ARIZONA DEPARTMENT OF TRANSPORTATION

REPORT NUMBER: FHWA-AZ00-484-II

TRAFFIC AND EXPENDITURES ON ARIZONA STATE HIGHWAYS

Final Report

Prepared by:
Eric Matranga
950 South Terrace Road, #D177
Tempe, AZ 85281

John Semmens
Arizona Transportation Research Center
206 South 17th Avenue
Phoenix, AZ 85007

June 2000

Prepared for:
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, Arizona 85007
in cooperation with
U.S. Department of Transportation
Federal Highway Administration

Technical Report Documentation Page

1. Report No.	2. Government Accession No.	3. Recipient's Catalog No.
FHWA-AZ-00-484(2)		

4. Title and Subtitle	5. Report Date
Traffic and Expenditures on Arizona State Highways	June 2000
	6. Performing Organization Code

7. Authors	8. Performing Organization Report No.
Eric Matranga and John Semmens	

9. Performing Organization Name and Address	10. Work Unit No.
Eric Matranga, 950 S. Terrace Rd., #D177., Tempe, AZ 85281 John Semmens, Arizona Transportation Research Center. 206 S. 17 Ave., mail drop 075R, Phoenix 85007	11. Contract or Grant No. SPR-PL-1-(55) 484

12. Sponsoring Agency Name and Address	13.Type of Report & Period Covered
ARIZONA DEPARTMENT OF TRANSPORTATION **206 S. 17TH AVENUE** **PHOENIX, ARIZONA 85007** Project Manager: John Semmens	14. Sponsoring Agency Code

15. Supplementary Notes

Prepared in cooperation with the U.S. Department of Transportation, Federal Highway Administration

16. Abstract

Using Arizona Department of Transportation data, this study examines the distribution of expenditures, revenues and vehicle utilization of Arizona's state highways from 1986-1998. Three measures are used to evaluate the distribution of highway infrastructure spend over this period: 1) the ratio of revenue generated per vehicle mile, 2) the ratio the number of vehicle miles generated per expenditure dollar, and 3) the revenue dollars generated per expenditure dollar.

All counties' state highway segments, excepting Gila and Maricopa, generated more revenues from highway user taxes than was spent on these state highways during the study period. Because of the enormous capital outlay required for urban freeway construction, there would appear to be a short-term inequity in the expenditure distribution. However, over the long-term, the enormous volumes of traffic carried by the urban system should generate revenues disproportionately and eventually provide a surplus to the system.

While this is only one way of evaluating the equity and efficiency of highway investments, it is, nevertheless, a useful addition to other, more traditional methods of analysis.

17. Key Words	18. Distribution Statement	23. Registrant's Seal
highway use/highway investment, highway segment analysis	Document is available to the U.S. public through the National Technical Information Service, Springfield, Virginia 22161	

19. Security Classification	20. Security Classification	21. No. of Pages	22. Price
Unclassified	Unclassified	120	

METRIC (SI*) CONVERSION FACTORS

APPROXIMATE CONVERSIONS TO SI UNITS

Symbol	When You Know	Multiply By	To Find	Symbol
		LENGTH		
in	inches	2.54	centimeters	cm
ft	feet	0.3048	meters	m
yd	yards	0.914	meters	m
mi	miles	1.61	kilometers	km
		AREA		
in^2	square inches	6.452	centimeters squared	cm^2
ft^2	square feet	0.0929	meters squared	m^2
yd^2	square yards	0.836	meters squared	m^2
mi^2	square miles	2.59	kilometers squared	km^2
ac	acres	0.395	hectares	ha
		MASS (weight)		
oz	ounces	28.35	grams	g
lb	pounds	0.454	kilograms	kg
T	short tons (2000 lb)	0.907	megagrams	Mg
		VOLUME		
fl oz	fluid ounces	29.57	milliliters	mL
gal	gallons	3.785	liters	L
ft^3	cubic feet	0.0328	meters cubed	m^3
yd^3	cubic yards	0.765	meters cubed	m^3
Note:	Volumes greater than 1000 L shall be shown in m^3.			
		TEMPERATURE (exact)		
°F	Fahrenheit temperature	5/9 (after subtracting 32)	Celsius temperature	°C

