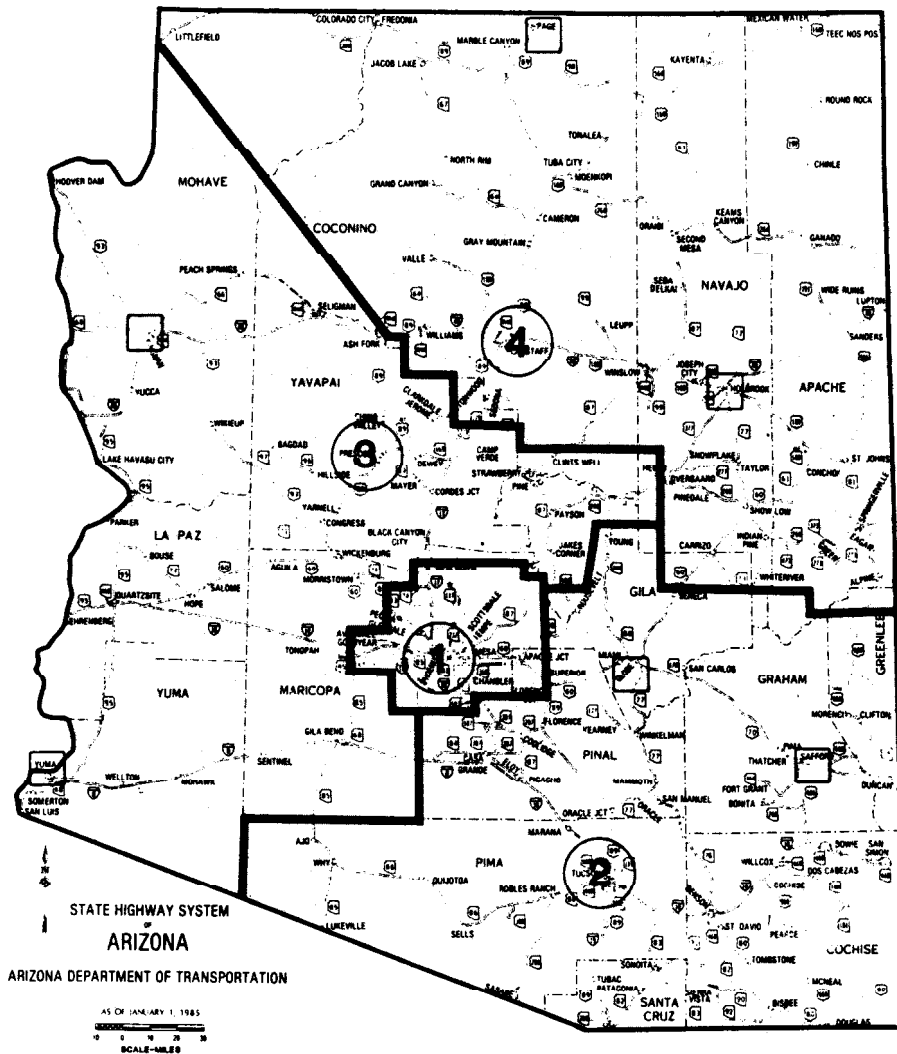
STATE HIGHWAY SYSTEM
OF
ARIZONA

ARIZONA DEPARTMENT OF TRANSPORTATION

AS OF JANUARY 1, 1985
0 10 20 30
SCALE-MILES

LEGEND
 — STATE HIGHWAYS
 - - - SURVEY ONLY (APPROX. ALIGNMENT)
 * NUMBERS TEMPORARILY ASSIGNED

ENGINEERING DISTRICTS



DISTRICT HEADQUARTERS ○

AREA OFFICES □

FUNDING SOURCE

I	- Interstate Funding Sources	FLH	- Federal Lands - Federal Aid
IR(4R)	- Interstate, Restore, Resurface, Rehabilitate & Reconstruct	FH	- Forest Highways - Federal Aid
F	- Federal Aid Primary	STATE	- Non-Federal Aid
RS	- Federal Rural Aid Secondary	RARF	- Regional Area Road Fund
U	- Federal Aid Urban	15%	- MAG/PAG Controlled Access
BRF	- Bridge Replacement - Federal Aid Primary	Private	- Local or Other Participation
BRS	- Bridge Replacement - Federal Aid Secondary	Bureau	- Bureau of Reclamation
RRP/S	- Rail - Highway Crossing - Federal Aid	Bond	- State/Non-Federal Aid
HES	- Hazard Elimination - Federal Aid	Special 15%	- ADOT Contribution to Joint Funded Projects in MAG and PAG

This five-year construction program is prepared in compliance with Section 28-111 of the Arizona Revised Statutes, as amended by the Thirty-Seventh Legislature. Only projects in the State Highway System are included in this construction program inasmuch as city and county-sponsored projects are established at the local level.

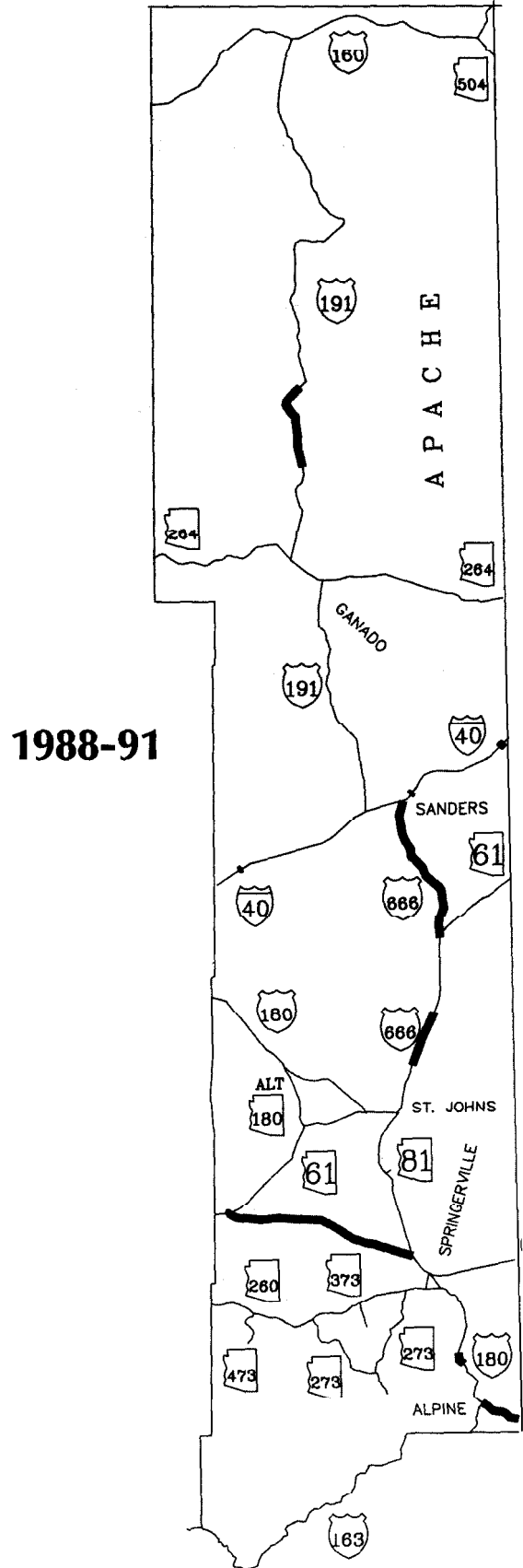
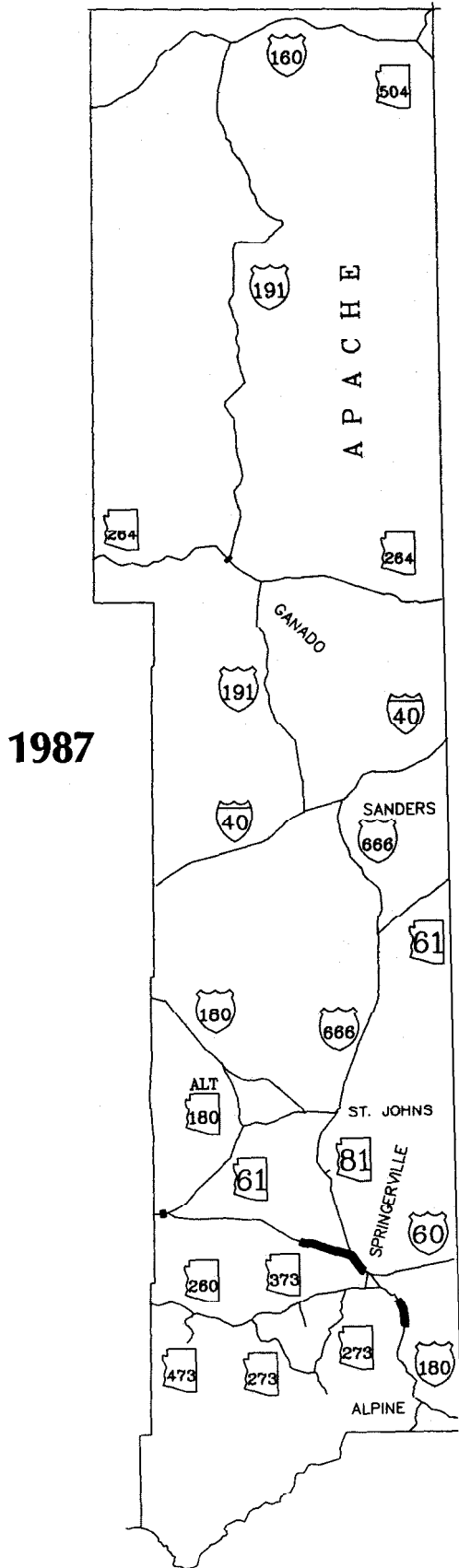
The estimated amount for each project included the cost for engineering and right-of-way as necessary. Reasons for the assigned priority are noted under the "Type of work and Remarks" column using the following code:

- | | |
|--|--|
| A - Sufficiency Rating | F - Joint Agreement With Govern-
mental and/or Private Agencies |
| B - Pavement Management
System Priority | G - State Park Program |
| C - Current and Future
Traffic Volumes | H - Transportation System Manage-
ment Program |
| D - Safety Considerations | I - Regional Area Road Fund/Urban
Controlled Access |
| E - Continuity of Improve-
ments | J - District Engineers Recommen-
dation |
| | Z - Rating not applicable |

NOTES

- 1/ Project funded 100% by private developer.
- 2/ Project construction subject to route turn-back agreement with local governments.
- 3/ Estimates are representative of activity only and are not to be construed as absolute.
- 4/ Subject to Federal Highway Administration approval.
- 5/ Arizona Department of Administration to reimburse ADOT 100% of right-of-way costs.
- 6/ ADOT's share of total construction costs. Balance of costs from Arizona Department of Health Services contractor.
- 7/ Yuma County and/or developers to provide 50% of project construction costs.
- 8/ City of Flagstaff to reimburse ADOT 100% of Project Construction costs.
- 9/ Yorkshire element subject to design and joint funding considerations.
- 10/ ADOT's share of total construction costs. Balance of costs from City of Tucson and/or Pima County, and/or private developer.
- 11/ City of Tucson to provide 50% of project construction costs.
- 12/ Forest Highway - 100% Federal Funds.
- 13/ Forest Highway and Public Lands - 100% Federal Funds.
- 14/ Contingent upon completion of Roosevelt Lake bridge.
- 15/ Public Lands - 100% Federal Funds.
- 16/ Cash contribution from Casa Grande.

APACHE COUNTY



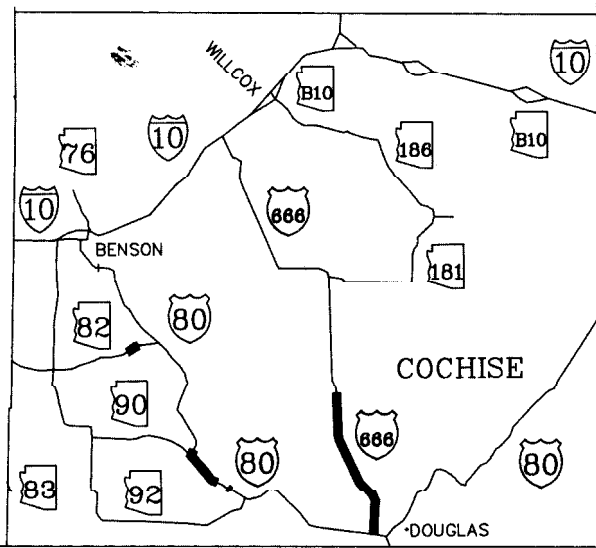
APACHE COUNTY (CON'T.)

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	ASSIGNED PRIORITY	PROJECT COST ESTIMATE	FISCAL YEAR PROGRAM
40	311.6	PAINTED DESERT TRAFFIC INTERCHANGE	TRAFFIC INTERCHANGE IMPROVEMENT	FA-IR	C,D,E	\$ 860,000	88-89
40	340.3	SANDERS PORT OF ENTRY	MODIFY RAMPS AND PARKING AREA	FA-IR	C,E	\$ 2,760,000	87-88
40	357.5	WINDOW ROCK TRAFFIC INTERCHANGE	TRAFFIC INTERCHANGE AND DRAINAGE IMPROVEMENT	FA-IR	E,J	\$ 2,230,000	90-91
60	352.6	ORTEGA WASH	NEW BRIDGE AND APPROACHES	FA-F	A,E,J	\$ 360,000	86-87 X
60	352.9	JUNCTION STATE ROUTE 61-JUNCTION US ROUTE 180	WIDEN EXISTING CONCRETE BOX CULVERTS	STATE	D,E,J	\$ 690,000	87-88
60	374.6	GREEN PEAK-JUNCTION US ROUTE 180	RESURFACE 12.8 MILES WITH ASPHALTIC CONCRETE AND FINISHING COURSE	STATE	A,B,E,J	\$ 320,000	86-87 X
180	406.9	NELSON RESERVOIR	SEAL COAT 5.0 MILES	STATE	A,B,E,J	\$ 160,000	86-87 X
180	416.6	NUTRIOSO SECTION	RECONSTRUCT AND PAVE	STATE	C,E,J	\$ 3,710,000	89-90
180	426.3	ALPINE-NEW MEXICO	ASPHALTIC CONCRETE AND SEAL COAT 7.0 MILES	STATE	A,B,E,J	\$ 1,330,000	88-89
191	62.0	COTTONWOOD WASH-SOUTH	ASPHALTIC CONCRETE AND SEAL COAT 10.8 MILES	STATE	A,B,E,J	\$ 1,570,000	87-88
264	441.0	JUNCTION STATE ROUTE 191 (BURNSIDE JUNCTION)	WIDEN EXISTING INTERSECTION	STATE	C,E,H	\$ 170,000	86-87 X
666	322.2	CORONADO-ZUNI WASH	SEAL COAT 8.6 MILES	STATE	A,B,E,J	\$ 230,000	88-89
666	344.6	WITCH WELL-SANDERS	SEAL COAT 23.9 MILES	STATE	A,B,E,J	\$ 650,000	88-89

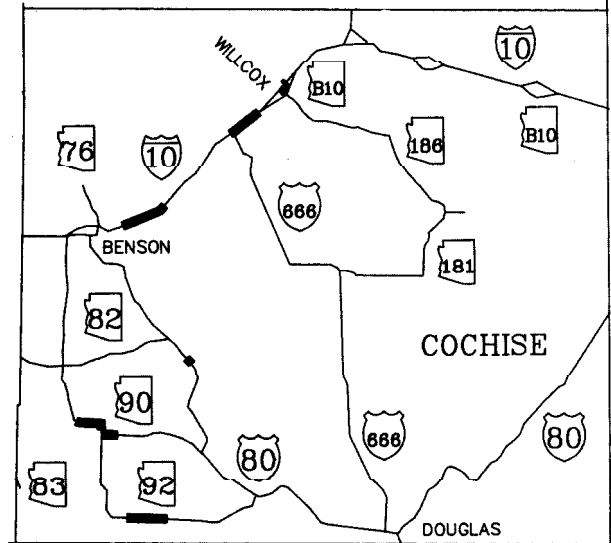
NOTE: "X" INDICATES 1986-87 PROJECT

COCHISE COUNTY

1987



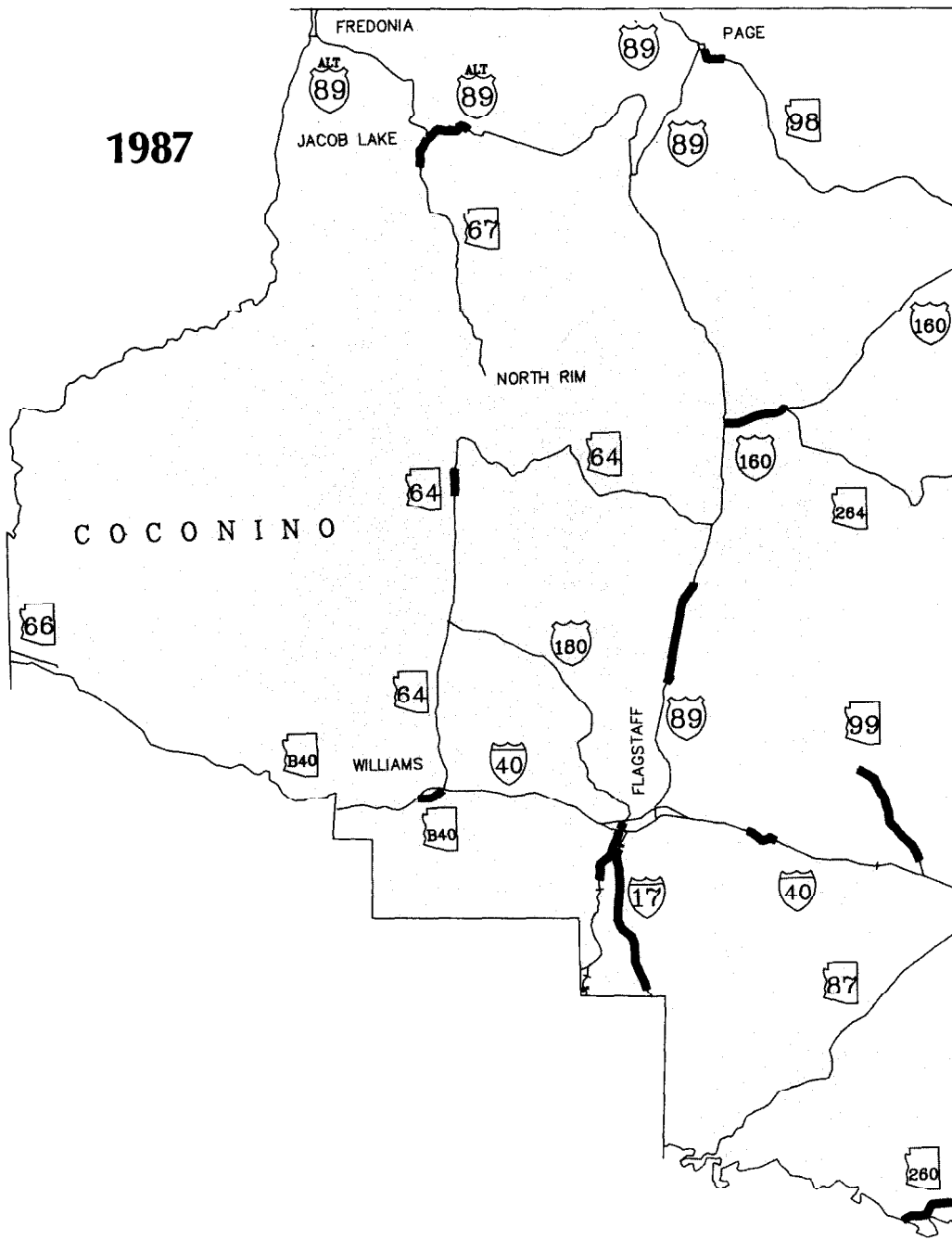
1988-91



STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	ASSIGNED PRIORITY	PROJECT COST ESTIMATE	FISCAL YEAR PROGRAM
10	310.0	FIVE MILE HILL-SYBIL ROAD	MILL 6.0 MILES AND REPLACE	FA-IR	A,B,E,J	\$ 1,490,000	88-89
10	331.1	COCHISE TRAFFIC INTERCHANGE-WILCOX TRAFFIC INTERCHANGE, EB, WB	MILL 5.1 MILES AND REPLACE	FA-IR	A,B,E,J	\$ 3,030,000	87-88
10	340.9	FORT GRANT TRAFFIC INTERCHANGE, EXIT # 340	TRAFFIC INTERCHANGE RAMP IMPROVEMENTS	STATE	C,D,E	\$ 80,000	87-88
80	299.6	(SAINT DAVID) RAILROAD CROSSING # 741-722-C	INSTALL FLASHERS AND GATES AT RAILROAD CROSSING	FA-RRP	Z	\$ 100,000	86-87 X
80	316.5	TOMBSTONE STREET'S	MILL 1.0 MILE AND REPLACE	STATE	A,B,E,J	\$ 300,000	88-89
80	332.0	JUNCTION STATE ROUTE 90-MULE PASS TUNNEL	RESURFACE 7.0 MILES WITH ASPHALTIC CONCRETE PLUS SEAL COAT	STATE	A,B,E,J	\$ 960,000	86-87 X
80	340.7	BISBEE STREET'S	GUARDRAIL REPLACEMENT	FA-HES	Z	\$ 145,000	86-87 X 4/
82	61.0	SAN PEDRO RIVER-EAST	GUARDRAIL REPLACEMENT	FA-HES	Z	\$ 80,000	86-87 X 4/
90	317.0	EAST GATE-CHARLESTON ROAD	RECONSTRUCT AND PAVE	STATE	C,E,J	\$ 4,410,000	89-90
90	321.7	SIERRA VISTA-EAST	RECONSTRUCT AND PAVE	STATE	C,E,J	\$ 4,340,000	90-91
92	335.5	MONTEZUMA CANYON ROAD-PALOMINAS	SEAL COAT 5.5 MILES	STATE	A,B,E,J	\$ 150,000	88-89
186	326.5	REX ALLEN DRIVE	MILL 1.0 MILE AND REPLACE	FA-RS	A,B,E,J	\$ 350,000	87-88
666	0.0	JUNCTION US ROUTE 80-ELFRIDA	SEAL COAT 23.5 MILES	STATE	A,B,E,J	\$ 640,000	86-87 X

NOTE: "X" INDICATES 1986-87 PROJECT

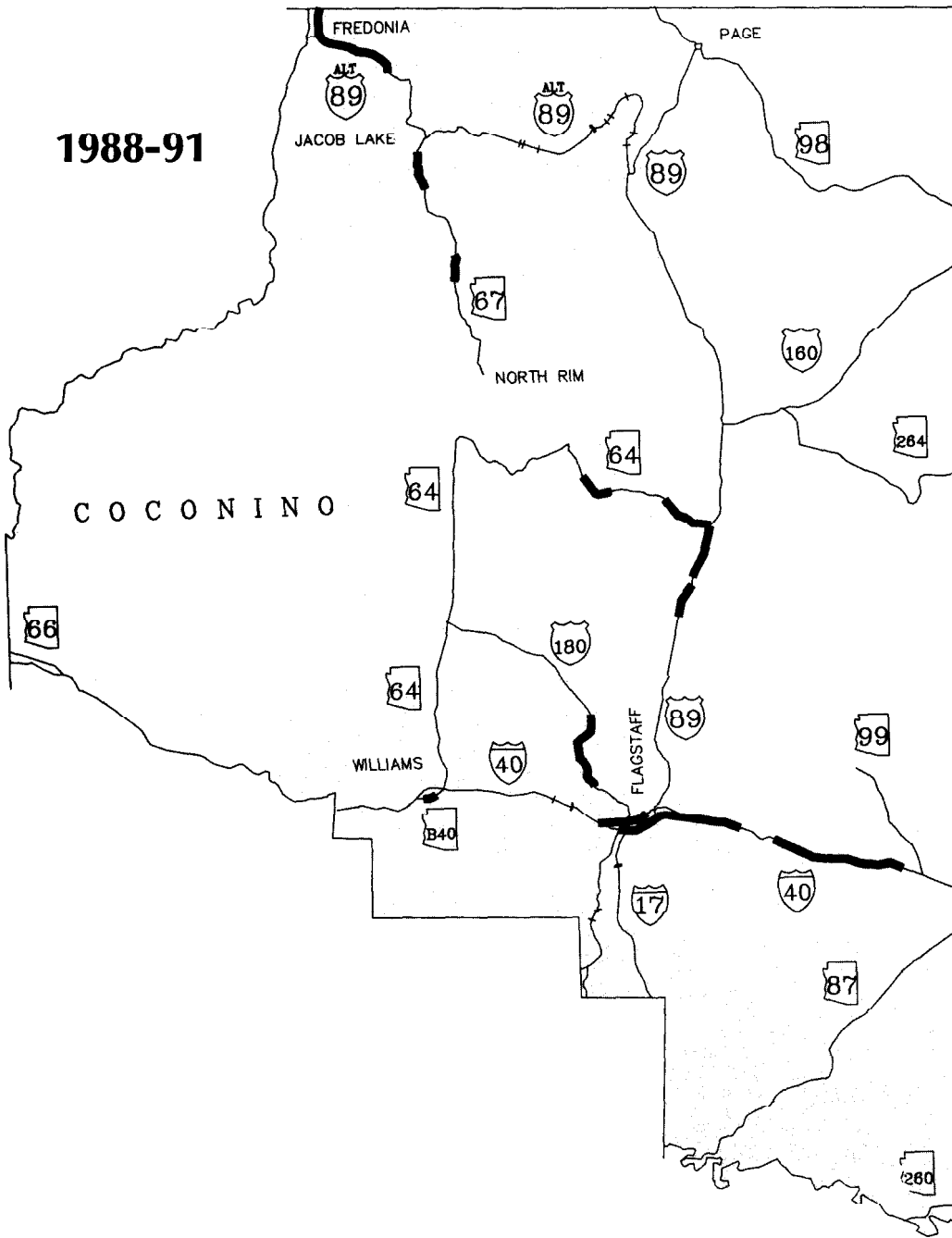
COCONINO COUNTY



STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	ASSIGNED PRIORITY	PROJECT COST ESTIMATE	FISCAL YEAR	PROGRAM
17	313.0	COCONINO COUNTY LINE - NORTH, NORTHBOUND LANE	MILL 10.0 MILES AND REPLACE	FA-IR	A,B,E,J	\$ 1,060,000	86-87	X
17	323.0	MUNDS PARK TRAFFIC INTERCHANGE-AIRPORT TRAFFIC INTERCHANGE, NB	MILL 13.8 MILES AND REPLACE	FA-IR	A,B,E,J	\$ 3,860,000	86-87	X
17	333.8	KACHINA BOULEVARD TRAFFIC INTERCHANGE	TRAFFIC INTERCHANGE IMPROVEMENT	FA-IR	C,E,J	\$ 3,660,000	89-90	
17	337.4	AIRPORT TRAFFIC INTERCHANGE	TRAFFIC INTERCHANGE IMPROVEMENT AND SIGNS	FA-IR	C,D,E	\$ 1,700,000	86-87	X

NOTE: "X" INDICATES 1986-87 PROJECT

COCONINO COUNTY (CON'T.)



STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT ASSIGNED PRIORITY	COST ESTIMATE	FISCAL YEAR PROGRAM
40	128.7	SELIGMAN-PINEVETA, EASTBOUND	OVERLAY 5.3 MILES WITH ASPHALTIC CONCRETE	FA-IR	A, B, E, J	\$ 2,110,000	88-89
40	181.7	PARKS REST AREA	EASTBOUND SEWAGE DISPOSAL FACILITY	FA-IR	E	\$ 210,000	87-88
40	185.1	NAVAJO ORDINANCE TRAFFIC INTERCHANGE	PARTIAL TRAFFIC INTERCHANGE LIGHTING	FA-IR	C, D, E	\$ 80,000	88-89
40	195.1	FLAGSTAFF TRAFFIC INTERCHANGE-WALNUT CANYON, EASTBOUND	RESURFACE 9.9 MILES WITH ASPHALTIC CONCRETE ON PORTLAND CEMENT CONCRETE PAVEMENT	FA-IR	A, B, E, J	\$ 4,280,000	88-89

COCONINO COUNTY (CON'T.)

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	ASSIGNED PRIORITY	PROJECT COST ESTIMATE	FISCAL YEAR PROGRAM
40	199.5	BUTLER AVENUE TRAFFIC INTERCHANGE	TRAFFIC INTERCHANGE IMPROVEMENT	FA-IR	C,E,F,J	\$ 2,730,000	87-88
40	201.1	EAST FLAGSTAFF TRAFFIC INTERCHANGE	TRAFFIC INTERCHANGE IMPROVEMENT	FA-IR	C,E,F,J	\$ 3,330,000	88-89
40	201.1	EAST FLAGSTAFF TRAFFIC INTERCHANGE	SOLIERE FRONTAGE ROAD IMPROVEMENT	FLAG	C,D,E	\$ 1,000,000	87-88 8/
40	205.0	WALNUT CANYON-WINONA, WESTBOUND	MILL 5.6 MILES AND REPLACE	FA-IR	A,B,E,J	\$ 1,510,000	88-89
40	212.0	WINONA-TWIN ARROWS, EASTBOUND LANES	RESURFACE 5.8 MILES WITH ASPHALTIC CONCRETE ON PORTLAND CEMENT CONCRETE PAVEMENT	FA-IR	A,B,E,J	\$ 2,000,000	86-87 X
40	217.8	COCONINO NATIONAL FOREST BOUNDARY-BUFFALO RANGE	MILL 7.2 MILES AND REPLACE	FA-IR	A,B,E,J	\$ 4,410,000	88-89
40	218.5	CANYON PADRE BRIDGE, WESTBOUND # 0671	REPLACE STRUCTURE	FA-IR	C,E,J	\$ 1,740,000	89-90
40	225.0	BUFFALO RANGE OVERPASS-METEOR CRATER	MILL 14.7 MILES AND REPLACE	FA-IR	A,B,E,J	\$ 9,200,000	87-88
40	235.2	METEOR CRATER REST AREA	SEWAGE TREATMENT FACILITY	FA-IR	C	\$ 530,000	86-87 X
40B	162.1	WILLIAMS STREET'S, WESTBOUND	RECONSTRUCT PLUS CURB, GUTTER, SIDEWALKS AND PAVE	STATE	A,C,E,F	\$ 2,400,000	86-87 X 2/
40B	162.9	WILLIAMS STREET'S, EASTBOUND	RECONSTRUCT PLUS CURB, GUTTER, SIDEWALKS AND PAVE	STATE	A,C,E,J	\$ 2,890,000	87-88
40B	191.4	DAIRY ROAD-FLAGSTAFF	RESURFACE WITH ASPHALTIC CONCRETE	STATE	A,B,E,J	\$ 720,000	88-89
40B	195.6	FLAGSTAFF STREET'S	RECONSTRUCT PORTLAND CEMENT CONCRETE PAVEMENT AND STORM DRAINS	STATE	A,C,E,J	\$ 7,350,000	87-88
64	233.1	TUSAYAN	RECONSTRUCT PLUS CURB, GUTTER AND SIDEWALKS	STATE	A,C,D,E	\$ 3,700,000	86-87 X
64	270.7	DESERT VIEW-MULE SHOE BEND, UNIT I	RECONSTRUCT AND PAVE	FA-FLH/F	C,D,E,F	\$ 7,440,000	90-91
64	285.6	CAMERON-WEST, UNIT I	RECONSTRUCT AND PAVE	FA-FLH/F	C,D,F,J	\$ 6,330,000	88-89
64	289.1	WEST OF JUNCTION US ROUTE 89	RECONSTRUCT AND PAVE	FA-FLH/F	C,D,E,F	\$ 8,930,000	89-90
67	579.4	JACOB LAKE-SOUTH, PHASE I	RECONSTRUCT PLUS US ROUTE 89A INTERSECTION AND PAVE	FA-FH	A,C,E	\$ 2,550,000	86-87 X 12/
67	582.0	JACOB LAKE-SOUTH, PHASE II	RECONSTRUCT AND PAVE	FA-FH	E,F	\$ 2,550,000	90-91 12/
67	604.0	PARK BOUNDARY-NORTH	RECONSTRUCT AND PAVE	FA-FH/FLH	E,F	\$ 3,850,000	88-89 13/
89	439.0	MILEPOST 439.0-MILEPOST 457.0	WIDEN EXISTING CONCRETE BOX CULVERTS	STATE	D,E	\$ 530,000	86-87 X
89	451.1	DIVIDE-GRAY MOUNTAIN, UNIT II	RECONSTRUCT AND PAVE	STATE	A,C,E,J	\$ 5,510,000	87-88
89	458.0	GRAY MOUNTAIN-CAMERON	MILL 7.0 MILES AND REPLACE	STATE	A,B,E,J	\$ 730,000	88-89
89A	381.0	OAK CREEK BRIDGE	WIDEN BRIDGE AND APPROACHES	FA-BRS	A,C,D,J	\$ 1,080,000	87-88
89A	383.9	ROCK CREEK BRIDGE # 0116	WIDEN BRIDGE, CHANNEL AND APPROACHES	FA-BRS	C,E	\$ 610,000	88-89
89A	388.4	OAK CREEK CANYON	RETAINING WALL	STATE	D,E	\$ 800,000	86-87 X

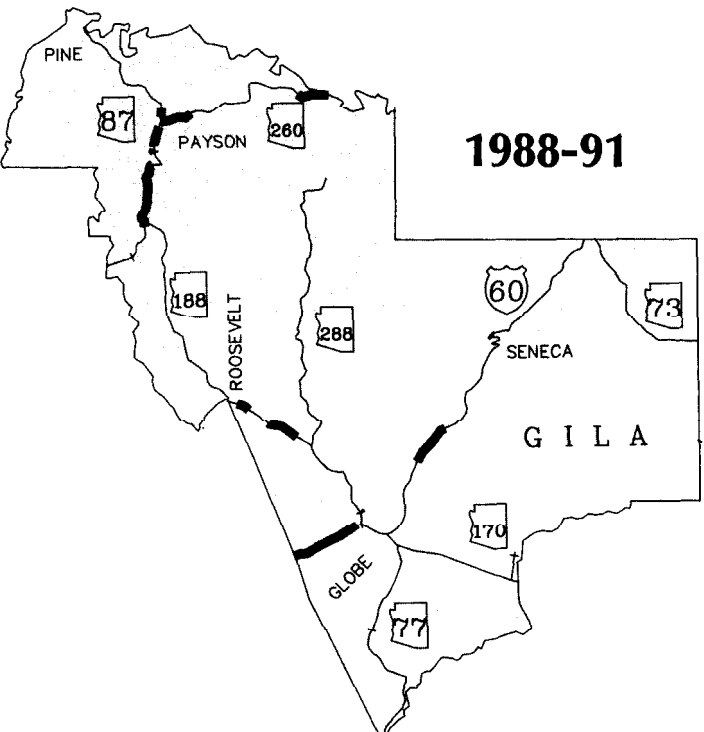
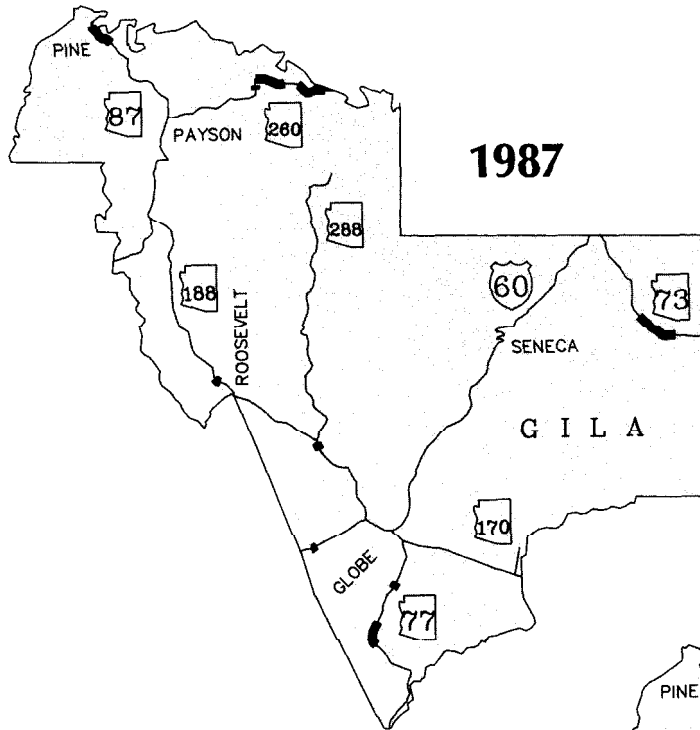
NOTE: "X" INDICATES 1986-87 PROJECT

COCONINO COUNTY (CON'T.)

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	ASSIGNED PRIORITY	PROJECT COST ESTIMATE	FISCAL YEAR PROGRAM	
89A	390.5	OAK CREEK-FLAGSTAFF	RESURFACE 11.0 MILES WITH ASPHALTIC CONCRETE PLUS SEAL COAT	STATE	A,B,E,J	\$ 1,060,000	86-87	X
89A	402.2	INTERSTATE-17 - FLAGSTAFF	MILL 1.2 MILES AND REPLACE	FA-F	A,B,E,J	\$ 3,000,000	86-87	X
89A	528.1	PETAL HILLS WASH BRIDGE # 0111	WIDEN BRIDGE AND APPROACHES	FA-BRF	C,E,J	\$ 230,000	88-89	
89A	530.5	JACKASS CREEK BRIDGE # 0112	WIDEN BRIDGE AND APPROACHES	FA-BRF	C,E	\$ 210,000	88-89	
89A	537.9	NAVAJO BRIDGE # 0051	WIDEN BRIDGE AND APPROACHES	FA-BRF	E	\$ 5,200,000	90-91	
89A	542.2	BADGER CREEK BRIDGE # 0102	WIDEN BRIDGE AND APPROACHES	FA-BRF	C,E	\$ 320,000	88-89	
89A	543.5	SOUTH FORK, BADGER CREEK BRIDGE # 0100	WIDEN BRIDGE, CHANNEL AND APPROACHES	FA-BRF	E	\$ 320,000	90-91	
89A	546.7	SOAP CREEK BRIDGE # 0101	WIDEN BRIDGE AND APPROACHES	FA-BRF	E	\$ 440,000	90-91	
89A	559.7	JACOB WASH BRIDGE # 0113	WIDEN BRIDGE, CHANNEL AND APPROACHES	FA-BRF	E	\$ 320,000	90-91	
89A	562.2	BLUE CLAY WASH BRIDGE # 0114	WIDEN BRIDGE, CHANNEL AND APPROACHES	FA-BRF	E	\$ 320,000	90-91	
89A	562.8	HOUSE ROCK CREEK BRIDGE # 0115	WIDEN BRIDGE, CHANNEL AND APPROACHES	FA-BRF	E	\$ 590,000	90-91	
89A	572.0	KAIBAB NATIONAL FOREST-JACOBS LAKE	MILL 7.3 MILES AND REPLACE PLUS SEAL COAT	STATE	A,B,E,J	\$ 1,620,000	86-87	X
89A	595.0	JACOBS LAKE-FREDONIA	FLUSH COAT 18.0 MILES	STATE	A,B,E,J	\$ 120,000	87-88	
98	296.0	PAGE-SOUTH	RESURFACE 5.1 MILES WITH ASPHALTIC CONCRETE PLUS SEAL COAT	STATE	A,B,E,J	\$ 320,000	86-87	X
99	55.0	LEUPP ROAD	RESURFACE 17.0 MILES WITH ASPHALTIC CONCRETE	STATE	A,B,E,J	\$ 1,060,000	86-87	X
160	311.5	JUNCTION US ROUTE 89-EAST	RESURFACE 10.4 MILES WITH ASPHALTIC CONCRETE PLUS SEAL COAT	STATE	A,B,E,J	\$ 1,510,000	86-87	X
180	222.8	JUNCTION SNOWBOWL-KENDRICK PARK	RESURFACE 12.2 MILES WITH ASPHALTIC CONCRETE PLUS SURFACE COURSE	STATE	A,B,E,J	\$ 470,000	88-89	
260	281.9	RIM ROAD-COUNTY LINE PLUS JUNCTION STATE ROUTE 288	RESURFACE 8.0 MILES WITH ASPHALTIC CONCRETE PLUS SEAL COAT	STATE/FLH	A,B,E,F	\$ 1,160,000	86-87	X
264	NA	NAVAJO AND HOPI RESERVATION	FENCE AND CATTLE GUARDS. (MATERIAL ONLY)	STATE	D,E,J	\$ 100,000	87-88	

NOTE: "X" INDICATES 1986-87 PROJECT

GILA COUNTY



STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	ASSIGNED PRIORITY	PROJECT COST ESTIMATE	FISCAL YEAR PROGRAM
60	228.0	SUPERIOR-QUEEN CREEK TUNNEL	RUNAWAY TRUCK RAMP	STATE/HES	C,D,E,J	\$ 1,440,000	88-89
60	236.0	PINAL COUNTY LINE-MIAMI WEST CITY LIMITS	RESURFACE 7.2 MILES AND REPLACE PLUS SEAL COAT	STATE	A,B,E,J	\$ 1,580,000	88-89
60	238.0	PINTO CREEK	INSTALL AND UPGRADE GUARDRAIL	FA-HES	Z	\$ 100,000	86-87 X 4/
60	243.2	MIAMI STREET'S	MILL 2.0 MILES AND REPLACE	FA-F	A,B,E,J	\$ 570,000	88-89

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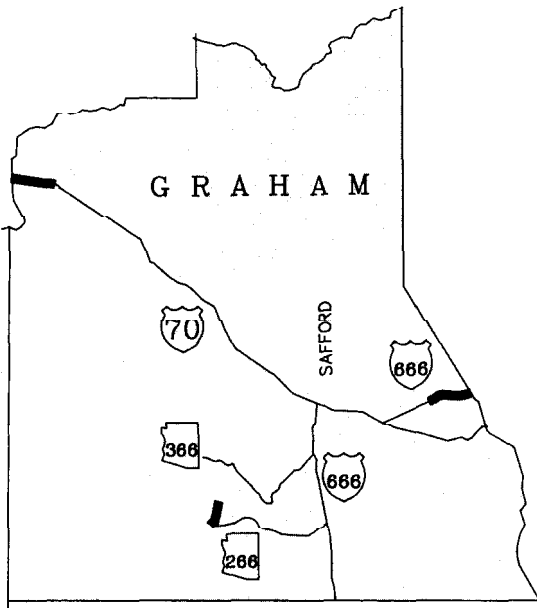
GILA COUNTY (CON'T.)

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND- TYPE	ASSIGNED PRIORITY	PROJECT COST ESTIMATE	FISCAL YEAR PROGRAM		
60	244.9	(MIAMI) RAILROAD CROSSING # 742-379-N	SURFACE IMPROVEMENT AT RAILROAD CROSSING	FA-RRP	Z	\$ 100,000	87-88		
60	247.0	(CLAYPOOL) RAILROAD CROSSING # 742-367-U	SURFACE IMPROVEMENT AT RAILROAD CROSSING	FA-RRP	Z	\$ 100,000	87-88		
60	263.9	APACHE CREEK-ROCK SPRINGS	RESURFACE 8.3 MILES WITH ASPHALTIC CONCRETE PLUS SEAL COAT	FA-F	A,B,E,J	\$ 1,330,000	88-89		
60	292.9	SALT RIVER CANYON BRIDGE # 0129	NEW BRIDGE AND APPROACHES	FA-F	C,E,J	\$ 3,700,000	88-89		
73	324.0	CEDAR CREEK-FORT APACHE	RESURFACE 7.0 MILES WITH ASPHALTIC CONCRETE PLUS SEAL COAT	STATE	A,B,E,J	\$ 940,000	86-87	X	
77	150.0	CHRISTMAS-GLOBE	REPLACE FENCE	FA-HES	Z	\$ 100,000	86-87	X	4/
77	154.3	CHRISTMAS-FOREST BOUNDRY	RUNAWAY TRUCK RAMPS	STATE	C,D,J	\$ 400,000	87-88		
77	162.0	STATE ROUTE 77 NEAR TONTO NATIONAL FOREST BOUNDRY	INSTALL AND UPGRADE GUARDRAIL	FA-HES	Z	\$ 40,000	86-87	X	4/
87	229.1	SLATE CREEK	EMBANKMENT STABILIZATION	STATE	C,J	\$ 200,000	87-88		
87	235.0	JUNCTION STATE ROUTE 188-RYE	RECONSTRUCT AND PAVE	STATE	C,E,J	\$ 9,990,000	88-89		
87	246.0	OXBOW HILL CURVE	HIGHWAY CURVE BARRIER AND OVERLAY	STATE	A,B,C,D	\$ 100,000	87-88		
87	247.5	RYE-PAYSON (NORTHBOUND AND SOUTHBOUND)	SEAL COAT 3.9 MILES	STATE	A,B,E,J	\$ 190,000	87-88		
87	253.4	JUNCTION STATE ROUTE 260-AIRPORT ROAD	RECONSTRUCT AND PAVE	STATE	C,E	\$ 2,440,000	89-90		
87	267.5	PINE-STRAWBERRY	RESURFACE 3.5 MILES WITH ASPHALTIC CONCRETE PLUS FINISHING COURSE AND INTERSECTION IMPROVEMENTS	STATE	A,B,E,H	\$ 650,000	86-87	X	
88	243.5	ROOSEVELT BRIDGE-TONTO NATIONAL MONUMENT BRIDGE	RECONSTRUCT AND PAVE	BUREAU	B,E,F,J	\$10,600,000	87-88	X	
88	250.0	TONTO NATIONAL FOREST-JUNCTION STATE ROUTE 288	RESURFACE 5.2 MILES WITH ASPHALTIC CONCRETE PLUS SEAL COAT	FA-F	A,B,E,J	\$ 710,000	88-89		14/
88	258.5	JUNCTION STATE ROUTE 288	INSTALL AND UPGRADE GUARDRAIL	FA-HES	Z	\$ 100,000	86-87	X	4/
88	271.1	(CLAYPOOL) RAILROAD CROSSING # 748-716-X	SURFACE IMPROVEMENT AT RAILROAD CROSSING	FA-RRP	Z	\$ 100,000	87-88		
170	274.6	(SAN CARLOS INDIAN RESERVATION) RAILROAD CROSSING # 742-335-N	SURFACE IMPROVEMENT AT RAILROAD CROSSING	FA-RRS	Z	\$ 120,000	87-88		
188	244.2	ROOSEVELT LAKE BRIDGE	NEW BRIDGE AND APPROACHES	FLH	C,E,F,J	\$10,000,000	86-87	X	
188	244.2	ROOSEVELT LAKE BRIDGE	NEW BRIDGE AND APPROACHES	BUREAU	C,E,F,J	\$12,000,000	86-87	X	15/
260	252.0	PAYSON-STAR VALLEY	RECONSTRUCT AND PAVE	STATE	C,D,E,J	\$ 6,660,000	88-89		
260	266.9	TONTO VILLAGE INTERSECTION	TURN LANES	STATE	C,E,H	\$ 80,000	86-87	X	
260	268.8	KOHL'S RANCH-CHRISTOPHER CREEK	SEAL COAT 4.6 MILES	STATE	A,B,E,J	\$ 130,000	86-87	X	
260	275.8	CHRISTOPHER CREEK-RIM ROAD	INSTALL FENCING AND CATLEGUARDS	FA-HES	Z	\$ 120,000	86-87	X	4/
260	277.0	COLCORD ROAD-JUNCTION RIM ROAD, UNIT II	RECONSTRUCT AND PAVE	STATE	A,C,D,E	\$16,000,000	87-88		

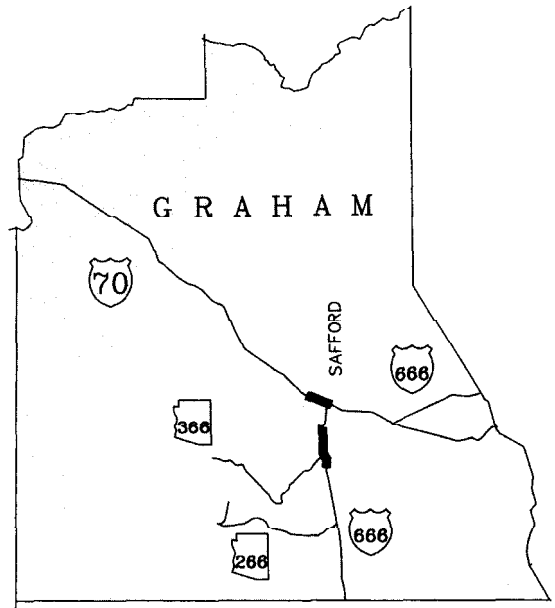
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GRAHAM COUNTY

1987



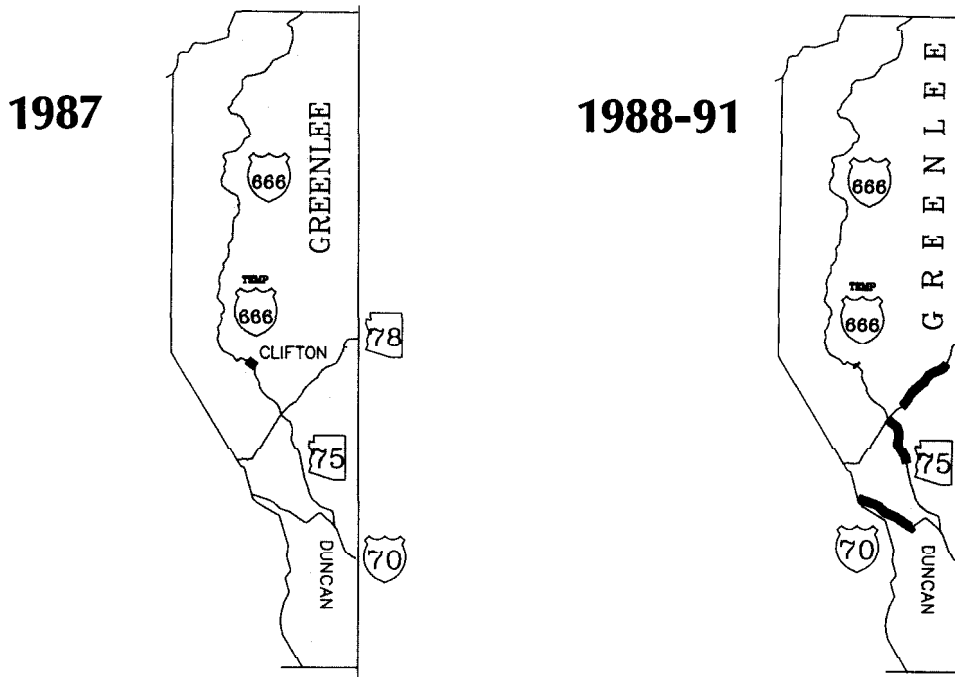
1988-91



STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	ASSIGNED PRIORITY	PROJECT COST ESTIMATE	FISCAL YEAR PROGRAM
70	271.0	SAN CARLOS-EAST	RESURFACE 8.0 MILES WITH ASPHALTIC CONCRETE PLUS SEAL COAT	STATE	A,B,E,J	\$ 1,070,000	86-87 X
70	336.5	THATCHER-SAFFORD	MILL 1.9 MILES AND REPLACE	STATE	A,B,E,J	\$ 300,000	87-88
70	338.4	THATCHER-SAFFORD	MILL 1.8 MILES AND REPLACE	FA-F	A,B,E,J	\$ 600,000	87-88
266S	123.1	FORT GRANT ROAD	SEAL COAT 3.1 MILES	STATE	A,B,E,J	\$ 70,000	86-87 X
666	111.8	STOCKTON WASH-SOLOMON ROAD	RESURFACE 5.6 MILES WITH ASPHALTIC CONCRETE PLUS SEAL COAT	STATE	A,B,E,J	\$ 710,000	88-89
666	139.0	MILE POST 139-GREENLEE COUNTY LINE	RESURFACE 5.2 MILES OF PASSING LANES WITH ASPHALTIC CONCRETE PLUS FINISHING COURSE	STATE	A,B,C,D	\$ 4,250,000	86-87 X

NOTE: "X" INDICATES 1986-87 PROJECT

GREENLEE COUNTY

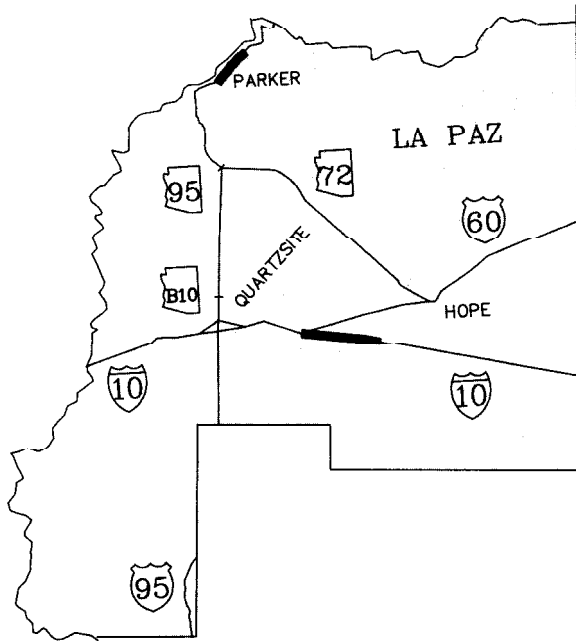


STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	ASSIGNED PRIORITY	PROJECT COST ESTIMATE	FISCAL YEAR PROGRAM
70	367.0	GRAHAM COUNTY LINE-DUNCAN	SEAL COAT 7.9 MILES	STATE	A,B,E,J	\$ 280,000	87-88
75	390.0	BITTER CREEK-THREWAY	SEAL COAT 8.9 MILES	STATE	A,B,E,J	\$ 240,000	87-88
78	158.0	BLACK JACK CANYON-SUMMIT	SEAL COAT 11.0 MILES	STATE	A,B,E,J	\$ 240,000	87-88
666	163.6	(CLIFTON) RAILROAD CROSSING # 741-893-D	SURFACE IMPROVEMENT AT RAILROAD CROSSING	FA-RRP	Z	\$ 100,000	87-88
666	163.8	(CLIFTON) RAILROAD CROSSING # 741-894-K	SURFACE IMPROVEMENT AT RAILROAD CROSSING	FA-RRP	Z	\$ 100,000	87-88
666	166.0	CLIFTON-NORTH	GUARDRAIL REPLACE	FA-HES	Z	\$ 80,000	86-87 X4/

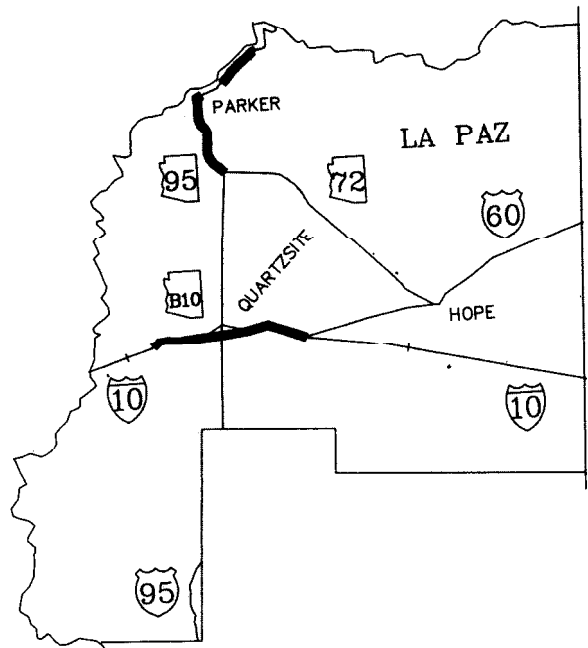
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LA PAZ COUNTY

1987



1988-91

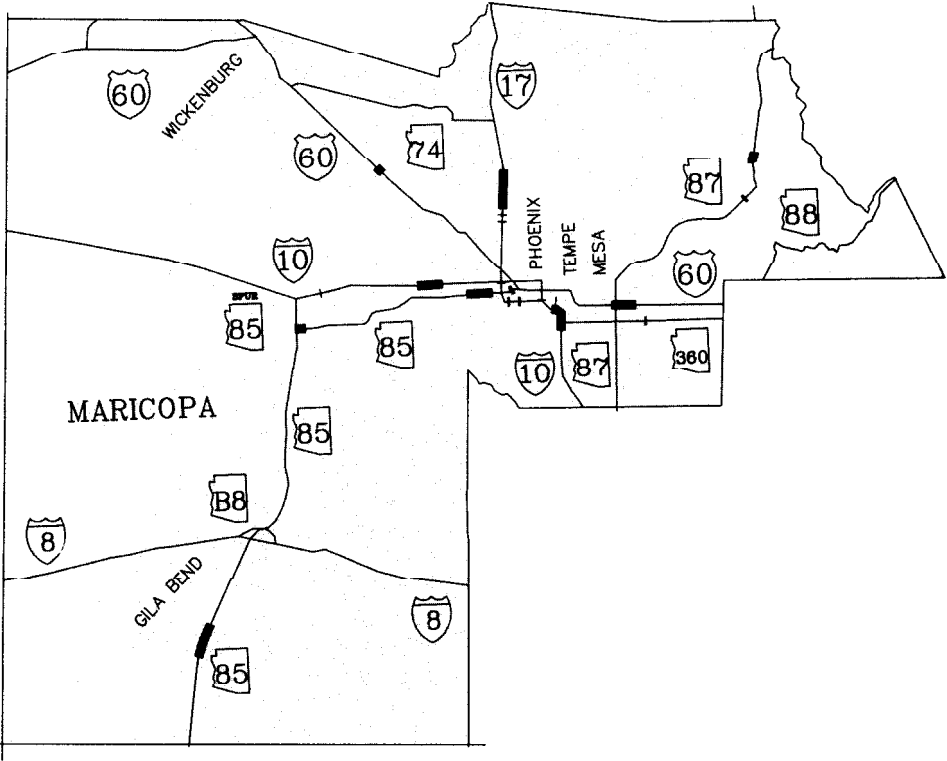


STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	ASSIGNED PRIORITY	PROJECT COST ESTIMATE	FISCAL YEAR PROGRAM
10	5.8	TOM WELLS TRAFFIC INTERCHANGE	WIDEN EXISTING OFF RAMP	FA-IR	C,E,J	\$ 290,000	89-90
10	10.0	QUARTZSITE, EAST AND WEST	MILL 21.2 MILES AND REPLACE	FA-IR	A,B,E,J	\$ 1,220,000	88-89
10	17.5	QUARTZSITE TRAFFIC INTERCHANGE	WIDEN TRAFFIC INTERCHANGE RAMP	FA-IR	C,D,E,J	\$ 350,000	88-89
10	31.2	BRENDA-NEW WATER	MILL 10.8 MILES AND REPLACE	FA-IR	A,B,E,J	\$ 3,900,000	86-87 X
10	45.4	VICKSBURG TRAFFIC INTERCHANGE	WIDEN EXISTING OFF RAMP	FA-IR	C,E,J	\$ 290,000	89-90
95	109.0	NORTH QUARTZSITE	DRAINAGE STRUCTURE	STATE	D,E	\$ 210,000	86-87 X
95	131.7	PARKER-SOUTH	RESURFACE 12.2 MILES WITH STATE ASPHALTIC CONCRETE PLUS SEAL COAT	STATE	A,B,E,J	\$ 2,570,000	87-88
95	131.7	SOUTH OF PARKER AT STATE ROUTE 72	TURN LANES, LIGHTING AND RUMBLESTRIPS	FA-HES	Z	\$ 116,000	86-87 X 4/
95	143.2	(SOUTH PARKER) RAILROAD CROSSING # 025-929-K	SURFACE IMPROVEMENT AT RAILROAD CROSSING	FA-RRP	Z	\$ 100,000	87-88
95	147.2	OSBORN WASH-NORTH, PHASE I	CONSTRUCT 6.1 MILES AND PAVE 1.1 MILES	FA-F	A,C,D,E	\$ 6,100,000	86-87 X
95	148.2	OSBORN WASH-NORTH, PHASE II	CONSTRUCT 3.5 MILES AND PAVE 5.5 MILES	STATE	A,C,E,J	\$10,000,000	87-88
95	153.4	OSBORN WASH-NORTH, PHASE III	RECONSTRUCT AND PAVE	STATE	C,D,E,J	\$ 3,800,000	88-89

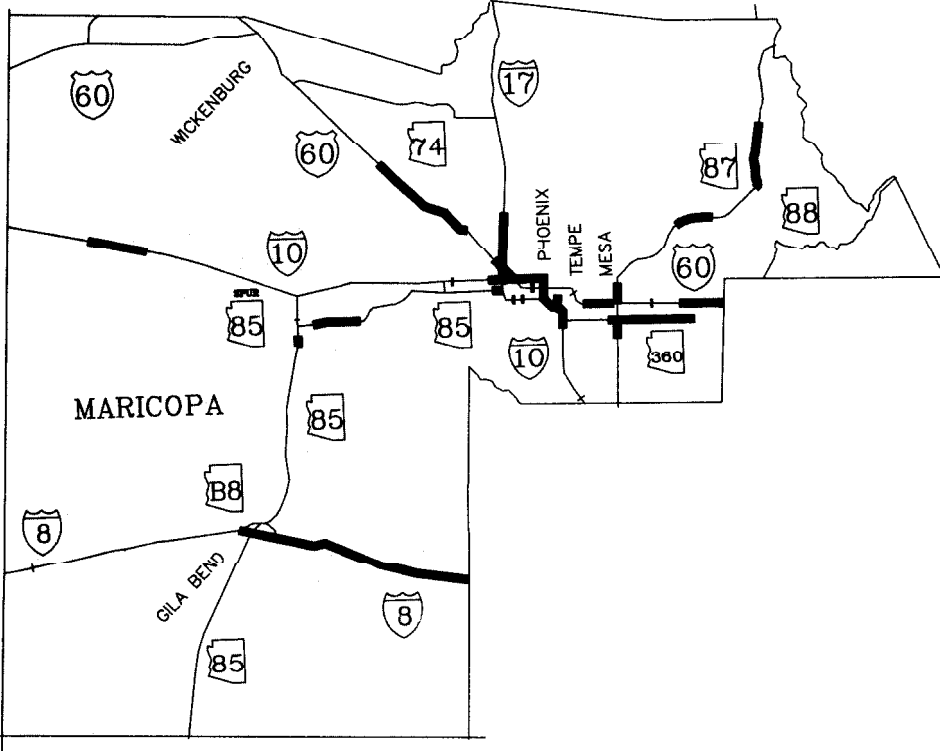
NOTE: "X" INDICATES 1986-87 PROJECT

MARICOPA COUNTY

1987

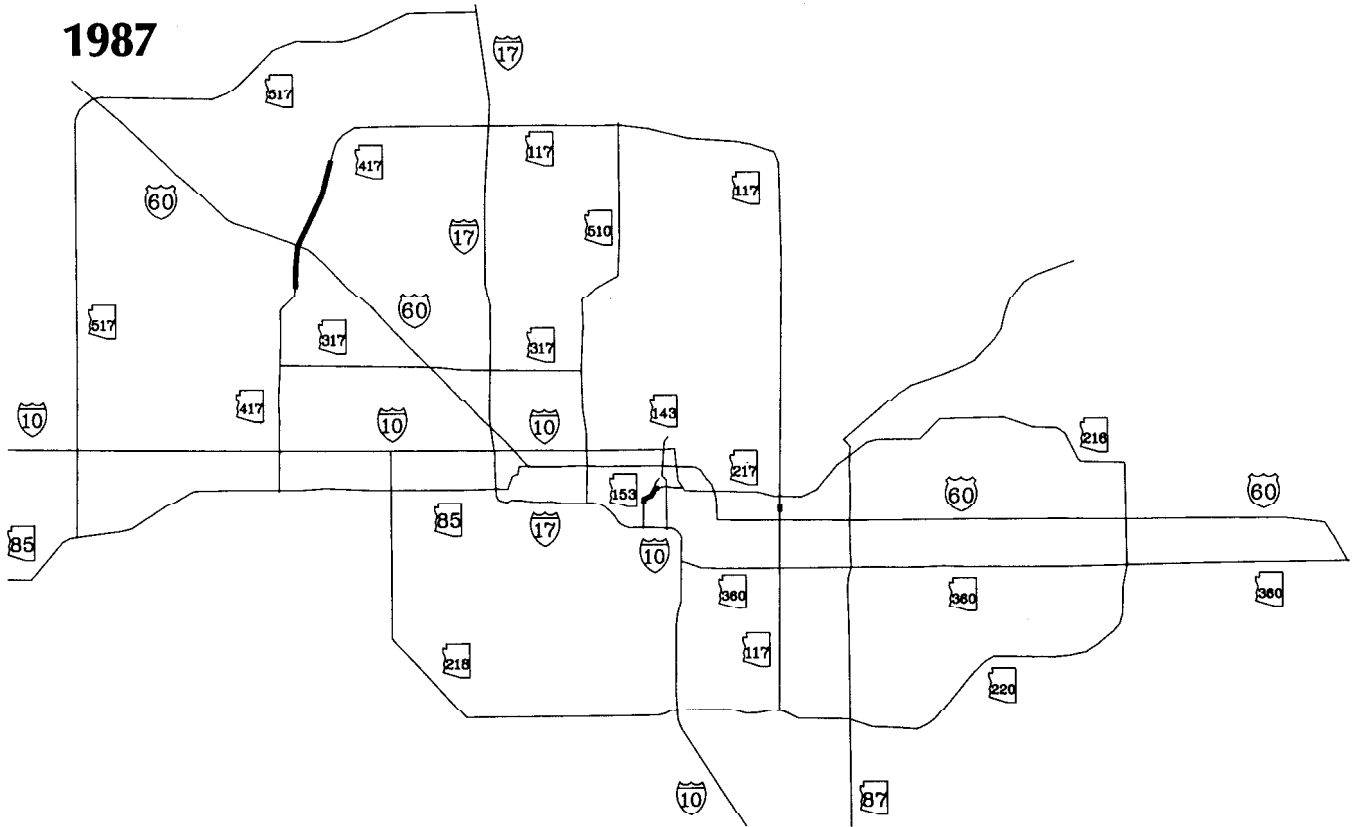


1988-91

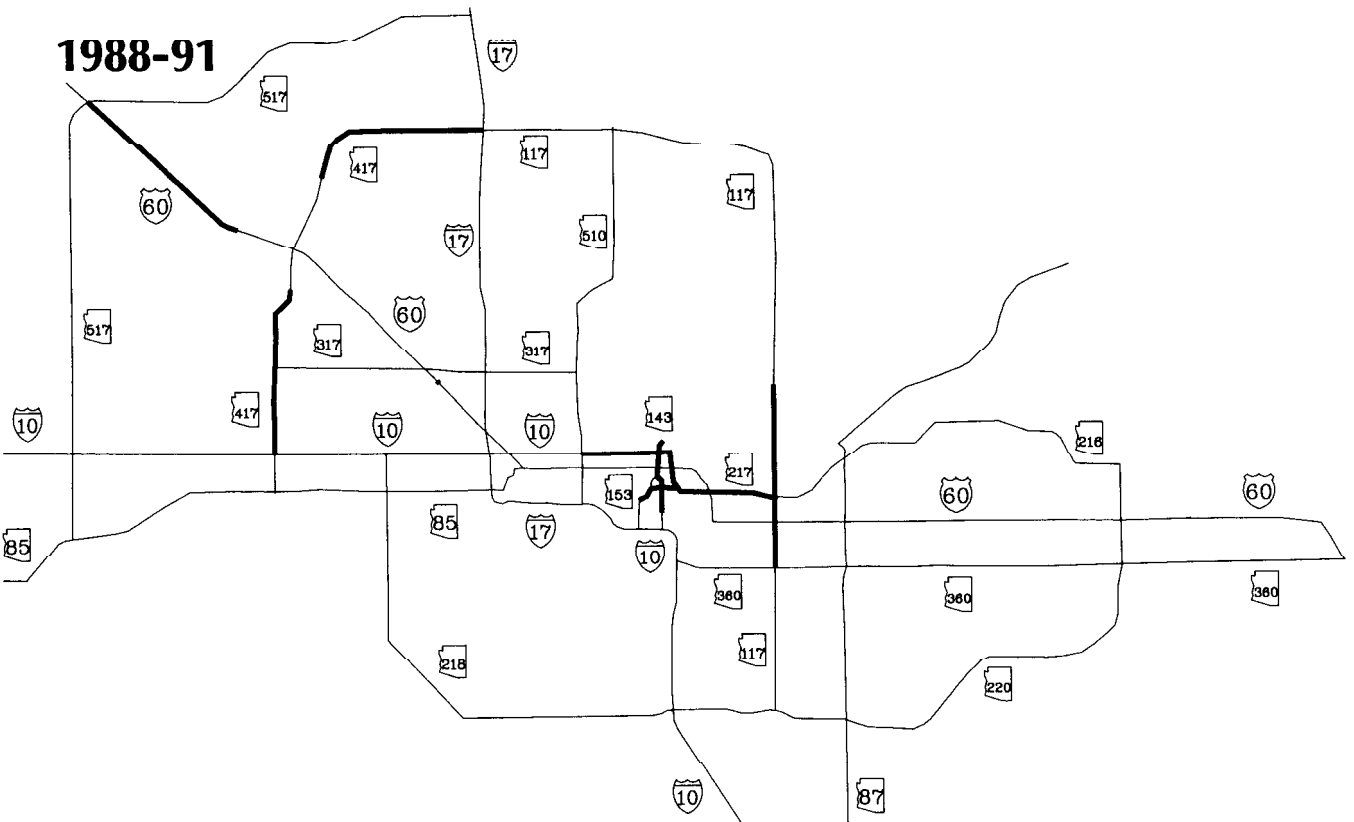


MARICOPA CO SALES TAX PROGRAM

1987



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MARICOPA COUNTY (CON'T.)

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	ASSIGNED PRIORITY	PROJECT COST ESTIMATE	FISCAL YEAR PROGRAM
8	83.8	SENTINEL REST AREA	SEWAGE TREATMENT FACILITY	FA-IR	E	\$ 220,000	88-89
8	117.0	GILA BEND BYPASS	MILL 3.0 MILES AND REPLACE	FA-IR	A,B,E,J	\$ 350,000	87-88
8	120.0	GILA BEND-MARICOPA COUNTY LINE	FLUSH COAT 27.6 MILES	STATE	A,B,E,J	\$ 120,000	87-88
10	80.0	SALOME-BURNT WELL	MILL 10.0 MILES AND REPLACE	FA-IR	A,B,E,J	\$ 5,370,000	88-89
10	117.0	WATSON ROAD GRADE SEPERATION	NEW TRAFFIC INTERCHANGE ADDITION AND SIGNS	PRIVATE	C,E,F,J	\$ 7,000,000	86-87 X1/
10	130.0	AGUA FRIA BRIDGE-99TH AVENUE EASTBOUND	GRIND 3.6 MILES OF PORTLAND CEMENT CONCRETE PAVEMENT	STATE	A,B,E,J	\$ 150,000	86-87 X
10	136.1	79TH AVENUE	PARK AND RIDE LOT	FA-I	C,E	\$ 2,030,000	88-89
10	136.1	79TH AVENUE	NEW STRUCTURE PLUS RAMPS	FA-I	C,E	\$ 5,000,000	88-89
10	142.6	27TH AVENUE-3RD AVENUE	LANDSCAPE 2.3 MILES	FA-IR	C,E	\$ 1,670,000	88-89
10	142.6	27TH AVENUE-3RD AVENUE	EROSION CONTROL FOR 2.6 MILES	FA-I	C,E	\$ 1,110,000	88-89
10	143.0	INTERSTATE-10 COMPLETION	PRELIMINARY ENGEERING, RIGHT OF WAY AND UTILITIES	FA-I	Z	\$ 3,000,000	86-87 X
10	143.1	INTERSTATE-10 COMPLETION	PRELIMINARY ENGEERING, RIGHT OF WAY AND UTILITIES	FA-I	Z	\$ 1,050,000	87-88
10	143.6	21ST AVENUE-19TH AVENUE	CONSTRUCT STRUCTURES, EAST ONE-HALF OF BLACK CANYON TRAFFIC INTERCHANGE	FA-I	C,E	\$29,930,000	87-88
10	143.6	19TH AVENUE-15TH AVENUE	NEW ROADWAY PLUS STRUCTURES	FA-I	C,E	\$22,500,000	86-87 X
10	144.1	15TH AVENUE-3RD STREET	NEW ROADWAY PLUS DECK STRUCTURE	FA-I	C,E	\$55,500,000	86-87 X
10	144.1	15TH AVENUE-3RD STREET	NEW ROADWAY PLUS DECK STRUCTURE	FA-IR	C,E	\$ 6,700,000	86-87 X
10	144.8	3RD AVENUE	PUMP STATION AND DROP SHAFT	FA-I	C,E	\$ 2,000,000	86-87 X
10	144.9	3RD AVENUE-3RD STREET	DECK COVERING	FA-I	C,E	\$ 5,550,000	88-89
10	144.9	3RD AVENUE-3RD STREET	DECK COVERING	FA-IR	C,E	\$ 1,110,000	88-89
10	145.1	WEST TUNNEL OUTFALL	DRAINAGE TUNNEL OUTFALL	FA-I	E	\$ 1,000,000	88-87 X
10	145.4	3RD STREET-16TH STREET, MARICOPA FREEWAY	EROSION CONTROL FOR 2.2 MILES	FA-I	C,E	\$ 1,260,000	87-88
10	145.4	3RD STREET-16TH STREET, MARICOPA FREEWAY	LANDSCAPE 2.2 MILES	FA-IR	C,E	\$ 1,890,000	87-88
10	147.6	16TH STREET-BUCKEYE ROAD	EROSION CONTROL FOR 2.2 MILES	FA-I	C,E	\$ 840,000	87-88
10	147.6	16TH STREET-BUCKEYE ROAD	LANDSCAPE 2.2 MILES	FA-IR	C,E	\$ 1,260,000	87-88
10	149.8	BUCKEYE ROAD-40TH STREET	LANDSCAPE 2.4 MILES	FA-IR	C,E	\$ 1,260,000	87-88
10	149.8	BUCKEYE ROAD-40TH STREET	EROSION CONTROL FOR 2.4 MILES	FA-I	C,E	\$ 840,000	87-88
10	152.1	40TH STREET-BASELINE ROAD, PHASE I	PRELIMINARY ENGINEERING, RIGHT OF WAY AND RECONSTRUCTION	FA-IR	C,E,J	\$ 2,900,000	86-87 X

NOTE: "X" INDICATES 1986-87 PROJECT

MARICOPA COUNTY (CON'T.)

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	ASSIGNED PRIORITY	PROJECT COST ESTIMATE	FISCAL YEAR PROGRAM
10	152.1	40TH STREET-BASELINE ROAD, PHASE II	PRELIMINARY ENGINEERING, RIGHT OF WAY AND RECONSTRUCTION	FA-IR	C,E,J	\$ 8,700,000	87-88
10	152.1	40TH STREET-BASELINE ROAD, PHASE III	PRELIMINARY ENGINEERING, RIGHT OF WAY AND RECONSTRUCTION	FA-IR	C,E,J	\$ 4,000,000	88-89
10	152.1	40TH STREET-BASELINE ROAD, PHASE IV	PRELIMINARY ENGINEERING, RIGHT OF WAY AND RECONSTRUCTION	FA-IR	C,E,J	\$20,200,000	89-90
10	152.1	40TH STREET-BASELINE ROAD, PHASE V	PRELIMINARY ENGINEERING, RIGHT OF WAY AND RECONSTRUCTION	FA-IR	C,E,J	\$29,000,000	90-91
10	167.9	RIGGS ROAD TRAFFIC INTERCHANGE	INSTALL PARTIAL TRAFFIC INTERCHANGE LIGHTING	FA-IR	C,D,E	\$ 80,000	88-89
17	196.0	7TH STREET AT INTERSTATE-17	INTERSECTION AND MEDIAN IMPROVEMENT	FA-IR	C,E,J	\$ 200,000	87-88
17	196.2	INTERSTATE-17 AT 3RD STREET FRONTAGE ROAD	INSTALL RUBBER PLANKING AT RAILROAD CROSSING	FA-RRS	Z	\$ 100,000	86-87 X
17	196.9	7TH AVENUE AT INTERSTATE-17	INTERSECTION AND MEDIAN IMPROVEMENT	FA-IR	C,E,J	\$ 240,000	87-88
17	197.3	INTERSTATE-17 AT 11TH AVENUE FRONTAGE ROAD	INSTALL FLASHERS AND GATES AT RAILROAD CROSSING	FA-RRP	Z	\$ 200,000	86-87 X
17	200.0	INTERSTATE-17 AND INTERSTATE-10	INSTALL TRAFFIC SURVEILLANCE AND CONTROL SYSTEMS	FA-IR	C,D	\$ 3,700,000	86-87 X
17	200.0	INTERSTATE-10 AND INTERSTATE-17	INSTALL TRAFFIC SURVEILLANCE AND CONTROL SYSTEMS	FA-IR	C,D	\$ 4,700,000	87-88
17	200.0	INTERSTATE-10 AND INTERSTATE-17	INSTALL TRAFFIC SURVEILLANCE AND CONTROL SYSTEMS	FA-IR	C,D	\$ 5,000,000	88-89
17	200.0	INTERSTATE-10 AND INTERSTATE-17	INSTALL TRAFFIC SURVEILLANCE AND CONTROL SYSTEMS	FA-IR	C,D	\$ 8,700,000	89-90
17	200.0	INTERSTATE-10 AND INTERSTATE-17	INSTALL TRAFFIC SURVEILLANCE AND CONTROL SYSTEMS	FA-IR	C,D	\$ 6,400,000	90-91
17	200.1	INTERSTATE-10 AND INTERSTATE-17	PROTECTIVE RIGHT-WAY	FA-IR	C,E	\$ 2,100,000	87-88
17	200.1	INTERSTATE-10 AND INTERSTATE-17	PROTECTIVE RIGHT-WAY	FA-IR	C,E	\$ 2,220,000	88-89
17	200.1	INTERSTATE-10 AND INTERSTATE-17	PROTECTIVE RIGHT-WAY	FA-IR	C,E	\$ 2,320,000	89-90
17	200.1	INTERSTATE-10 AND INTERSTATE-17	PROTECTIVE RIGHT-WAY	FA-IR	C,E	\$ 6,820,000	90-91
17	201.9	THOMAS ROAD UNDERPASS	RECONSTRUCT STRUCTURES	FA-IR	C,E,J	\$ 3,180,000	87-88
17	202.0	GRAND AVENUE-GLENDALE AVENUE, FRONTAGE ROADS	MILL 3.9 MILES AND REPLACE	FA-F	A,B,E,J	\$ 690,000	87-88
17	203.0	INDIAN SCHOOL ROAD TRAFFIC INTERCHANGE AND RAMPS	RECONSTRUCT EXISTING STRUCTURE, SIGNS AND RIGHT OF WAY	FA-IR	C,D,E	\$10,000,000	88-89
17	205.9	GLENDALE ROAD-CACTUS ROAD, FRONTAGE ROAD	MILL 4.0 MILES AND REPLACE	FA-F	A,B,E,J	\$ 740,000	88-89
17	208.9	PEORIA AVENUE TRAFFIC INTERCHANGE CROSSINGS	CONSTRUCT LEFT TURN LANES	FA-IR	C,D,E	\$ 1,105,000	86-87 X

NOTE: "X" INDICATES 1986-87 PROJECT

MARICOPA COUNTY (CON'T.)

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT ASSIGNED PRIORITY	COST ESTIMATE	FISCAL YEAR PROGRAM
17	209.9	CACTUS ROAD TRAFFIC INTERCHANGE CROSSINGS	CONSTRUCT LEFT TURN LANES	FA-IR	C,D,E	\$ 530,000	86-87 X
17	210.9	THUNDERBIRD ROAD-BELL ROAD	RECONSTRUCT AND PAVE	FA-IR	A,C,D,E	\$ 7,500,000	86-87 X
17	210.9	THUNDERBIRD ROAD TRAFFIC INTERCHANGE CROSSINGS	CONSTRUCT LEFT TURN LANES	FA-IR	C,D,E	\$ 140,000	86-87 X
60	137.0	GRAND AVENUE, COTTON LANE-OUTER, I	RECONSTRUCT AND PAVE	ST15%	C,E	\$ 6,000,000	88-89
60	137.0	GRAND AVENUE, COTTON LANE-OUTER, II	RECONSTRUCT AND PAVE	RARF/15%	C,E,I	\$ 5,800,000	89-90
60	137.0	GRAND AVENUE, COTTON LANE-VAN BUREN	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	C,E,I	\$ 4,500,000	86-87 X 3/
60	137.0	GRAND AVENUE, COTTON LANE-VAN BUREN	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	C,E,I	\$ 4,730,000	87-88 3/
60	137.0	GRAND AVENUE, COTTON LANE-VAN BUREN	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	C,E,I	\$ 5,000,000	88-89 3/
60	137.0	GRAND AVENUE, COTTON LANE-VAN BUREN	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	C,E,I	\$ 5,220,000	89-90 3/
60	137.0	GRAND AVENUE, COTTON LANE-VAN BUREN	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	C,E,I	\$ 5,580,000	90-91 3/
60	146.2	GRAND AVENUE, AGUA FRIA BRIDGE # 0313	WIDEN BRIDGE AND APPROACHES	ST15%	C,E,J	\$ 6,000,000	87-88
60	152.0	GRAND AVE, 75TH AVENUE-67TH AVENUE	MILL 1.4 MILES AND REPLACE	FA-F	A,B,E,J	\$ 450,000	87-88
60	153.4	GRAND AVENUE, 67TH AVENUE-43RD AVENUE	MILL 4.3 MILES AND REPLACE	FA-F	A,B,E,J	\$ 1,150,000	87-88
60	153.5	(GLENDALE) RAILROAD CROSSING # 025-459-E	INSTALL FLASHERS AND GATES AT RAILROAD CROSSING	FA-RRP	Z	\$ 400,000	86-87 X
60	154.8	(GLENDALE) RAILROAD CROSSING # 025-418-A	SURFACE IMPROVEMENT AT RAILROAD CROSSING	FA-RRP	Z	\$ 400,000	87-88
60	154.9	(GLENDALE) RAILROAD CROSSING # 025-461-F	SURFACE IMPROVEMENT AT RAILROAD CROSSING	FA-RRP	Z	\$ 400,000	87-88
60	157.4	CAMELBACK ROAD AT GRAND AVENUE	NEW STRUCTURE	RARF/ST15%	C,E,I	\$17,400,000	89-90
60	160.3	(PHOENIX) RAILROAD CROSSING # 025-505-D	SURFACE IMPROVEMENT AT RAILROAD CROSSING	FA-RRP	Z	\$ 200,000	87-88
60	171.6	CURRY ROAD INTERSECTION AT US ROUTE 60	LEFT TURN STORAGE LANE AT INTERSECTION	STATE	C,E	\$ 140,000	87-88
60	176.4	MESA WEST CITY LIMITS-JUNCTION STATE ROUTE 87	MILL 2.6 MILES AND REPLACE	FA-F	A,B,E,J	\$ 740,000	87-88
60	179.0	JUNCTION STATE ROUTE 87-GILBERT ROAD	MILL 3.0 MILES AND REPLACE	FA-F	A,B,E,J	\$ 800,000	86-87 X
60	184.0	EASTERN CANAL BRIDGE # 0371	BRIDGE REHABILITATION	STATE	E,J	\$ 510,000	89-90
60	188.0	POWER ROAD-CRISMON ROAD, WESTBOUND	MILL 4.0 MILES AND REPLACE PLUS FINISHING COURSE	FA-F	A,B,E,J	\$ 710,000	87-88

NOTE: "X" INDICATES 1986-87 PROJECT

MARICOPA COUNTY (CON'T.)

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	ASSIGNED PRIORITY	PROJECT COST ESTIMATE	FISCAL YEAR PROGRAM
60	192.0	CRISMON ROAD-PINAL COUNTY LINE, WESTBOUND	MILL 2.0 MILES AND REPLACE	FA-F	A,B,E,J	\$ 740,000	88-89
85	15.0	DISTRICT BOUNDRY-NORTH	RESURFACE 5.0 MILES WITH ASPHALTIC CONCRETE PLUS SEAL COAT	STATE	A,B,E,J	\$ 650,000	86-87 X
85	147.4	GILA RIVER BRIDGE # 1274	RECONSTRUCT 1.6 MILES, BRIDGE AND APPROACHES	STATE	E	\$17,360,000	90-91
85	150.5	OGLESBY ROAD-BUCKEYE WEST CITY LIMITS	RESURFACE 1.8 MILES WITH ASPHALTIC RUBBER AND FINISHING COURSE	STATE	A,B,E,J	\$ 150,000	86-87 X
85	162.8	BUCKEYE STREET'S	MILL 1.6 MILES AND REPLACE	FA-RS	A,B,E,J	\$ 350,000	87-88
85	164.5	BUCKEYE CITY LIMITS-JACK RABBIT TRAFFIC INTERCHANGE	RESURFACE 4.5 MILES WITH ASPHALTIC CONCRETE PLUS FINISHING COURSE	STATE	A,B,E,J	\$ 880,000	88-89
85	186.8	67TH AVENUE-35TH AVENUE	RECONSTRUCT 4.0 MILES, CURB, GUTTER AND PAVE	STATE	A,C,E,J	\$ 4,800,000	86-87 X
85	190.7	35TH AVENUE-EAST SIDE INTERSTATE-17	MILL 1.6 MILES AND REPLACE	STATE	A,B,E,J	\$ 430,000	88-89
85	194.0	JUNCTION 17TH AVENUE-VAN BUREN STREET	INTERSECTION IMPROVEMENT	STATE	C,D,E	\$ 210,000	86-87 X 5/
85S	150.9	NORTH OF STATE ROUTE 85, RAILROAD CROSSING # 741-769-X	SURFACE IMPROVEMENT AT RAILROAD CROSSING	FA-RRP	Z	\$ 100,000	87-88
87	169.8	ELLIOTT ROAD-BASELINE ROAD	RECONSTRUCT AND PAVE	STATE	C,E,J	\$ 3,560,000	87-88
87	174.2	JUNCTION US ROUTE 60-MCKELLIPS	MILL 2.5 MILES AND REPLACE	STATE	A,B,E,J	\$ 670,000	88-89
87	188.5	SHEA BOULVARD-TONTO FOREST BOUNDRY	RECONSTRUCT 5.0 MILES, NORTHBOUND STRUCTURES AND PAVE	STATE	C,D,E,J	\$13,030,000	88-89
87	199.0	STATE ROUTE 87 AT MILEPOST 199.0, BUSH HIGHWAY	REALIGN HIGHWAY/RELOCATE INTERSECTION	FA-HES	Z	\$ 430,000	86-87 X 4/
87	201.1	SAGUARO LAKE-SYCAMORE CREEK	RESURFACE 11.3 MILES WITH ASPHALTIC CONCRETE PLUS FINISHING COURSE	STATE	A,B,E,J	\$ 1,500,000	87-88
87	205.8	TOMBSTONE HILL-MESQUITE WASH	PASSING LANES	STATE	C,D,E	\$ 3,200,000	86-87 X
117	23.4	OUTER LOOP, INTERSTATE-17 - STATE ROUTE 360	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$46,890,000	86-87 X 3/
117	23.4	OUTER LOOP, INTERSTATE-17 - STATE ROUTE 360	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$49,240,000	87-88 3/
117	23.4	OUTER LOOP, INTERSTATE-17 - STATE ROUTE 360	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$ 4,100,000	88-89 3/
117	23.4	OUTER LOOP, INTERSTATE-17 - STATE ROUTE 360	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$14,410,000	89-90 3/
117	23.4	OUTER LOOP, INTERSTATE-17 - STATE ROUTE 360	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$24,550,000	90-91 3/
117	41.1	OUTER LOOP, SHEA BOULEVARD-INDIAN BEND	ROADWAY, STRUCTURES AND PAVE	RARF/15%	C,E,I	\$43,400,000	90-91

NOTE: "X" INDICATES 1986-87 PROJECT

MARICOPA COUNTY (CON'T.)

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	ASSIGNED PRIORITY	PROJECT COST ESTIMATE	FISCAL YEAR PROGRAM
117	44.1	OUTER LOOP, INDIAN BEND-INDIAN SCHOOL ROAD	ROADWAY, STRUCTURES AND PAVE	RARF/15%	C,E,I	\$37,200,000	90-91
117	47.1	OUTER LOOP, INDIAN SCHOOL-MCKELLIPS	ROADWAY, STRUCTURES AND PAVE	RARF/15%	C,E,I	\$34,800,000	89-90
117	50.1	OUTER LOOP, MCKELLIPS ROAD-1ST STREET	ROADWAY, STRUCTURES AND PAVE	RARF/15%	C,E,I	\$58,000,000	89-90
117	51.6	OUTER LOOP, 1ST STREET-SOUTHERN AVENUE	ROADWAY AND PAVE	RARF/15%	C,E,I	\$31,500,000	87-88
117	52.1	OUTER LOOP, UNIVERSITY DRIVE-SOUTHERN AVENUE	FOUR (4) STRUCTURES	RARF/15%	C,E,I	\$12,000,000	86-87 X
117	52.2	OUTER LOOP, VICTORY DRIVE-APACHE	STRUCTURES AND UTILITIES	RARF/15%	C,E,I	\$ 2,000,000	86-87 X
117	54.1	JUNCTION STATE ROUTE 360-OUTER LOOP TRAFFIC INTERCHANGE	TRAFFIC INTERCHANGE	RARF/15%	C,E,I	\$44,400,000	88-89
117	54.6	PRICE ROAD EXPRESS WAY, STATE ROUTE 360-SOUTHEAST LOOP	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$ 1,420,000	86-87 X 3/
117	54.6	PRICE ROAD EXPRESS WAY, STATE ROUTE 360-SOUTHEAST LOOP	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$ 1,040,000	87-88 3/
117	54.6	PRICE ROAD EXPRESS WAY, STATE ROUTE 360-SOUTHEAST LOOP	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$ 7,890,000	88-89 3/
117	54.6	PRICE ROAD EXPRESS WAY, STATE ROUTE 360-SOUTHEAST LOOP	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$ 9,710,000	89-90 3/
117	54.6	PRICE ROAD EXPRESS WAY, STATE ROUTE 360-SOUTHEAST LOOP	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$10,380,000	90-91 3/
143	0.0	HOHOKAM, INTERSTATE-10 - MCDOWELL	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$ 7,200,000	86-87 X 3/
143	0.0	HOHOKAM, INTERSTATE-10 - MCDOWELL	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$ 7,560,000	87-88 3/
143	0.0	HOHOKAM, INTERSTATE-10 - MCDOWELL	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$ 7,990,000	88-89 3/
143	0.8	HOHOKAM, UNIVERSITY DRIVE-WASHINGTON STREET	ROADWAY, STRUCTURES AND PAVE	RARF/15%	C,E,I,J	\$38,850,000	88-89
143	2.8	HOHOKAM ROUTE & EAST PAPAGO TRAFFIC INTERCHANGE	ROADWAY, STRUCTURES AND PAVE	RARF/15%	C,E,I	\$58,000,000	89-90
153	0.0	SKY HARBOR, INTERSTATE-10 - UNIVERSITY AVENUE	ROADWAY, STRUCTURES AND PAVE	RARF/15%	Z	\$ 5,250,000	87-88
153	0.0	SKY HARBOR, INTERSTATE-10 - EAST PAPAGO	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$ 9,000,000	86-87 X 3/
153	0.0	SKY HARBOR, INTERSTATE-10 - EAST PAPAGO	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$ 4,730,000	87-88 3/
153	0.0	SKY HARBOR, INTERSTATE-10 - EAST PAPAGO	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$ 5,000,000	88-89 3/
153	0.0	SKY HARBOR, INTERSTATE-10 - EAST PAPAGO	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$ 5,220,000	89-90 3/

NOTE: "X" INDICATES 1986-87 PROJECT

MARICOPA COUNTY (CON'T.)

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	ASSIGNED PRIORITY	PROJECT COST ESTIMATE	FISCAL YEAR PROGRAM
153	0.5	SKY HARBOR, UNIVERSITY DRIVE-SKY HARBOR	ROADWAY, STRUCTURES AND PAVE	RARF/15%	C,E,I	\$25,000,000	86-87 X 3/
153	1.5	SKY HARBOR, SKY HARBOR-EAST PAPAGO	ROADWAY, STRUCTURES AND PAVE	RARF/15%	C,E,I	\$ 9,920,000	90-91
216	0.0	RED MOUNTAIN, OUTER LOOP-STATE ROUTE 360	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$ 2,070,000	86-87 X 3/
216	0.0	RED MOUNTAIN, OUTER LOOP-STATE ROUTE 360	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$ 4,060,000	87-88 3/
216	0.0	RED MOUNTAIN, OUTER LOOP-STATE ROUTE 360	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$ 6,390,000	88-89 3/
216	0.0	RED MOUNTAIN, OUTER LOOP-STATE ROUTE 360	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$ 7,730,000	89-90 3/
216	0.0	RED MOUNTAIN, OUTER LOOP-STATE ROUTE 360	PRELIMINARY ENGINEERING, RIGHT OF WAY, UTILITIES AND CONSTRUCTION	RARF/15%	Z	\$15,890,000	90-91 3/
217	0.0	EAST PAPAGO, INTERSTATE-10 - 44 TH STREET	ROADWAY AND PAVE	RARF/15%	C,E,I	\$33,300,000	88-89
217	0.0	EAST PAPAGO, INTERSTATE-10 - GRAND CANAL	OFFSITE DRAINAGE AND EARTHWORK	RARF/15%	C,E,I	\$ 9,450,000	87-88
217	0.0	EAST PAPAGO, INTERSTATE-10 - OUTER LOOP	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$26,370,000	86-87 X 3/
217	0.0	EAST PAPAGO, INTERSTATE-10 - OUTER LOOP	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$16,070,000	87-88 3/
217	0.0	EAST PAPAGO, INTERSTATE-10 - OUTER LOOP	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$16,980,000	88-89 3/
217	0.2	EAST PAPAGO, 24TH STREET TRAFFIC INTERCHANGE	TRAFFIC INTERCHANGE	RARF/15%	C,E,I	\$ 7,000,000	86-87 X
217	3.0	EAST PAPAGO, 44TH STREET-MILL AVENUE	ROADWAY, STRUCTURES AND PAVE	RARF/15%	C,E,I	\$29,000,000	89-90
217	5.5	EAST PAPAGO, MILL-OUTER LOOP	ROADWAY, STRUCTURES AND PAVE	RARF/15%	C,E,I	\$43,400,000	90-91
218	0.0	SOUTHWEST LOOP, PAPAGO - INTERSTATE-10	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$ 4,410,000	86-87 X 3/
218	0.0	SOUTHWEST LOOP, PAPAGO - INTERSTATE-10	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$ 7,840,000	87-88 3/
218	0.0	SOUTHWEST LOOP, PAPAGO - INTERSTATE-10	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$ 8,390,000	88-89 3/
218	0.0	SOUTHWEST LOOP, PAPAGO - INTERSTATE-10	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$11,690,000	89 90 3/
218	0.0	SOUTHWEST LOOP, PAPAGO - INTERSTATE-10	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$16,070,000	90-91 3/
220	0.0	SOUTHEAST LOOP, INTERSTATE-10 - STATE ROUTE 360	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$ 3,960,000	86-87 X 3/

NOTE: "X" INDICATES 1986-87 PROJECT

MARICOPA COUNTY (CON'T.)

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	ASSIGNED PRIORITY	PROJECT COST ESTIMATE	FISCAL YEAR PROGRAM	
220	0.0	SOUTHEAST LOOP, INTERSTATE-10 - STATE ROUTE 360	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$ 3,020,000	87-88	3/
220	0.0	SOUTHEAST LOOP, INTERSTATE-10 - STATE ROUTE 360	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$ 5,890,000	88-89	3/
220	0.0	SOUTHEAST LOOP, INTERSTATE-10 - STATE ROUTE 360	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$ 6,890,000	89-90	3/
220	0.0	SOUTHEAST LOOP, INTERSTATE-10 - STATE ROUTE 360	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$ 8,590,000	90-91	
317	0.0	PARADISE, OUTER LOOP-SQUAW PEAK	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$22,500,000	86-87	X
317	0.0	PARADISE, OUTER LOOP-SQUAW PEAK	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$ 4,730,000	87-88	3/
317	0.0	PARADISE, OUTER LOOP-SQUAW PEAK	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$14,990,000	88-89	3/
317	0.0	PARADISE, OUTER LOOP-SQUAW PEAK	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$15,660,000	89-90	3/
317	0.0	PARADISE, OUTER LOOP-SQUAW PEAK	PRELIMINARY ENGINEERING, RIGHT OF WAY, UTILITIES AND CONSTRUCTION	RARF/15%	Z	\$57,660,000	90-91	3/
360	4.3	PRICE ROAD-VAL VISTA ROAD	RECONSTRUCT DRAINAGE CHANNEL AND EROSION CONTROL	STATE	E	\$ 950,000	89-90	
360	5.4	DOBSON ROAD-GILBERT ROAD	LEFT TURN LANES AT FIVE OVERPASSES	STATE	C,D,E	\$ 250,000	87-88	
360	7.4	STATE ROUTE 87-POWER ROAD	RECONSTRUCT 9.1 MILES OF ROADWAY TO 6 LANES	STATE	C,D,E,J	\$12,000,000	87-88	
360	7.9	STATE ROUTE 360-CENTER STREET	PROVIDE DRAINAGE IMPROVEMENT	FA-F	E,F	\$ 1,900,000	86-87	X
360	12.4	VAL VISTA ROAD-HIGLEY ROAD	EROSION CONTROL AND LANDSCAPE 2.0 MILES	FA-F	E	\$ 2,800,000	88-89	
360	14.4	HIGLEY ROAD-POWER ROAD	EROSION CONTROL AND LANDSCAPE 2.0 MILES	FA-F	E	\$ 2,800,000	88-89	
360	16.5	POWER ROAD-ELLSWORTH ROAD	ROADWAY, STRUCTURES AND PAVE	ST15%	C,E,J	\$29,400,000	87-88	
360	19.5	ELLSWORTH ROAD-IRONWOOD DRIVE	ROADWAY, STRUCTURES AND PAVE	STATE	C,E,J	\$36,630,000	88-89	
417	0.0	OUTER LOOP, STATE ROUTE 85 - INTERSTATE-17	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$18,720,000	86-87	X 3/
417	0.0	OUTER LOOP, STATE ROUTE 85 - INTERSTATE-17	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$ 8,510,000	87-88	3/
417	0.0	OUTER LOOP, STATE ROUTE 85 - INTERSTATE-17	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$18,980,000	88-89	3/
417	0.0	OUTER LOOP, STATE ROUTE 85 - INTERSTATE-17	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$ 9,920,000	89-90	3/

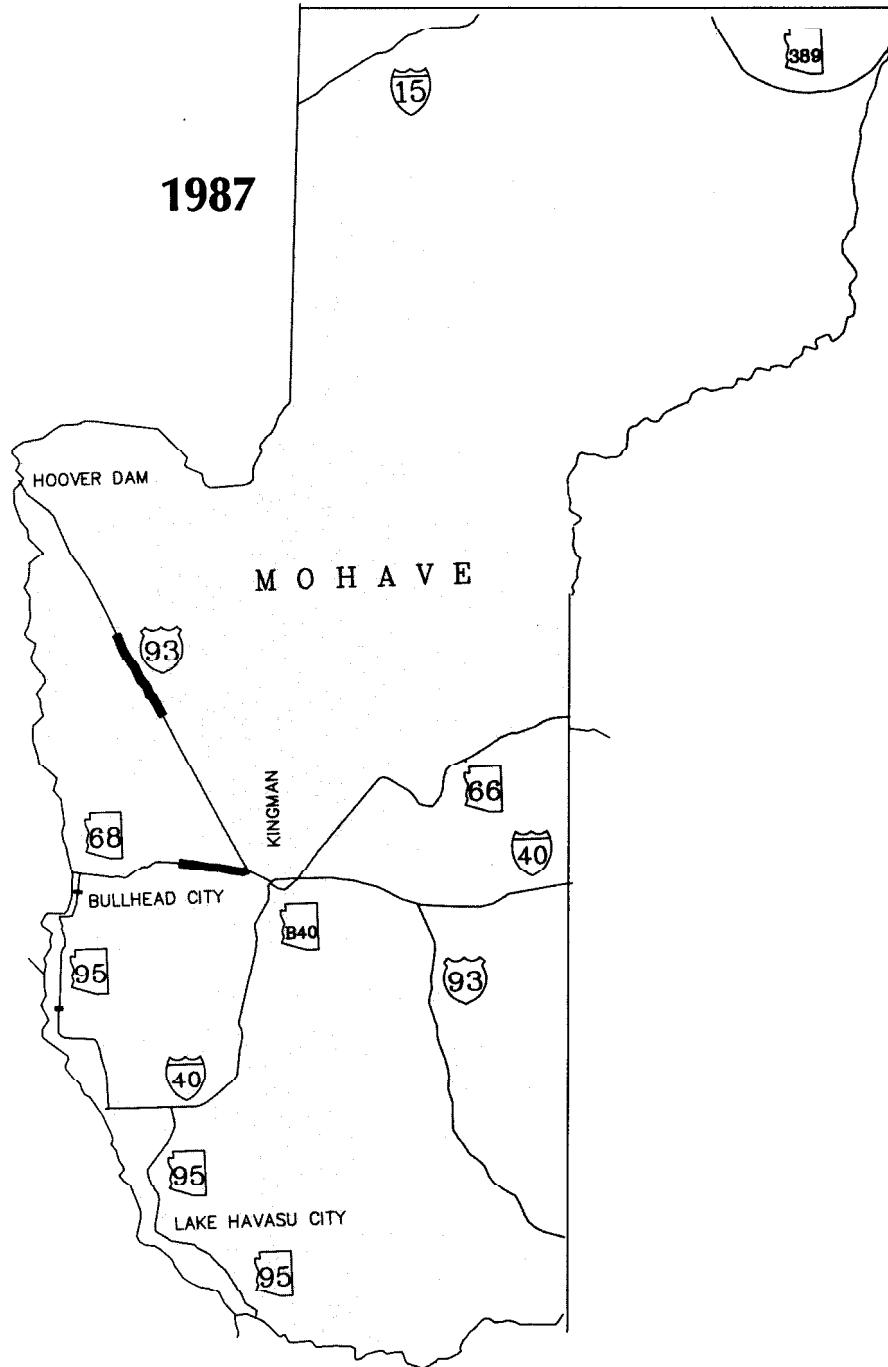
NOTE: "X" INDICATES 1986-87 PROJECT

MARICOPA COUNTY (CON'T.)

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	ASSIGNED PRIORITY	PROJECT COST ESTIMATE	FISCAL YEAR PROGRAM	
417	0.0	OUTER LOOP, STATE ROUTE 85 - INTERSTATE-17	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$17,410,000	90-91	3/
417	1.5	JUNCTION INTERSTATE-10-OUTER LOOP TRAFFIC INTERCHANGE	TRAFFIC INTERCHANGE	RARF/15%	C,E,I	\$49,950,000	88-89	
417	2.5	OUTER LOOP, ENCANTO-CAMELBACK	ROADWAY, STRUCTURES AND PAVE	RARF/15%	C,E,I	\$31,780,000	89-90	
417	5.0	OUTER LOOP, CAMELBACK-NORTHERN	ROADWAY, STRUCTURES AND PAVE	RARF/15%	C,E,I	\$31,000,000	90-91	
417	8.1	OUTER LOOP, NORTHERN-GRAND	ROADWAY, STRUCTURES AND PAVE	RARF/15%	C,E,I	\$22,000,000	86-87	X
417	11.2	OUTER LOOP, GRAND AVE-BELL RD	ROADWAY, STRUCTURES AND PAVE	RARF/15%	C,E,I	\$30,000,000	86-87	X
417	14.7	OUTER LOOP, BELL ROAD-75TH AVENUE	ROADWAY, STRUCTURES AND PAVE	RARF/15%	C,E,I	\$19,540,000	88-89	
417	17.2	OUTER LOOP, 75TH AVENUE-51ST AVENUE	ROADWAY, STRUCTURES AND PAVE	RARF/15%	C,E,I	\$26,220,000	89-90	
417	20.2	OUTER LOOP, 51ST AVENUE-31ST AVENUE	ROADWAY, STRUCTURES AND PAVE	RARF/15%	C,E,I	\$25,170,000	89-90	
417	22.8	INTERSTATE-17 TRAFFIC INTERCHANGE (YORKSHIRE ELEMENT)	NEW TRAFFIC INTERCHANGE	RARF/PVT	E	\$ 5,000,000	87-88	9/
417	22.9	JUNCTION INTERSTATE-17-OUTER LOOP TRAFFIC INTERCHANGE	NEW TRAFFIC INTERCHANGE	RARF/15%	C,E,I	\$49,950,000	88-89	
510	0.0	SQUAW PEAK, GLENDALE-OUTER LOOP	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$ 9,000,000	86-87	X 3/
510	0.0	SQUAW PEAK, GLENDALE-OUTER LOOP	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$18,720,000	87-88	3/
510	0.0	SQUAW PEAK, GLENDALE-OUTER LOOP	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$22,090,000	88-89	3/
510	0.0	SQUAW PEAK, GLENDALE-OUTER LOOP	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$11,480,000	89-90	3/
510	0.0	SQUAW PEAK, GLENDALE-OUTER LOOP	PRELIMINARY ENGINEERING, RIGHT OF WAY, UTILITIES AND CONSTRUCTION	RARF/15%	Z	\$27,520,000	90-91	3/
510	0.0	GLENDALE AT SQUAW PEAK	TRAFFIC INTERCHANGE	RARF/PHX	C,E,F,I	\$11,100,000	88-89	3/
517	0.0	COTTON LANE/NORTHWEST LOOP STATE ROUTE 85 - INTERSTATE-17	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$ 1,890,000	86-87	X 3/
517	0.0	COTTON LANE/NORTHWEST LOOP STATE ROUTE 85 - INTERSTATE-17	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$ 1,890,000	87-88	3/
517	0.0	COTTON LANE/NORTHWEST LOOP STATE ROUTE 85 - INTERSTATE-17	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$ 2,000,000	88-89	3/
517	0.0	COTTON LANE/NORTHWEST LOOP STATE ROUTE 85 - INTERSTATE-17	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$ 2,100,000	89-90	3/
517	0.0	COTTON LANE/NORTHWEST LOOP STATE ROUTE 85 - INTERSTATE-17	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	RARF/15%	Z	\$ 2,230,000	90-91	3/

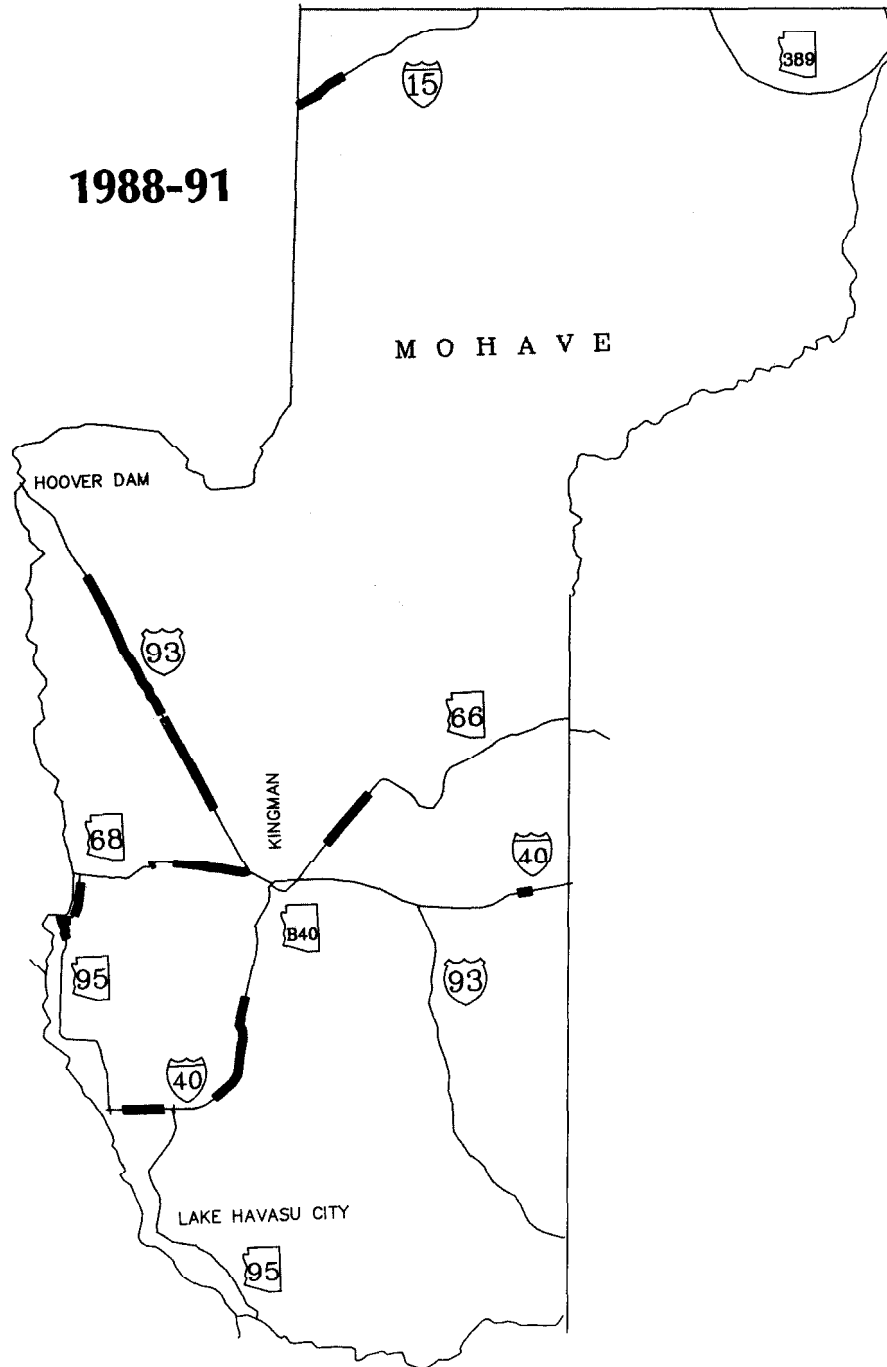
NOTE: "X" INDICATES 1986-87 PROJECT

MOHAVE COUNTY



STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT ASSIGNED COST PRIORITY	PROJECT COST ESTIMATE	FISCAL YEAR PROGRAM
15	0.0	NEVADA STATE LINE-LITTLEFIELD	MILL 8.0 MILES AND REPLACE	FA-IR	A,B,E,J	\$ 2,190,000	88-89
40	0.5	TOPOCK TRAFFIC INTERCHANGE	EXPAND RAMP TERMINI	FA-IR	C,D,E	\$ 140,000	88-89
40	2.4	NEEDLE MOUNTAIN-STATE ROUTE 95	RECONSTRUCT TO ELIMINATE WATER OVERFLOW	FA-IR	E,J	\$ 7,040,000	90-91
40	9.8	LAKE HAVASU TRAFFIC INTERCHANGE	EXPAND RAMP TERMINI	FA-IR	C,D,E	\$ 140,000	88-89

MOHAVE COUNTY (CON'T.)



STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	ASSIGNED PRIORITY	PROJECT COST ESTIMATE	FISCAL YEAR PROGRAM
40	16.0	FRANCONIA-WEST YUCCA TRAFFIC INTERCHANGE	MILL 8.0 MILES AND REPLACE	FA-IR	A,B,E,J	\$ 4,300,000	88-89
40	24.0	YUCCA-KINGMAN	MILL 9.0 MILES AND REPLACE	FA-IR	A,B,E,J	\$ 5,490,000	87-88
40	83.8	SILVER SPRING-WILLOW RANCH ROAD	MILL 2.4 MILES AND REPLACE	FA-IR	A,B,E,J	\$ 1,160,000	88-89
66	62.0	KINGMAN-NORTH	RESURFACE 10.0 MILES WITH ASPHALTIC RUBBER AND FINISHING COURSE	FA-RS	A,B,E,J	\$ 1,060,000	87-88

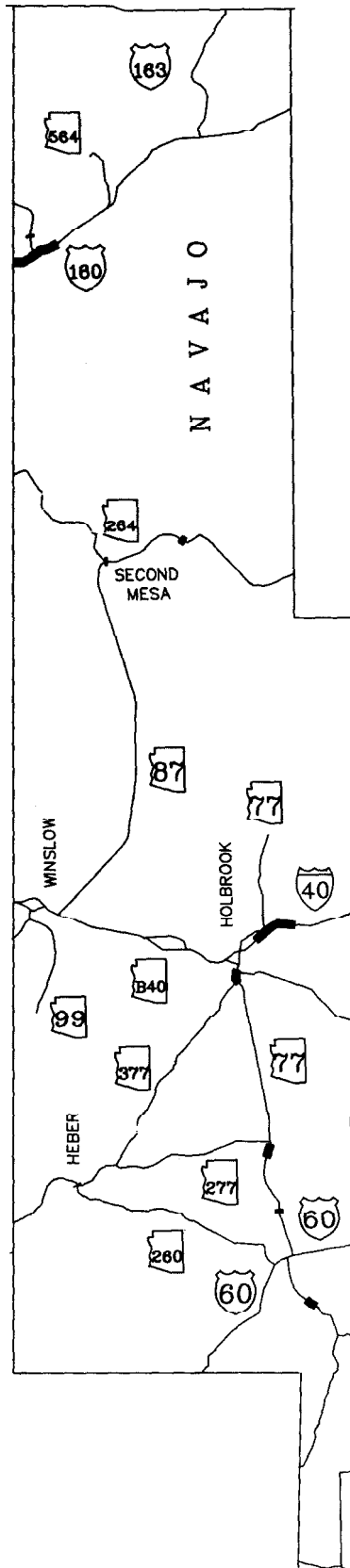
MOHAVE COUNTY (CON'T.)

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	ASSIGNED PRIORITY	PROJECT COST ESTIMATE	FISCAL YEAR PROGRAM
68	11.7	UNION PASS	TRUCK SAFETY PULLOUT	STATE	C,D,J	\$ 130,000	87-88
68	15.0	SACRAMENTO WASH-JUNCTION US ROUTE 93	RECONSTRUCT AND PAVE	STATE	C,E	\$ 5,660,000	88-89
68	16.0	UNION PASS-JUNCTION US ROUTE 93	PRELIMINARY ENGINEERING AND SELECTED INTERSECTION IMPROVEMENTS	STATE	C,D,E	\$ 2,150,000	86-87 X
93	19.0	RECREATION BOUNDRY-SOUTH	PROVIDE SAFETY IMPROVEMENTS	FA-F	C,E,J	\$ 6,960,000	89-90
93	29.0	HOOVER DAM-KINGMAN	RESURFACE 13.7 MILES ASPHALTIC CONCRETE FINISHING COURSE	STATE	A,B,E,J	\$ 320,000	86-87 X
93	36.0	DETRITAL WASH-PIERCE FERRY ROAD	RECONSTRUCT AND PAVE	STATE	C,E,J	\$ 5,800,000	89-90
93	42.7	PIERCE FERRY ROAD-INSPECTION STATION	RESURFACE 14.0 MILES WITH ASPHALTIC CONCRETE PLUS SEAL COAT	STATE	A,B,E,J	\$ 1,360,000	87-88
95	227.0	NEEDLES JUNCTION ROAD	TURN LANES	STATE	C,E,H	\$ 90,000	86-87 X
95	238.4	MOHAVE VALLEY-RIVIERA	CROSS DRAINAGE IMPROVEMENT FOR 4.4 MILES	STATE	C,J	\$ 100,000	87-88
95	244.0	RIVIERA-SILVER CREEK	RECONSTRUCT AND PAVE	STATE	A,C,E,J	\$ 6,940,000	87-88
95	247.6	SILVER CREEK-BULLHEAD CITY	RECONSTRUCT AND PAVE	STATE	C,E,J	\$ 5,000,000	88-89
95	248.0	BULLHEAD CITY	TWO-WAY LEFT TURN CHANNEL	FA-HES	Z	\$ 500,000	86-87 X 4/

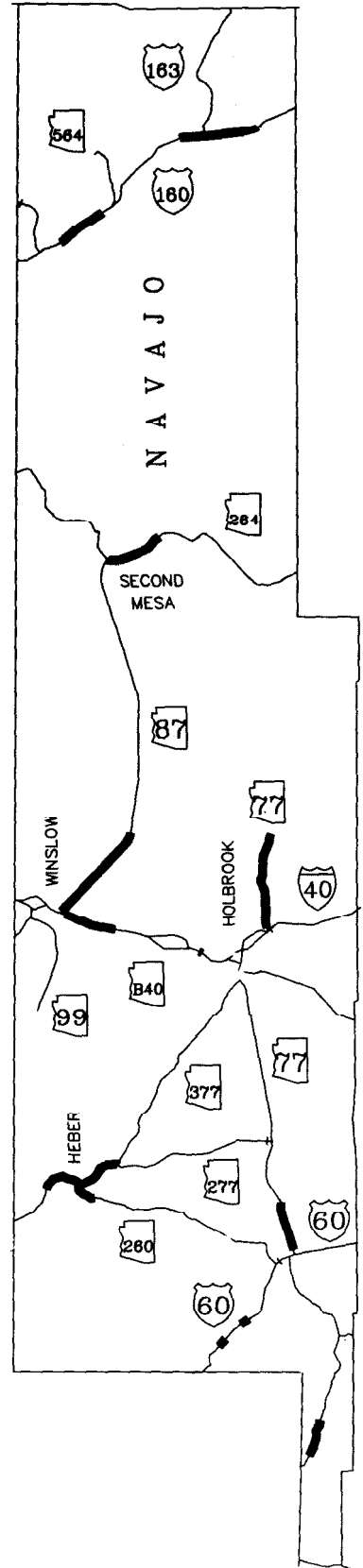
NOTE: "X" INDICATES 1986-87 PROJECT

NAVAJO COUNTY

1987



1988-91



NAVAJO COUNTY (CON'T.)

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	ASSIGNED PRIORITY	PROJECT COST ESTIMATE	FISCAL YEAR PROGRAM
40	258.7	MINNETONKA-EAST, EASTBOUND	MILL 9.5 MILES AND REPLACE	FA-IR	A,B,E,J	\$ 1,000,000	87-88
40	278.8	POWER PLANT CURVE EASTBOUND	RECONSTRUCT CURVE	FA-IR	C,D,E	\$ 80,000	88-89
40	290.3	HOLBROOK-SUN VALLEY	RESURFACE 6.7 MILES WITH ASPHALTIC CONCRETE PLUS FLUSH COAT	FA-IR	A,B,E,J	\$ 3,600,000	86-87 X
40	292.8	KEAMS CANYON TRAFFIC INTERCHANGE	TRAFFIC INTERCHANGE IMPROVEMENT	FA-IR	E,J	\$ 1,170,000	90-91
60	322.7	CEDAR CANYON BRIDGE # 0215	RECONSTRUCT BRIDGE AND APPROACHES	STATE	E	\$ 3,720,000	90-91
60	327.6	CORDUROY CREEK BRIDGE # 0216	RECONSTRUCT BRIDGE AND APPROACHES	STATE	E	\$ 2,790,000	90-91
60	341.8	SHOW LOW CREEK-JUNCTION STATE ROUTE 77	RECONSTRUCT ROADWAY, CURB, GUTTER, SIDEWALKS AND STORM DRAINS	STATE	E,J	\$ 570,000	88-89
73	337.5	WHITERIVER STREETS	RECONSTRUCT ROADWAY, CURB, GUTTER, SIDEWALKS	STATE	E,J	\$ 3,570,000	90-91
77	343.0	SHOW LOW - SHUMWAY	EXTEND CONCRETE BOX CULVERTS AND CONSTRUCT GUARDRAIL	STATE	D,E,J	\$ 600,000	87-88
77	349.1	WHITE MOUNTAIN LAKE ROAD	INTERSECTION IMPROVEMENT	STATE	C,E,H	\$ 230,000	86-87 X
77	350.9	SHUMWAY SECTION	RECONSTRUCT AND PAVE	STATE	C,E,J	\$ 6,180,000	88-89
77	358.1	TAYLOR-SNOWFLAKE	RECONSTRUCT AND PAVE	FA-F	A,B,E,J	\$ 3,500,000	86-87 X
77	386.0	LITTLE COLORADO BRIDGE AT HOLBROOK	NEW BRIDGE AND APPROACHES	STATE	A,D,E,J	\$ 8,500,000	86-87 X
77	395.4	JUNCTION INTERSTATE-40-NAVAJO RESERVATION BOUNDRY	RESURFACE 13.5 MILES WITH ASPHALTIC CONCRETE PLUS SEAL COAT	STATE	A,B,E,J	\$ 1,530,000	87-88
87	346.0	WINSLOW-NAVAJO RESERVATION BOUNDRY	RESURFACE 12.0 MILES WITH ASPHALTIC CONCRETE PLUS SEAL COAT	STATE	A,B,E,J	\$ 1,670,000	87-88
98	352.5	COW SPRINGS-BEGASHIRETO WASH	INSTALL CONCRETE HEADWALLS/ENDWALLS	STATE	C,J	\$ 100,000	87-88
98	358.7	SHONTO WASH	STRUCTURE	STATE	C,J	\$ 1,600,000	86-87 X
160	358.0	COUNTY LINE-KAYENTA	RESURFACE 7.0 MILES WITH ASPHALTIC CONCRETE PLUS SEAL COAT	STATE	A,B,E,J	\$ 1,200,000	86-87 X
160	365.0	NAVAJO RESERVATION BOUNDARY-LONG HOUSE VALLEY	RESURFACE 7.5 MILES WITH ASPHALTIC CONCRETE AND SURFACE COURSE	STATE	A,B,E,J	\$ 1,300,000	88-89
160	389.5	KAYENTA-BABY ROCKS	RESURFACE 12.5 MILES WITH ASPHALTIC CONCRETE PLUS SEAL COAT	STATE	A,B,E,J	\$ 2,160,000	88-89
260	299.0	HEBER-OVERGAARD	RESURFACE 10.0 MILES WITH ASPHALTIC CONCRETE PLUS SEAL COAT	STATE	A,B,E,J	\$ 1,350,000	87-88
260	305.6	HEBER-OVERGAARD, JUNCTION STATE ROUTE 277	INTERSECTION REALIGNMENT	FA-HES	Z	\$ 500,000	86-87 X 4/
260	349.4	SHOW LOW-LAKESIDE II	RECONSTRUCT AND PAVE	FA-F	A,C,E,J	\$ 4,000,000	86-87 X
264	384.0	JUNCTION STATE ROUTE 87-POLACCA WASH	RESURFACE 8.5 MILES WITH ASPHALTIC CONCRETE PLUS SEAL COAT	STATE	A,B,E,J	\$ 1,120,000	88-89

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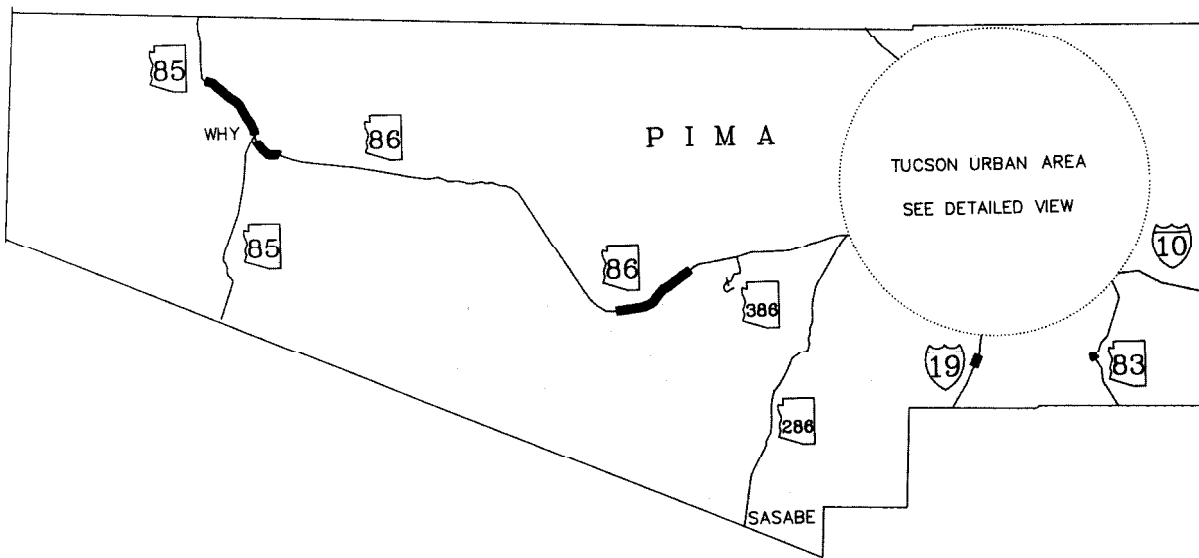
NAVAJO COUNTY (CON'T.)

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	ASSIGNED PRIORITY	PROJECT COST ESTIMATE	FISCAL YEAR PROGRAM
264	384.2	JUNCTION STATE ROUTE 264 AND STATE ROUTE 87	LEFT TURN LANES	STATE	C,E,H	\$ 130,000	86-87 X
264	396.5	HOPI POLICE STATION AND HIGH SCHOOL	LEFT TURN AND DECELERATION LANE	STATE	C,E,H	\$ 160,000	86-87 X
277	305.7	HEBER-JUNCTION STATE ROUTE 377	RESURFACE 6.9 MILES WITH ASPHALTIC CONCRETE PLUS SEAL COAT	STATE	A,B,E,J	\$ 760,000	87-88
277	335.4	(SNOWFLAKE) RAILROAD CROSSING # 847-153-V	SURFACE IMPROVEMENT AT RAILROAD	FA-RRS	Z	\$ 80,000	87-88

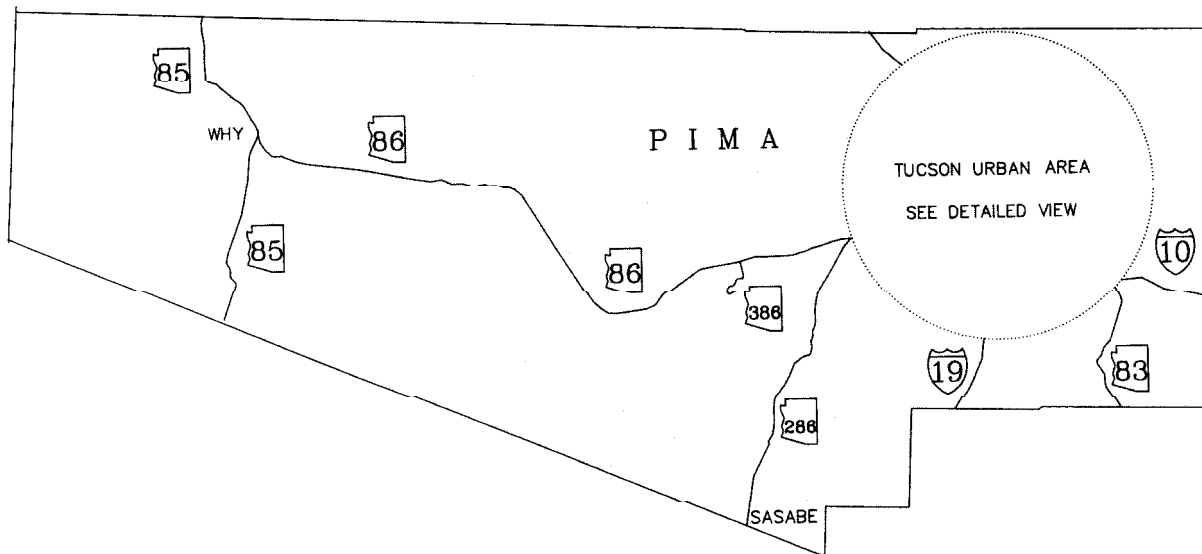
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PIMA COUNTY

1987

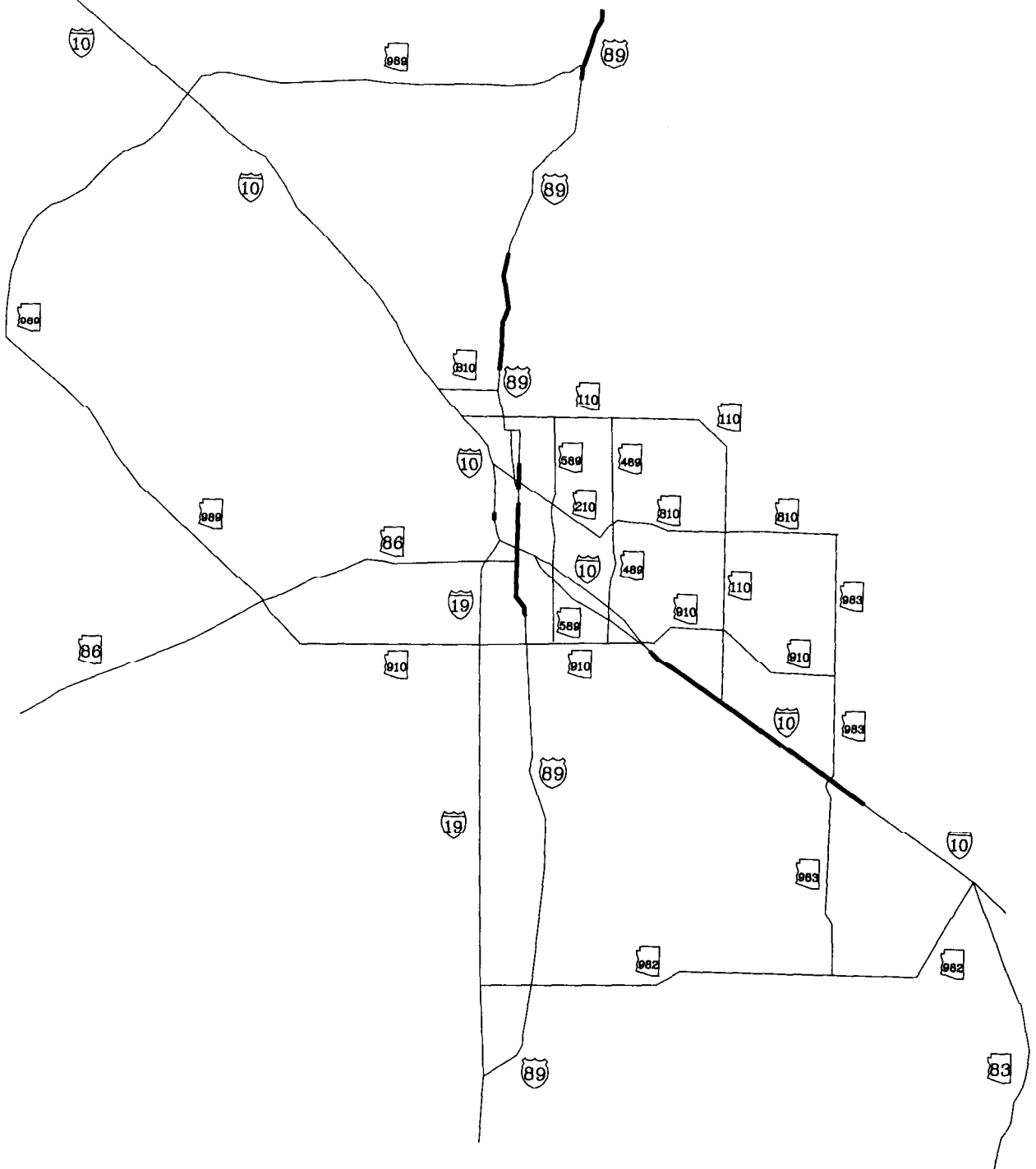


1988-91



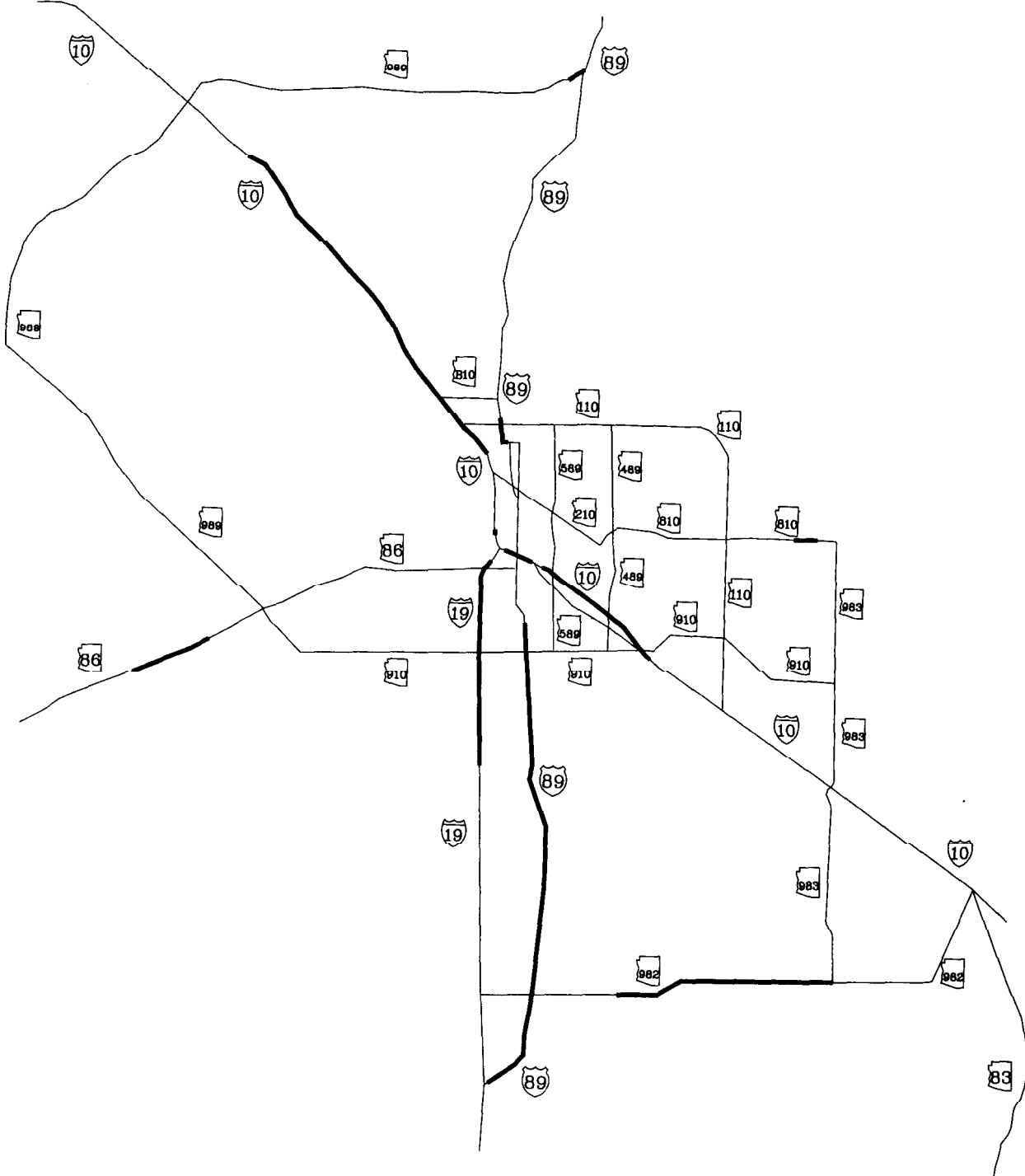
TUCSON URBAN AREA

1987



TUCSON URBAN AREA (CON'T.)

1988-91



PIMA COUNTY (CON'T.)

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	ASSIGNED PRIORITY	PROJECT COST ESTIMATE	FISCAL YEAR PROGRAM
10	242.7	AVRA VALLEY-SUNSET, FRONTAGE ROADS	RESURFACE 8.3 MILES WITH ASPHALTIC CONCRETE	STATE	A,B,E,J	\$ 1,000,000	87-88
10	250.0	INA ROAD-PRINCE ROAD PLUS B10 TRAFFIC INTERCHANGE, FRONTAGE BRIDGE	WIDEN, 6 LANES/ADD STRUCTURE FRONTAGE ROAD AND TRAFFIC INTERCHANGE	FA-IR	C,E,J	\$21,800,000	89-90
10	255.3	MIRACLE MILE ROAD-SPEEDWAY ROAD	FRONTAGE ROAD AND RAMPS	FA-IR	C,E	\$17,360,000	90-91
10	258.0	INTERSTATE-10 FRONTAGE ROADS	PROTECTIVE RIGHT-OF-WAY, FRONTAGE ROADS	FA-IR	Z	\$ 6,200,000	90-91
10	258.1	(TUCSON) RAILROAD CROSSING # 741-328-A	SURFACE IMPROVEMENTS AT RAILROAD CROSSING	FA-RRS	Z	\$ 150,000	87-88
10	259.2	INTERSTATE-10 AT 22ND STREET OVERPASS	WIDEN FRONTAGE ROAD	STATE	C,D,E	\$ 800,000	86-87 X
10	260.6	JUNCTION INTERSTATE 19 - PARK AVENUE	TRAFFIC INTERCHANGE IMPROVEMENT	FA-IR	C,D,E	\$ 9,270,000	88-89
10	262.0	JUNCTION INTERSTATE 19 - VALENCIA ROAD	GRIND PORTLAND CEMENT CONCRETE PAVEMENT FOR 5.4 MILES	FA-IR	A,B,E,J	\$ 5,000,000	88-89
10	267.4	VALENCIA TRAFFIC INTERCHANGE-HOUGHTON	MILL 9.6 MILES AND REPLACE	FA-IR	A,B,E,J	\$ 1,800,000	86-87 X
19	37.6	CAMINO ENCANTO ROAD	NEW TRAFFIC INTERCHANGE AND SIGNS	PRIVATE	C,D,E,F	\$ 6,000,000	86-87 X 1/
19	54.8	PAPAGO OVERPASS-VALENCIA ROAD	GRIND PORTLAND CEMENT CONCRETE PAVEMENT FOR 3.6 MILES	FA-IR	A,B,E,J	\$ 4,380,000	88 89
19	56.7	SANTA CRUZ RIVER BRIDGE # 1244	WIDEN SOUTHBOUND BRIDGE	FA-IR	C,E,J	\$ 700,000	89-90
19	58.4	TUCSON-SOUTH	GRIND PORTLAND CEMENT CONCRETE PAVEMENT FOR 4.4 MILES	FA-IR	A,B,E,J	\$ 3,250,000	87-88
19	58.8	VALENCIA ROAD-IRVINGTON ROAD	LANDSCAPE 2.0 MILES	FA-IR	C,E	\$ 1,980,000	88-89 11/
83	43.7	STATE ROUTE 83 AT MILEPOST 43.7	FLATTEN CURVE	FA-HES	Z	\$ 500,000	86-87 X 4/
85	42.8	STATE ROUTE 85, AJO-WHY	SEAL COAT 10.0 MILES	STATE	A,B,E,J	\$ 210,000	86-87 X
86	53.8	STATE ROUTE 86, WHY-GUNSIGHT	SEAL COAT 4.2 MILES	STATE	A,B,E,J	\$ 100,000	86-87 X
86	115.0	SELLS-ROBLES JUNCTION	RESURFACE 10.0 MILES WITH ASPHALTIC CONCRETE PLUS SEAL COAT	STATE	A,B,E,J	\$ 1,180,000	86-87 X
86	157.2	AVRA VALLEY ROAD-RYAN FIELD ROAD	RECONSTRUCT AND PAVE	STATE	C,E,J	\$ 6,100,000	89-90
89	51.2	PIMA MINE ROAD-BILBY ROAD	SEAL COAT 9.8 MILES	STATE	A,B,E,J	\$ 290,000	87-88 2/
89	57.1	HUGHES ACCESS ROAD-BILBY ROAD	RECONSTRUCT AND PAVE	STATE	A,C,E,J	\$ 5,360,000	87-88 2/
89	59.1	(SOUTH TUCSON) RAILROAD CROSSING # 748-725-W	SURFACE IMPROVEMENT AT RAILROAD CROSSING	FA-RRS	Z	\$ 100,000	87-88
89	61.0	BILBY ROAD-AJO WAY	MILL 2.5 MILES AND REPLACE	FA-U	A,B,E,J	\$ 900,000	86-87 X 2/
89	63.5	AJO WAY-26TH STREET	MILL 1.8 MILES AND REPLACE	FA-F	A,B,E,J	\$ 700,000	86-87 X 2/
89	65.9	17TH STREET-UNIVERSITY DRIVE (STONE AVENUE)	MILL 1.1 MILES AND REPLACE	FA-F	A,B,E,J	\$ 710,000	86-87 X 2/

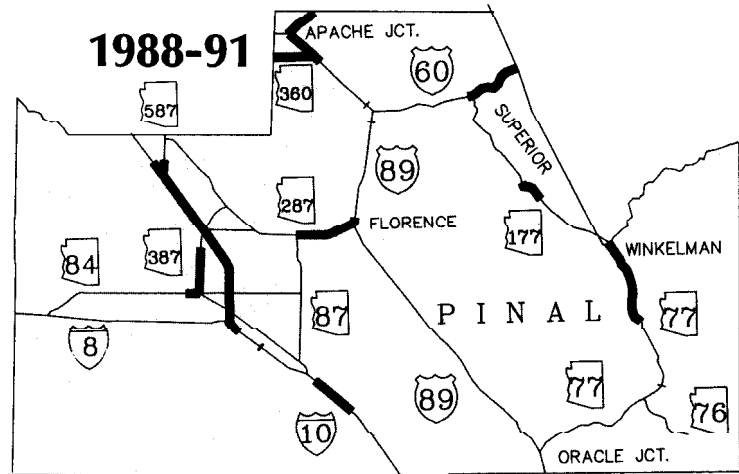
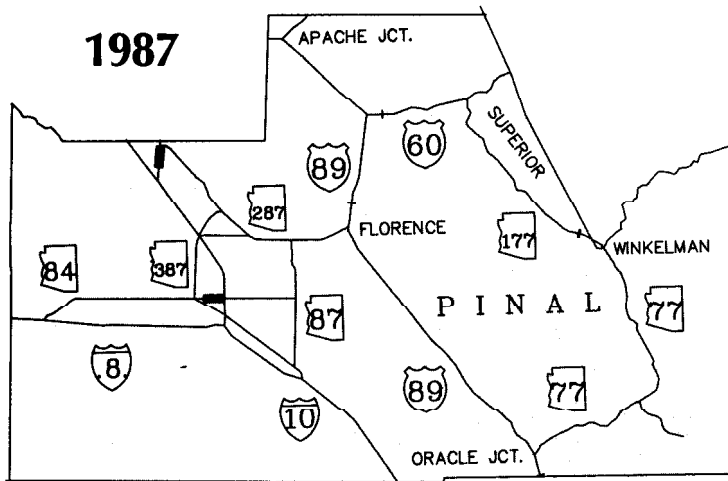
NOTE: "X" INDICATES 1986-87 PROJECT

PIMA COUNTY (CON'T.)

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	ASSIGNED PRIORITY	PROJECT COST ESTIMATE	FISCAL YEAR PROGRAM	
89	68.0	DRACHMAN STREET-GLENN STREET	RECONSTRUCT AND PAVE	STATE	A,C,D,E	\$ 2,520,000	87-88	2/
89	70.8	TUCSON URBAN BOUNDRY SECTION, SOUTHBOUND AND NORTHBOUND	MILL 4.1 MILES AND REPLACE	FA-F	A,B,E,J	\$ 1,200,000	86-87	X
89	82.2	CANADA DEL ORO-PINAL COUNTY LINE	RECONSTRUCT AND PAVE	STATE	C,D,E,J	\$ 6,000,000	86-87	X
210	786.0	AVIATION CORRIDOR, INTERSTATE-10 - STATE ROUTE 810	PRELIMINARY ENGINEERING, RIGHT OF WAY ,UTILITIES AND CONSTRUCTION	15%	C,E	\$30,670,000	86-87	X
210	786.0	AVIATION CORRIDOR, INTERSTATE-10-STATE ROUTE 810	PRELIMINARY ENGINEERING, RIGHT OF WAY, UTILITIES AND CONSTRUCTION	15%	C,E	\$ 7,550,000	87-88	
210	786.0	AVIATION CORRIDOR, INTERSTATE-10-STATE ROUTE 810	PRELIMINARY ENGINEERING, RIGHT OF WAY, UTILITIES AND CONSTRUCTION	15%	C,E	\$ 7,340,000	88-89	
210	786.0	AVIATION CORRIDOR, INTERSTATE-10-STATE ROUTE 810	PRELIMINARY ENGINEERING, RIGHT OF WAY, UTILITIES AND CONSTRUCTION	15%	C,E	\$ 7,770,000	89-90	
210	786.0	AVIATION CORRIDOR, INTERSTATE-10-STATE ROUTE 810	PRELIMINARY ENGINEERING, RIGHT OF WAY, UTILITIES AND CONSTRUCTION	15%	C,E	\$ 8,220,000	90-91	
386	7.5	STATE ROUTE 386 AT MILE POST 7.5	CORRUGATED METAL PIPE AND ROADWAY REPAIR	STATE	D,E	\$ 210,000	86-87	X
810	5.3	PANTANO ROAD-PANTANO PARKWAY	ROADWAY, STRUCTURES AND PAVE	ST15%	C,E	\$ 3,000,000	87-88	10/
982	0.0	ALVERNON WAY-HOUGHTON ROAD	PRELIMINARY ENGINEERING, RIGHT OF WAY, UTILITIES AND CONSTRUCTION	ST15%	C,E	\$ 3,000,000	87-88	10/
989	0.0	TANGERINE ROAD, 1ST STREET-US ROUTE 89	PRELIMINARY ENGINEERING, RIGHT OF WAY, UTILITIES AND CONSTRUCTION	ST15%	C,E	\$10,000,000	87-88	10/

NOTE: "X" INDICATES 1986-87 PROJECT

PINAL COUNTY



STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	ASSIGNED PRIORITY	PROJECT COST ESTIMATE	FISCAL YEAR PROGRAM
10	173.5	CASA BLANCA-STATE ROUTE 187, EASTBOUND AND WESTBOUND	MILL 4.5 MILES AND RESURFACE ROADWAY WITH ASPHALTIC CONCRETE	FA-IR	A,B,E,J	\$ 1,500,000	87-88
10	178.0	CASA BLANCA-STATE ROUTE 187 EASTBOUND	MILL 7.0 MILES AND REPLACE	FA-IR	A,B,E,J	\$ 1,000,000	88-89
10	185.0	JUNCTION STATE ROUTE 187-JUNCTION STATE ROUTE 287, WESTBOUND	MILL 10.0 MILES AND REPLACE	FA-IR	A,B,E,J	\$ 2,000,000	87 88
10	195.0	JUNCTION STATE ROUTE 287-JUNCTION INTERSTATE-8	MILL 5.0 MILES AND REPLACE	FA-IR	A,B,E,J	\$ 2,400,000	88-89
10	200.1	SUNLAND GIN ROAD TRAFFIC INTERCHANGE	TRAFFIC INTERCHANGE IMPROVEMENT	FA-IR	C,E,J	\$ 4,640,000	89-90
10	203.8	TOLTEC ROAD TRAFFIC INTERCHANGE	TRAFFIC INTERCHANGE IMPROVEMENT	FA-IR	C,D,E,J	\$ 5,290,000	87-88

PINAL COUNTY (CON'T.)

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT ASSIGNED PRIORITY	COST ESTIMATE	FISCAL YEAR PROGRAM
10	213.0	PICACHO OVERPASS-RED ROCK UNDERPASS, FRONTAGE ROAD	SEAL COAT 8.0 MILES	STATE	A,B,E,J	\$ 150,000	87-88
60	196.0	APACHE JUNCTION-DISTRICT BOUNDARY	RESURFACE 5.9 MILES WITH ASPHALTIC CONCRETE PLUS FINISHING COURSE MODIFY TWO INTERSECTIONS AND MEDIAN	FA-F	A,B,E,J	\$ 1,220,000	87-88
60	210.8	QUEEN CREEK BRIDGE, EASTBOUND BRIDGE # 0180	NEW BRIDGE	FA-BRF	C,E,J	\$ 1,400,000	88-89
60	214.3	EAST FLORENCE JUNCTION	INSTALL FLASHERS, GATES, PLANKING AND SHOULDER WORK	FA-RRP	Z	\$ 140,000	86-87 X
60	226.2	CITY OF SUPERIOR	RECONSTRUCT PLUS CURB AND GUTTER	FA-F	C,D,E,J	\$ 680,000	87-88
60	227.0	SUPERIOR-MIAMI	SCALING AT SELECTED CUTS FOR 10.0 MILES	STATE	D,J	\$ 420,000	87-88
77	112.3	(MAMMOTH) RAILROAD CROSSING # 846-120-E	SURFACE IMPROVEMENT AT RAILROAD CROSSING	FA-RRP	Z	\$ 80,000	87-88
77	120.4	MAMMOTH-WINKELMAN	SEAL COAT 14.3 MILES	STATE	A,B,E,J	\$ 380,000	88-89
84	176.0	BURRIS ROAD-CASA GRANDE	RECONSTRUCT AND PAVE	STATE	C,E,J	\$ 4,530,000	89-90
88	195.7	JUNCTION US ROUTE 60-GOVERNMENT WELLS	SEAL COAT 5.3 MILES	STATE	A,B,E,J	\$ 90,000	87-88
89	132.6	FLORENCE STREET'S	MILL 1.3 MILES AND REPLACE	FA-F	A,B,E,J	\$ 450,000	87-88
89	136.3	WEST FLORENCE	INSTALL FLASHERS AND GATES AT RAILROAD CROSSING	FA-RRP	Z	\$ 100,000	86-87 X
89	148.4	(FLORENCE JUNCTION) RAILROAD CROSSING #853-082-P	SURFACE IMPROVEMENT AT RAILROAD CROSSING	FA-RRP	Z	\$ 80,000	87-88
177	138.8	STATE ROUTE 177 AT MILEPOST 138.8	INSTALL FLASHERS AND GATES AT RAILROAD CROSSING	FA-RRP	Z	\$ 100,000	86-87 X
177	148.0	KEARNY-KELVIN JCT	RESURFACE 4.3 MILES WITH ASPHALTIC CONCRETE PLUS SEAL COAT	FA-RS	A,B,E,J	\$ 1,720,000	87-88
177	152.2	(KELVIN) RAILROAD CROSSING # 874-879-B	SURFACE IMPROVEMENTS AT RAILROAD CROSSING	FA-RRS	Z	\$ 80,000	87-88
238	0.0	MARICOPA-MOBILE, PHASE I	RECONSTRUCT AND PAVE	STATE	F	\$ 1,000,000	86-87 X 6/
238	0.0	MARICOPA-MOBILE, PHASE II	RECONSTRUCT AND PAVE	STATE	C,F	\$ 2,000,000	87-88 6/
287	113.0	PUEBLO STREET-INTERSTATE-10	RECONSTRUCT AND PAVE	STATE	A,C,E,F	\$ 2,350,000	86-87 X 16/
287	113.0	PUEBLO STREET-INTERSTATE-10	RECONSTRUCT AND PAVE	C GRANDE	A,C,E,F	\$ 105,000	86-87 X 16/
287	134.3	FLORENCE-COOLIDGE	RESURFACE 8.2 MILES WITH ASPHALTIC CONCRETE PLUS SEAL COAT	FA-F	A,B,E,J	\$ 1,480,000	88-89
360	23.5	IRONWOOD DRIVE-US ROUTE 60	ROADWAY, STRUCTURES AND PAVE	STATE	C,E,J	\$37,120,000	89-90
387	0.0	CASA GRANDE STREET'S	MILL 2.7 MILES AND REPLACE	FA-U	A,B,E,J	\$ 950,000	88-89
387	2.7	CASA GRANDE-JUNCTION INTERSTATE-10	SEAL COAT 3.5 MILES	STATE	A,B,E,J	\$ 190,000	87-88

NOTE: "X" INDICATES 1986-87 PROJECT

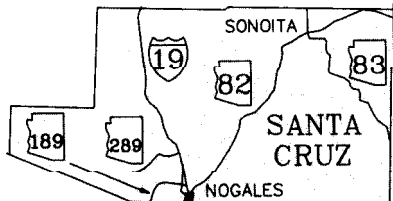
PINAL COUNTY (CON'T.)

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	ASSIGNED PRIORITY	PROJECT COST ESTIMATE	FISCAL YEAR PROGRAM
587	218.8	PINAL COUNTY LINE-SOUTH	SEAL COAT 3.8 MILES	STATE	A,B,E,J	\$ 120,000	86-87 X
587	222.4	GILA RIVER-CASA BLANCA TRAFFIC INTERCHANGE	SEAL COAT 2.6 MILES	STATE	A,B,E,J	\$ 60,000	88-89

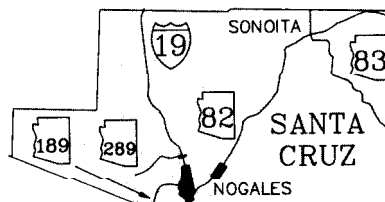
NOTE: "X" INDICATES 1986-87 PROJECT

SANTA CRUZ COUNTY

1987



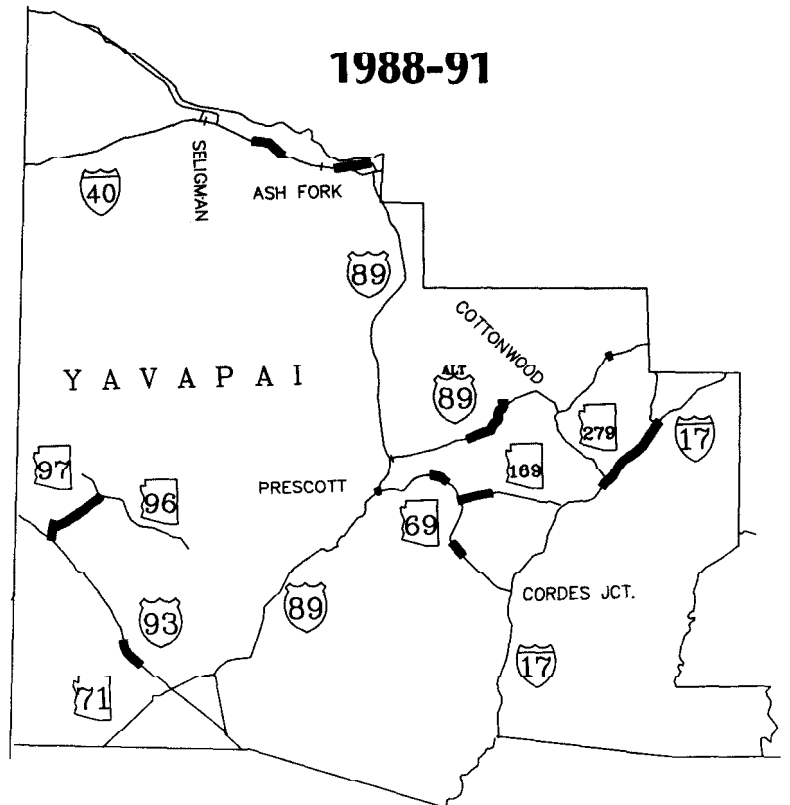
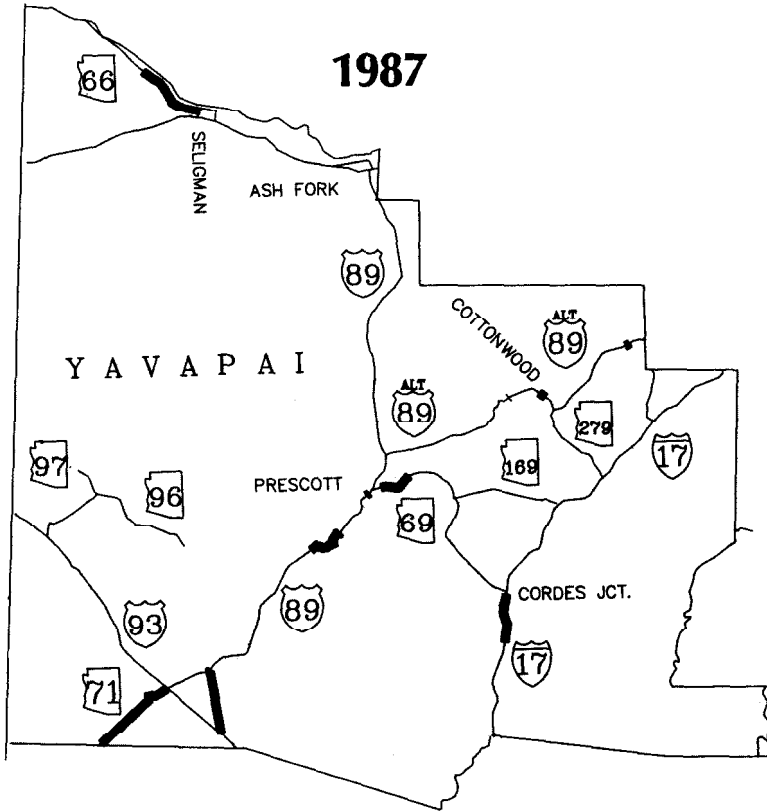
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STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	ASSIGNED PRIORITY	PROJECT COST ESTIMATE	FISCAL YEAR PROGRAM
19	0.3	INTERNATIONAL BORDER-PORTERO	MILL 5.4 MILES AND REPLACE	FA-IR	A,B,E,J	\$ 1,700,000	88-89
19	4.9	COUNTRY CLUB GRADE SEPERATION-PORTERO CREEK	DRAINAGE IMPROVEMENTS	STATE	E	\$ 100,000	87-88
19	7.7	PENA BLANCA TRAFFIC INTERCHANGE	PARTIAL TRAFFIC INTERCHANGE LIGHTING	FA-IR	C,D,E	\$ 80,000	88-89
82	5.6	SANTA CRUZ RIVER-PATAGONIA	REHABILITATE BRIDGE RAIL, APPROACH RAIL AND GUARDRAIL	STATE	D,J	\$ 300,000	87-88
89	0.0	NOGALES STREET'S, CITY OF NOGALES	MILL 2.0 MILES AND REPLACE	FA-F	A,B,E,J	\$ 830,000	86-87 X
89	2.0	STATE ROUTE 82-JUNCTION INTERSTATE-19	RESURFACE 3.9 MILES WITH ASPHALTIC CONCRETE PLUS SEAL COAT	STATE	A,B,E,J	\$ 610,000	88-89 2/
89	43.9	JUNCTION INTERSTATE-19-PIMA MINE ROAD	RESURFACE 7.4 MILES WITH ASPHALTIC CONCRETE PLUS SEAL COAT	FA-RS	A,B,E,J	\$ 1,160,000	88-89 2/
189	2.5	FRANK REED ROAD-US ROUTE 89	RECONSTRUCT PLUS SOUTHBOUND AND EAST-WEST TRAFFIC INTERCHANGE RAMPS AND PAVE	STATE	C,E	\$ 3,810,000	89-90

NOTE: "X" INDICATES 1986-87 PROJECT

YAVAPAI COUNTY



YAVAPAI COUNTY (CON'T.)

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	ASSIGNED PRIORITY	PROJECT COST ESTIMATE	FISCAL YEAR PROGRAM	
17	256.0	BADGER SPRINGS OVERPASS-CORDES JUNCTION	MILL 6.7 MILES AND REPLACE	FA-IR	A,B,E,J	\$ 3,800,000	86-87	X
17	286.0	CAMP VERDE SECTION	MILL 5.4 MILES AND REPLACE	FA-IR	A,B,E,J	\$ 1,800,000	87-88	
17	291.6	MCGUIREVILLE TRAFFIC INTERCHANGE - SEDONA TRAFFIC INTERCHANGE	RESURFACE 7.6 MILES ASPHALTIC CONCRETE AND FINISHING COURSE	FA-IR	A,B,E,J	\$ 4,720,000	87-88	
17	296.9	MCGUIREVILLE REST AREA	RECONSTRUCT REST AREA FACILITIES	FA-IR	E,J	\$ 3,400,000	89-90	
17	299.0	SEDONA TRAFFIC INTERCHANGE	PARTIAL TRAFFIC INTERCHANGE LIGHTING	FA-IR	D,E,J	\$ 90,000	89-90	
40	121.1	SELIGMAN TRAFFIC INTERCHANGE	EXPAND RAMP TERMINI	FA-IR	C,D,E	\$ 140,000	88-89	
40	139.9	CROOKTON TRAFFIC INTERCHANGE	EXPAND RAMP TERMINI	FA-IR	C,D,E	\$ 140,000	88-89	
40B	144.9	ASH FORK STREET'S	MILL 1.5 MILES AND REPLACE	STATE	A,B,E,J	\$ 500,000	88-89	
66	129.0	YAVAPAI COUNTY LINE-SELIGMAN	SEAL COAT 11.0 MILES	STATE	A,B,E,J	\$ 320,000	86-87	X
69	271.0	MAYER-WEST	PASSING LANES	STATE	C,D,E	\$ 500,000	87-88	
69	284.0	PRESCOTT COUNTRY CLUB-PRESCOTT VALLEY	RECONSTRUCT AND PAVE	STATE	C,E,J	\$ 4,640,000	89-90	
69	289.6	PRESCOTT VALLEY-PRESCOTT, II	RECONSTRUCT AND PAVE	FA-F	A,C,D,E	\$ 9,100,000	86-87	X
69	296.3	JUNCTION US ROUTE 89 AND SHELDON	RECONSTRUCT JUNCTION	STATE	C,E,J	\$ 3,330,000	88-89	
71	90.3	AGUILA-YARNELL	SEAL COAT 12.4 MILES	STATE	A,B,E,J	\$ 270,000	86-87	X
71	109.5	(CONGRESS) RAILROAD CROSSING # 25-365-D	INSTALL FLASHERS, GATES AND PLANKING AT RAILROAD CROSSING	FA-RRP	Z	\$ 100,000	86-87	X
89	258.0	JUNCTION US ROUTE 93-CONGRESS	RESURFACE 10.0 MILES WITH STATE ASPHALTIC CONCRETE PLUS FINISHING COURSE	STATE	A,B,E,J	\$ 950,000	86-87	X
89	268.0	US ROUTE 89 AT STATE ROUTE 71, CONGRESS	INTERSECTION IMPROVEMENT	STATE	C,D,E	\$ 430,000	86-87	X
89	295.0	WILHOIT-MILE POST 302.0	RESURFACE 7.0 MILES WITH STATE ASPHALTIC CONCRETE FINISHING COURSE	STATE	A,B,E,J	\$ 210,000	86-87	X
89	312.0	JUNCTION STATE ROUTE 69	INTERSECTION IMPROVEMENT	STATE	C,E,H	\$ 150,000	86-87	X
89A	318.1	GRANITE CREEK BRIDGE # 0042	WIDEN BRIDGE ,CHANNEL AND APPROACHES	FA-BR/RS	Z	\$ 1,160,000	87-88	
89A	332.0	PRESCOTT NATIONAL FOREST BOUNDRY-JEROME	RESURFACE 11.0 MILES WITH STATE ASPHALTIC CONCRETE PLUS SEAL COAT	STATE	A,B,E,J	\$ 970,000	88-89	
89A	344.1	US ROUTE 89A AT MILEPOST 344.1 (JEROME)	RECONSTRUCT RETAINING WALL	STATE	D,E	\$ 110,000	86-87	X
89A	351.4	COTTONWOOD STREETS	RECONSTRUCT, CURB, GUTTER, SIDEWALKS AND PAVE	STATE	A,C,D,E	\$ 2,650,000	86-87	X
89A	366.0	DRY CREEK BRIDGE # 0140	NEW BRIDGE AND APPROACHES	FA-BRS	C,E	\$ 1,960,000	88-89	
89A	369.7	RED ROCK LOOP	LEFT-TURN AND DECELERATION LANE IMPROVEMENTS	STATE	C,E,H	\$ 200,000	86-87	X

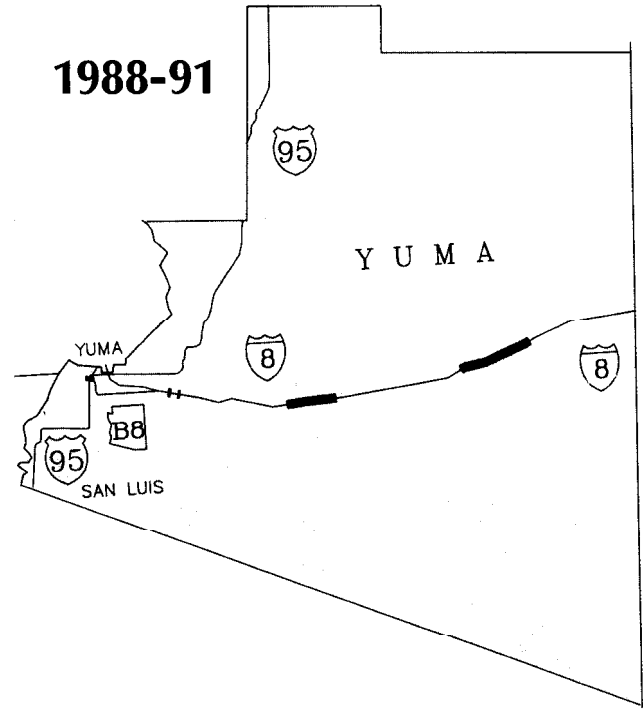
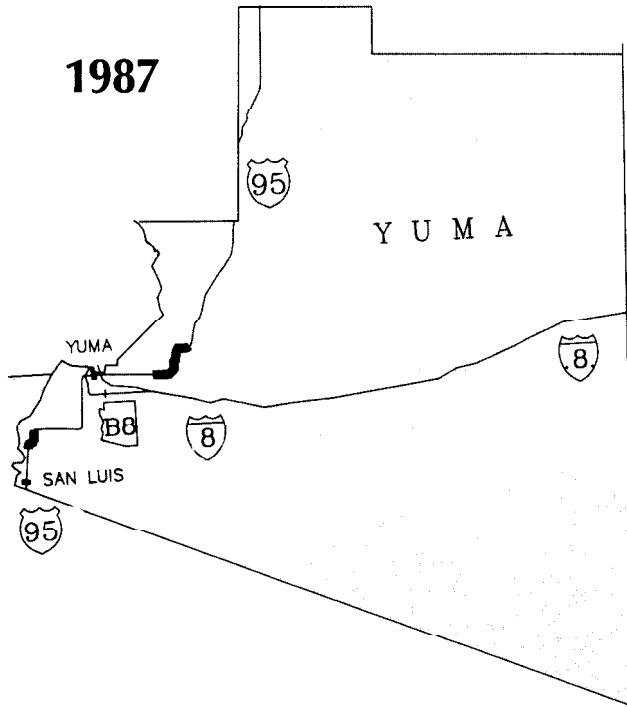
NOTE: "X" INDICATES 1986-87 PROJECT

YAVAPAI COUNTY (CON'T.)

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	ASSIGNED PRIORITY	PROJECT COST ESTIMATE	FISCAL YEAR PROGRAM
93	172.0	DATE CREEK SECTION	RESURFACE 5.0 MILES WITH ASPHALTIC CONCRETE PLUS SEAL COAT	STATE	A,B,E,J	\$ 550,000	88-89
97	155.2	JUNCTION US ROUTE 93-JUNCTION STATE ROUTE 96	RESURFACE 11.7 MILES WITH ASPHALTIC CONCRETE PLUS SEAL COAT	STATE	A,B,E,J	\$ 1,610,000	87-88
169	0.0	DEWEY CUTOFF	RESURFACE 5.0 MILES WITH ASPHALTIC CONCRETE PLUS SEAL COAT	FA-F	A,B,E,J	\$ 750,000	87-88
179	310.0	SEDONA AT MILE POST 310	REST AREA (WEST SIDE)	STATE	E,F	\$ 250,000	86-87 X
179	311.8	SEDONA CEMETERY ENTRANCE	LEFT TURN LANE	STATE	C,E,H	\$ 50,000	86-87 X

NOTE: "X" INDICATES 1986-87 PROJECT

YUMA COUNTY



STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	ASSIGNED PRIORITY	PROJECT COST ESTIMATE	FISCAL YEAR PROGRAM
8	12.0	FORTUNA TRAFFIC INTERCHANGE	INTERCHANGE WIDENING	STATE	C,D,E	\$ 120,000	87-88
8	14.4	FOOTHILLS TRAFFIC INTERCHANGE	NEW TRAFFIC INTERCHANGE ADDITION, SIGNS AND FRONTAGE ROADS	FA-IR	C,D,E,J	\$ 7,800,000	87-88 7/
8	29.0	WELLTON TRAFFIC INTERCHANGE-ROLL TRAFFIC INTERCHANGE	MILL 9.0 MILES AND REPLACE	FA-IR	A,B,E,J	\$ 4,830,000	88-89
8	54.5	MOHAWK-EAST, EASTBOUND	MILL 11.5 MILES AND REPLACE	FA-IR	A,B,E,J	\$ 3,590,000	87-88
8	55.9	MOHAWK REST AREA	SEWAGE DISPOSAL FACILITY	FA-IR	E	\$ 300,000	88-89
8B	0.2	STATE ROUTE B-8 AT MILEPOST 0.2, YUMA	INSTALL RUBBER PLANKING AT RAILROAD CROSSING	FA-RRS	Z	\$ 100,000	86-87 X
8B	6.6	STATE ROUTE B-8 AT MILEPOST 6.5, YUMA	INSTALL RUBBER PLANKING AT RAILROAD CROSSING	FA-RRS	Z	\$ 100,000	86-87 X
95	0.5	SAN LUIS-NORTH	PEDESTRIANS FACILITY	STATE	C,E,H	\$ 400,000	86-87 X
95	5.6	GADSDEN-NORTH	NEW ROADWAY	STATE/HES	C,D,J	\$ 2,150,000	86-87 X
95	20.0	32ND STREET-26TH STREET	RECONSTRUCT AND PAVE	STATE	A,C,E,J	\$ 1,580,000	87-88
95	23.2	1ST AVENUE, 28TH STREET, ARIZONA AVENUE AND SOUTHBOUND-8	UPGRADE TRAFFIC SIGNAL HARDWARE	FA-HES	Z	\$ 200,000	86-87 X 4/
95	31.0	YUMA-NORTH	RESURFACE 7.0 MILES WITH ASPHALTIC CONCRETE PLUS SEAL COAT	FA-F	A,B,E,J	\$ 1,100,000	86-87 X

NOTE: "X" INDICATES 1986-87 PROJECT

STATEWIDE

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	ASSIGNED PRIORITY	PROJECT COST ESTIMATE	FISCAL YEAR PROGRAM
999	987.0	CONSTRUCTION PREPARATION	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	STATE	Z	\$ 4,500,000	86-87 X
999	987.1	RESEARCH AND TRAINING	CONTRACT RESEARCH PROJECTS	FA/ST	Z	\$ 4,802,000	86-87 X
999	987.2	TRAFFIC ENGINEERING	TRAFFIC SIGNALS, ILLUMINATION, MINOR SAFETY PROJECTS	STATE	Z	\$ 1,000,000	86-87 X
999	987.3	BRIDGE PRESERVATION PROGRAM	CONTRACT REPAIRS	STATE	Z	\$ 1,500,000	86-87 X
999	987.4	CONTINGENCY EMERGENCY PROJECTS	EMERGENCY CONTRACT REPAIRS	STATE	Z	\$ 800,000	86-87 X
999	987.5	STATEWIDE GUARDRAIL PROGRAM	GUARDRAIL IMPROVEMENT PROGRAM	STATE	Z	\$ 500,000	86-87 X
999	987.6	SPECIAL SIGN PROGRAM	SCENIC, HISTORIC, AND TOURIST SIGNS	STATE	Z	\$ 100,000	86-87 X
999	987.7	STATEWIDE - COUNTY MAPPING	ORTHO PHOTO MAPPING AND SURVEYS	STATE	Z	\$ 50,000	86-87 X
999	987.8	STATEWIDE	TRANSPORTATION SYSTEM MANAGEMENT PRELIMINARY ENGINEERING AND CONTINGENCY	STATE	Z	\$ 340,000	86-87 X
999	987.9	STATE PARKS	PRELIMINARY ENGINEERING, RIGHT OF WAY, UTILITIES AND CONSTRUCTION	STATE	Z	\$ 5,000,000	86-87 X
999	988.0	CONSTRUCTION PREPARATION	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	STATE	Z	\$ 1,500,000	87-88
999	988.1	RESEARCH AND TRAINING	CONTRACT RESEARCH PROJECTS	FA/ST	Z	\$ 1,500,000	87-88
999	988.2	TRAFFIC ENGINEERING	TRAFFIC SIGNALS, ILLUMINATION, MINOR SAFETY PROJECTS	STATE	Z	\$ 1,000,000	87-88
999	988.3	BRIDGE PRESERVATION PROGRAM	CONTRACT REPAIRS	STATE	Z	\$ 1,500,000	87-88
999	988.4	CONTINGENCY EMERGENCY PROJECTS	EMERGENCY CONTRACT REPAIRS	STATE	Z	\$ 800,000	87-88
999	988.5	STATEWIDE GUARDRAIL PROGRAM	GUARDRAIL IMPROVEMENT PROGRAM	STATE	Z	\$ 500,000	87-88
999	988.6	SPECIAL SIGN PROGRAM	SCENIC, HISTORIC, AND TOURIST SIGNS	STATE	Z	\$ 100,000	87-88
999	988.7	TITLE II SAFETY PROJECTS	HAZARD ELIMINATION SAFETY PROJECTS	FA-HES	Z	\$ 2,520,000	87-88
999	988.9	INTERSTATE SIGNS, STATEWIDE	UPDATE AND OVERLAY SIGNS	FA-IR	Z	\$ 500,000	87-88
999	988.9	STATE PARKS	PRELIMINARY ENGINEERING, RIGHT OF WAY, UTILITIES AND CONSTRUCTION	STATE	Z	\$ 5,000,000	87-88
999	989.0	CONSTRUCTION PREPARATION	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	STATE	Z	\$ 1,500,000	88-89
999	989.1	RESEARCH AND TRAINING	CONTRACT RESEARCH PROJECTS	FA/ST	Z	\$ 1,500,000	88-89
999	989.2	TRAFFIC ENGINEERING	TRAFFIC SIGNALS, ILLUMINATION, MINOR SAFETY PROJECTS	STATE	Z	\$ 1,000,000	88-89

NOTE: "X" INDICATES 1986-87 PROJECT

STATEWIDE (CON'T.)

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	ASSIGNED PRIORITY	PROJECT COST ESTIMATE	FISCAL YEAR PROGRAM
999	989.3	BRIDGE PRESERVATION PROGRAM	CONTRACT REPAIRS	STATE	Z	\$ 1,500,000	88-89
999	989.4	CONTINGENCY EMERGENCY PROJECTS	EMERGENCY CONTRACT REPAIRS	STATE	Z	\$ 800,000	88-89
999	989.5	STATEWIDE GUARDRAIL PROGRAM	GUARDRAIL IMPROVEMENT PROGRAM	STATE	Z	\$ 500,000	88-89
999	989.6	SPECIAL SIGN PROGRAM	SCENIC, HISTORIC, AND TOURIST SIGNS	STATE	Z	\$ 100,000	88-89
999	989.7	TITLE II SAFETY PROJECTS	RAILROAD-HIGHWAY CROSSING AND HAZARD ELIMINATION SAFETY PROJECTS	RR/HES	Z	\$ 2,670,000	88-89
999	989.8	MINOR PROJECTS	CONTRACT REPAIRS	STATE	Z	\$ 2,200,000	88-89
999	989.9	INTERSTATE SIGNS, STATEWIDE	UPDATE AND OVERLAY SIGNS	FA-IR	Z	\$ 500,000	88-89
999	989.9	STATE PARKS	PRELIMINARY ENGINEERING, RIGHT OF WAY, UTILITIES AND CONSTRUCTION	STATE	Z	\$ 5,000,000	88-89
999	990.0	CONSTRUCTION PREPARATION	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	STATE	Z	\$ 1,500,000	89-90
999	990.1	RESEARCH AND TRAINING	CONTRACT RESEARCH PROJECTS	FA/ST	Z	\$ 1,500,000	89-90
999	990.2	TRAFFIC ENGINEERING	TRAFFIC SIGNALS, ILLUMINATION AND MINOR SAFETY PROJECTS	STATE	Z	\$ 1,000,000	89-90
999	990.3	MINOR PROJECTS	CONTRACT REPAIRS	STATE	Z	\$ 2,200,000	89-90
999	990.3	BRIDGE PRESERVATION PROGRAM	CONTRACT REPAIRS	STATE	Z	\$ 1,500,000	89-90
999	990.4	CONTINGENCY EMERGENCY PROJECTS	EMERGENCY CONTRACT REPAIRS	STATE	Z	\$ 800,000	89-90
999	990.5	STATEWIDE GUARDRAIL PROGRAM	GUARDRAIL IMPROVEMENT PROGRAM	STATE	Z	\$ 500,000	89-90
999	990.6	SPECIAL SIGN PROGRAM	SCENIC, HISTORIC, AND TOURIST SIGNS	STATE	Z	\$ 100,000	89-90
999	990.8	PAVEMENT PRESERVATION PROGRAM	RESURFACE AND SEAL COAT PROJECTS	ST/FA	Z	\$58,000,000	89-90
999	990.8	TITLE II SAFETY PROJECTS	RAILROAD-HIGHWAY CROSSING AND HAZARD ELIMINATION SAFETY PROJECTS	RR/HES	Z	\$ 2,980,000	89-90
999	990.9	INTERSTATE SIGNS, STATEWIDE	UPDATE AND OVERLAY SIGNS	FA-IR	Z	\$ 500,000	89-90
999	990.9	STATE PARKS	PRELIMINARY ENGINEERING, RIGHT OF WAY UTILITIES AND CONSTRUCTION	STATE	Z	\$ 5,000,000	89-90
999	991.0	CONSTRUCTION PREPARATION	PRELIMINARY ENGINEERING, RIGHT OF WAY AND UTILITIES	STATE	Z	\$ 1,500,000	90-91
999	991.1	RESEARCH AND TRAINING PROJECTS	CONTRACT RESEARCH PROJECTS	FA/ST	Z	\$ 1,500,000	90-91
999	991.2	TRAFFIC ENGINEERING	TRAFFIC SIGNALS, ILLUMINATION, AND MINOR SAFETY PROJECTS	STATE	Z	\$ 1,000,000	90-91
999	991.3	BRIDGE PRESERVATION PROGRAM	CONTRACT REPAIRS	STATE	Z	\$ 1,500,000	90-91

STATEWIDE (CON'T.)

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	ASSIGNED PRIORITY	PROJECT COST ESTIMATE	FISCAL YEAR PROGRAM
999	991.4	CONTINGENCY PROJECTS	EMERGENCY CONTRACT REPAIRS	STATE	Z	\$ 800,000	90-91
999	991.5	STATEWIDE GUARDRAIL PROGRAM	GUARDRAIL IMPROVEMENT PROGRAM	STATE	Z	\$ 500,000	90-91
999	991.6	SPECIAL SIGN PROGRAM	SCENIC, HISTORIC, AND TOURIST SIGNS	STATE	Z	\$ 100,000	90-91
999	991.7	TITLE II SAFETY PROJECTS	RAILROAD-HIGHWAY CROSSING AND HAZARD ELIMINATION SAFETY PROJECTS	RR/HES	Z	\$ 2,440,000	90-91
999	991.8	PAVEMENT PRESERVATION PROGRAM	RESURFACE AND SEAL COAT PROJECTS	ST/FA	Z	\$59,000,000	90-91
999	991.8	MINOR PROJECTS	CONTRACT REPAIRS	STATE	Z	\$ 2,200,000	90-91
999	991.9	INTERSTATE SIGNS, STATEWIDE	UPDATE AND OVERLAY SIGNS	FA-IR	Z	\$ 500,000	90-91
999	991.9	STATE PARKS	PRELIMINARY ENGINEERING, RIGHT OF WAY ,UTILITIES AND CONSTRUCTION	STATE	Z	\$ 5,000,000	90-91

GLOSSARY

SAHSP	- STATE AIRPORT/HELIPORT SYSTEM PLAN
EIA	- ENVIRONMENTAL IMPACT ASSESSMENT
MIRL	- MEDIUM INTENSITY RUNWAY LIGHTING
MITL	- MEDIUM INTENSITY TAXIWAY LIGHTING
VASI	- VISUAL APPROACH SLOPE INDICATOR
ODALS	- OMNI-DIRECTIONAL APPROACH LIGHTING SYSTEM
DELINEATORS	- REFLECTIVE TAXIWAY AND/OR RUNWAY EDGE MARKERS
VOR	- VHF OMNI-DIRECTIONAL RANGE (RADIO NAVIGATION AID)
DTG	- DISTANCE-TO-GO

AIRPORT DEVELOPMENT PROGRAM 1987-91

FISCAL YEAR 1986-87

AIRPORT	COUNTY	PROJECT DESCRIPTION	STATE AMOUNT	LOCAL AMOUNT	FEDERAL AMOUNT	TOTAL AMOUNT
COMMERCIAL SERVICE/RELIEVER AIRPORT PROJECTS						
Chandler	Maricopa	Land Acquisition	\$ 250,000	\$ 741,080	\$ 10,461,480	\$ 11,452,560
Glendale	Maricopa	Grade, Drain & Surface Apron; Fencing	290,000	32,220	0	322,220
Grand Canyon	Coconino	Grade, Drain & Surface Apron; Utilities	220,000	0	900,000	1,120,000
Mesa-Falcon Field	Maricopa	Grade, Drain & Surface Apron	290,000	32,220	0	322,220
Page	Coconino	Grade, Drain & Surface Apron	51,200	51,200	1,042,640	1,145,040
Phoenix-Deer Valley	Maricopa	Land Acquisition	290,000	32,220	0	322,220
Phoenix-Litchfield	Maricopa	Surface Main Runway 3/21 (Pavement Preservation)	290,000	32,220	0	322,220
Phoenix-Sky Harbor	Maricopa	Land Acquisition	290,000	147,270	3,000,000	3,437,270
Prescott-Love Field	Yavapai	Land Acquisition	290,000	32,220	500,000	822,220
Tucson International	Pima	Land Acquisition; MRL; Drainage Improvements; Surface Apron & Access Road (Pavement Pres.)	290,000	95,830	1,952,060	2,337,890
Tucson-Ryan	Pima	Surface Main Taxiway & Apron (Pavement Pres.); Grade, Drain & Surface Apron & Taxiway	225,000	25,000	0	250,000
SUB-TOTAL			\$ 2,776,200	\$ 1,221,480	\$ 17,856,180	\$ 21,853,860

FISCAL YEAR 1986-87

AIRPORT	COUNTY	PROJECT DESCRIPTION	STATE AMOUNT	LOCAL AMOUNT	FEDERAL AMOUNT	TOTAL AMOUNT
PUBLIC AIRPORT PROJECTS						
Coolidge	Pinal	Fire Protection	\$ 25,600	\$ 2,850	\$ 0	\$ 28,450
Gila Bend	Maricopa	Surface Main Runway 4/22, Taxiway & Apron (Pavement Pres.)	166,600	18,510	0	185,110
Holbrook	Navajo	Surface Main Runway 3/21 (Pavement Pres.)	198,000	22,000	0	220,000
Nogales	Santa Cruz	Fire Protection	27,000	3,000	0	30,000
Show Low	Navajo	Surface Main Runway 3/21	190,000	21,100	0	211,100
Taylor	Navajo	Surface Main Runway 4/22 & Apron (Pavement Pres.)	36,000	4,000	0	40,000
Wickenburg	Maricopa	Surface Main Runway 6/24, Taxiway & Apron (Pavement Pres.)	39,600	4,400	0	44,000
SUB-TOTAL			\$ 682,800	\$ 75,860	\$ 0	\$ 758,660

SPECIAL AIRPORT PROJECTS

Statewide	SAHSP '87 & Master Plans	\$ 150,000	\$ 50,000	\$ 150,000	\$ 350,000
Statewide	Contingencies	30,000	0	0	30,000
Statewide	Set Aside to Match FAA Grants	300,000	0	0	300,000
SUB-TOTAL		\$ 480,000	\$ 50,000	\$ 150,000	\$ 680,000

FISCAL YEAR 1987 TOTAL \$ 3,939,000 \$ 1,347,340 \$ 18,006,180 \$ 23,292,520

AIRPORT DEVELOPMENT PROGRAM (CON'T.) 1987-91

FISCAL YEAR 1987-88

AIRPORT	COUNTY	PROJECT DESCRIPTION	STATE AMOUNT	LOCAL AMOUNT	FEDERAL AMOUNT	TOTAL AMOUNT
COMMERCIAL SERVICE/RELIEVER AIRPORT PROJECTS						
Chandler	Maricopa	Land Acquisition	\$ 304,500	\$ 38,010	\$ 774,210	\$ 1,116,720
Grand Canyon	Coconino	Utilities; Terminal Expansion	304,500	0	945,000	1,249,500
Phoenix-Deer Valley	Maricopa	Land Acquisition	304,500	33,840	0	338,340
Phoenix-Litchfield	Maricopa	Land Acquisition; Grade, Drain & Surface Apron; Fencing	304,500	309,750	0	614,250
Prescott-Love Field	Yavapai	Grade, Drain & Surface Parallel Runway 3L/21R; Runway Lighting	304,500	33,840	525,000	863,340
Scottsdale	Maricopa	Surface Apron (Pavement Pres.)	304,500	33,840	0	338,340
Sedona	Yavapai	Grade, Drain & Surface Apron	178,000	19,780	0	197,780
Tucson-Ryan	Pima	Fire Protection; Access Road	9,900	9,900	201,680	221,480
Yuma	Yuma	Grade, Drain & Surface Apron & Taxiway	304,500	33,840	0	338,340
SUB-TOTAL			\$ 2,319,400	\$ 512,800	\$ 2,445,890	\$ 5,278,090

FISCAL YEAR 1987-88

AIRPORT	COUNTY	PROJECT DESCRIPTION	STATE AMOUNT	LOCAL AMOUNT	FEDERAL AMOUNT	TOTAL AMOUNT
PUBLIC AIRPORT PROJECTS						
Avra Valley	Pima	Land Acquisition	\$ 199,500	\$ 22,160	\$ 0	\$ 221,660
Bisbee	Cochise	Surface Main Runway 17/35, Taxiway & Apron (Pavement Pres.)	95,200	10,580	0	105,780
Cochise College	Cochise	Grade, Drain & Surface Apron	224,000	24,890	0	248,890
Cottonwood	Yavapai	Surface Main Runway 12/30, Taxiway & Apron (Pavement Pres.)	85,100	9,460	0	94,560
Winslow	Navajo	Surface Main Runway 4/22 (Pavement Pres.)	189,000	21,000	0	210,000
SUB-TOTAL			\$ 792,800	\$ 88,090	\$ 0	\$ 880,890
FISCAL YEAR 1988 TOTAL			\$ 3,112,200	\$ 600,890	\$ 2,445,890	\$ 6,158,980

AIRPORT DEVELOPMENT PROGRAM (CON'T.) 1987-91

FISCAL YEAR 1988-89

AIRPORT	COUNTY	PROJECT DESCRIPTION	STATE AMOUNT	LOCAL AMOUNT	FEDERAL AMOUNT	TOTAL AMOUNT
COMMERCIAL SERVICE/RELIEVER AIRPORT PROJECTS						
Chandler	Maricopa	Grade, Drain & Surface Parallel Runway 4R/22L	\$ 321,900	\$ 51,330	\$ 1,045,510	\$ 1,418,740
Flagstaff-Pulliam	Coconino	Land Acquisition	124,100	124,100	2,528,090	2,776,290
Grand Canyon	Coconino	Surface Apron & Taxiway (Pavement Pres.)	321,900	0	999,000	1,320,900
Lake Havasu	Mohave	Land Acquisition	74,400	74,400	1,515,700	1,664,500
Mesa-Falcon Field	Maricopa	Surface Main Runway 4L/22R	321,900	35,770	0	357,670
Phoenix-Deer Valley	Maricopa	Grade, Drain & Surface Main Runway & Taxiway Extension 7L/25R & Apron (Stage 1)	321,900	81,870	1,667,770	2,071,540
Phoenix-Litchfield	Maricopa	Grade, Drain & Surface Parallel Runway & Taxiway; Nav aids	321,900	103,460	2,107,450	2,532,810
Scottsdale	Maricopa	Grade, Drain & Surface Apron	321,900	35,770	0	357,670
Sedona	Yavapai	Grade, Drain & Surface Apron	226,400	25,200	0	251,600
Tucson-Ryan	Pima	Land Acquisition	282,900	282,900	5,763,060	6,328,860
SUB-TOTAL			\$ 2,639,200	\$ 814,800	\$ 15,626,580	\$ 19,080,580

FISCAL YEAR 1988-89

AIRPORT	COUNTY	PROJECT DESCRIPTION	STATE AMOUNT	LOCAL AMOUNT	FEDERAL AMOUNT	TOTAL AMOUNT
PUBLIC AIRPORT PROJECTS						
Avra Valley	Pima	Grade, Drain & Surface Main Runway Extension 12/30	\$ 240,800	\$ 26,760	\$ 0	\$ 267,560
Cochise County	Cochise	Surface Main Runway 3/21 (Pavement Pres.)	171,100	19,020	0	190,120
Eloy	Pinal	Grade, Drain & Surface Main Runway Extension 2/20	174,900	19,440	0	194,340
Nogales	Santa Cruz	Surface Main Runway 3/21, Taxiway & Apron (Pavement Pres.)	99,900	11,100	0	111,000
Safford	Graham	Grade, Drain & Surface Main Runway Extension 12/30	69,000	7,670	0	76,670
SUB-TOTAL			\$ 755,700	\$ 83,990	\$ 0	\$ 839,690
FISCAL YEAR 1989 TOTAL			\$ 3,394,900	\$ 898,790	\$ 15,626,580	\$ 19,920,270

AIRPORT DEVELOPMENT PROGRAM (CON'T.) 1987-91

FISCAL YEAR 1989-90

AIRPORT	COUNTY	PROJECT DESCRIPTION	STATE AMOUNT	LOCAL AMOUNT	FEDERAL AMOUNT	TOTAL AMOUNT
COMMERCIAL SERVICE/RELIEVER AIRPORT PROJECTS						
Bullhead City	Mohave	Grade, Drain & Surface Main Runway 16/34	\$ 109,800	\$ 109,800	\$ 2,236,780	\$ 2,456,380
Chandler	Maricopa	Land Acquisition	336,400	48,270	983,220	\$ 1,367,890
Glendale	Maricopa	Grade, Drain & Surface Apron	336,400	37,380	0	373,780
Grand Canyon	Coconino	Grade, Drain & Surface Apron	336,400	0	1,044,000	1,380,400
Lake Havasu	Mohave	Grade, Drain & Surface Main Runway 14/32	156,100	156,100	3,179,970	3,492,170
Mesa-Falcon Field	Maricopa	Land Acquisition	336,400	37,380	0	373,780
Page	Coconino	Surface Main Runway 15/33 (Pavement Pres.)	46,400	5,150	0	51,550
Phoenix-Deer Valley	Maricopa	Grade, Drain & Surface Main Runway & Taxiway Extension 7L/25R & Apron (Stage 2)	336,400	73,250	1,492,040	1,901,690
Phoenix-Litchfield	Maricopa	Grade, Drain & Surface Taxiway & Apron	336,400	37,380	633,780	1,007,560
Prescott-Love Field	Yavapai	Grade, Drain & Surface Apron; Non-Directional Beacon	336,400	37,380	0	373,780
Sedona	Yavapai	Surface Main Runway 3/21, Taxiway & Apron (Pavement Pres.)	114,900	12,770	0	127,670
Tucson-Ryan	Pima	Fencing; Grade, Drain & Surface Apron	72,200	72,200	1,470,820	1,615,220
SUB-TOTAL			\$ 2,854,200	\$ 627,060	\$ 11,040,610	\$ 14,521,870

FISCAL YEAR 1989-90

AIRPORT	COUNTY	PROJECT DESCRIPTION	STATE AMOUNT	LOCAL AMOUNT	FEDERAL AMOUNT	TOTAL AMOUNT
PUBLIC AIRPORT PROJECTS						
Casa Grande	Pinal	Surface Main Runway 5/23, Taxiway & Apron (Pavement Pres.)	\$ 178,600	\$ 19,850	\$ 0	\$ 198,450
Gila Bend	Maricopa	Grade, Drain & Surface Main Runway Extension 4/22	31,300	31,300	637,630	700,230
St. Johns	Apache	Non-Directional Beacon; VASI	52,200	5,800	0	58,000
Wickenburg	Maricopa	Surface Main Runway 6/24 (Pavement Pres.)	139,900	15,550	0	155,450
Williams	Coconino	Surface Main Runway 18/36 Taxiway & Apron (Pavement Pres.)	104,400	11,600	0	116,000
SUB-TOTAL			\$ 506,400	\$ 84,100	\$ 637,630	\$ 1,228,130
FISCAL YEAR 1990 TOTAL			\$ 3,360,600	\$ 711,160	\$ 11,678,240	\$ 15,750,000

AIRPORT DEVELOPMENT PROGRAM (CON'T.) 1987-91

FISCAL YEAR 1990-91

AIRPORT	COUNTY	PROJECT DESCRIPTION	STATE AMOUNT	LOCAL AMOUNT	FEDERAL AMOUNT	TOTAL AMOUNT
COMMERCIAL SERVICE RELIEVER AIRPORT PROJECTS						
Chandler	Maricopa	Land Acquisition	\$ 359,600	\$ 39,960	\$ 0	\$ 399,560
Glendale	Maricopa	Surface Main Runway 1/19, Taxiway & Apron (Pavement Pres.)	267,900	29,770	0	297,670
Grand Canyon	Coconino	Grade, Drain & Surface Apron; Utilities	359,600	0	1,116,000	1,475,600
Mesa-Falcon Field	Maricopa	Land Acquisition	359,600	39,960	0	399,560
Phoenix-Deer Valley	Maricopa	Land Acquisition	359,600	39,960	0	399,560
Phoenix-Litchfield	Maricopa	Surface Main Runway 3/21, Taxiway & Apron (Pavement Pres.)	297,600	33,070	0	330,670
Prescott-Love Field	Yavapai	Surface Main Runway 3/21, Taxiway & Apron (Pavement Pres.)	248,000	27,560	0	275,560
Scottsdale	Maricopa	Surface Apron (Pavement Pres.)	359,600	39,960	0	399,560
Sedona	Yavapai	Grade, Drain & Surface Apron	111,600	12,400	0	124,000
Tucson-Ryan	Pima	Grade, Drain & Surface Main Runway 8/26	359,600	346,430	7,057,150	7,763,180
SUB-TOTAL			\$ 3,082,700	\$ 609,070	\$ 8,173,150	\$ 11,864,920

FISCAL YEAR 1990-91

PUBLIC AIRPORT PROJECTS

AIRPORT	COUNTY	PROJECT DESCRIPTION	STATE AMOUNT	LOCAL AMOUNT	FEDERAL AMOUNT	TOTAL AMOUNT
Buckeye	Maricopa	Surface Main Runway 17/35 (Pavement Pres.); Grade, Drain & Surface Main Runway Extension 17/35	\$ 31,300	\$ 31,300	\$ 637,630	\$ 700,230
Payson	Gila	Surface Main Runway 6/24 (Pavement Pres.)	111,600	12,400	0	124,000
St. Johns	Apache	Surface Main Runway 13/31 Taxiway & Apron (Pavement Pres.)	76,000	8,450	0	84,450
Show Low	Naveajo	Surface Main Runway 3/21, Taxiway & Apron (Pavement Pres.)	163,000	18,120	0	181,120
Springerville	Apache	Surface Main Runway 3/21 Taxiway & Apron (Pavement Pres.)	111,600	12,400	0	124,000
SUB-TOTAL			\$ 493,500	\$ 82,670	\$ 637,630	\$ 1,213,800
FISCAL YEAR 1991 TOTAL			\$ 3,576,200	\$ 691,740	\$ 8,810,780	\$ 13,078,720
GRAND TOTAL FIVE-YEAR PROGRAM			\$ 17,382,900	\$ 4,249,920	\$ 56,567,670	\$ 78,200,490