APPROXIMATE CONVERSIONS TO SI UNITS

Symbol	When You Know	Multiply By	To Find	Symbol
		LENGTH		
mm	millimeters	0.039	inches	in
m	meters	3.28	feet	ft
yd	meters	1.09	yards	yd
km	kilometers	0.621	miles	mi
		AREA		
mm^2	millimeters squared	0.0016	square inches	in^2
m^2	meters squared	10.764	square feet	ft^2
yd^2	kilometers squared	0.39	square miles	mi^2
ha	hectares (10,000 m^2)	2.53	acres	ac
		MASS (weight)		
g	grams	0.0353	ounces	oz
kg	kilograms	2.205	pounds	lb
Mg	megagrams (1000 kg)	1.103	short tons	T
		VOLUME		
mL	milliliters	0.034	fluid ounces	fl oz
L	liters	0.264	gallons	gal
m^3	meters cubed	35.315	cubic feet	ft^3
m^3	meters cubed	1.308	cubic yards	yd^3
		TEMPERATURE (exact)		
°C	Celsius temperature	9/5 (then add 32)	Fahrenheit temperature	°F

These factors conform to the requirement of FHWA Order 5190.1A

*SI is the symbol for the International System of Measurements

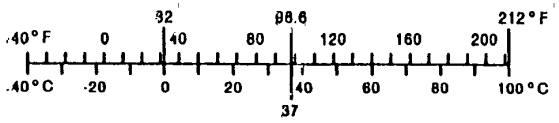


TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

EXECUTIVE SUMMARY

The problem of highway finance is a continuing "crisis." Multiple billion dollar "needs" figures invariably exceed anticipated revenues. Some fear that the "needed" funding will not be forthcoming and that the road system will crumble as a result. Others fear that the taxes required to fund these "needs" will be so massive as to stunt our economic growth. Whether these fears are justified, whether they can be overcome, whether they should be overcome, and if so, how, are complicated issues.

The type of analysis in this report is a market-oriented approach that can be used in addition to more traditional forms of highway investment analysis. Rather than being the final decision making tool, this report's methodology should be viewed as an initial screening of the state highway system for return-on-investment by "product line" or route segment. For optimal investment returns to scarce resources, we must have a grasp on the financial performance history and outlook of each of our route segments. Knowing where the highway user fees are earned is the key to knowing what our customers want. Knowing what it costs to build, preserve and operate our highway segments tells us what it costs to provide service. Comparing the revenues and costs can help guide decisions toward investments that will yield the most customer satisfaction per dollar invested.

The advantages of developing a more market oriented pricing system and using it to help guide sustainable highway investments are persuasive. The foremost advantage is that it would most fully employ the device of allowing consumer choice to guide investment decisions. Consumers would have the option of using—and paying for what they use. This would move from a politically determined decision-making environment toward a more market determined environment. Greater customer satisfaction could be anticipated because the link between payment and use would be strengthened. Cash flows would be more stable—responding to the demand for and use of the facilities, rather than to the political popularity of the road system, the highway authorities, the governor, and the legislature. The continuous expression of market demand via user purchases of highway services would simplify the task of deciding what services to supply. It would be possible to make intelligible and convincing replies to questions regarding the employment of resources. We could begin to solve the problems posed by roadways which consume much in the way of resources, but which return little in the way of revenues. In short, we would be more assured that we are providing value for the fees we collect.

When the earned revenues exceed the costs, the message is clear: "keep up the good work." The wisdom of previous investment decisions for these segments is vindicated. We need to nurture these components of our "business" to keep the favorable cash flow going. When earned revenues fall short of costs, the message is a little more complicated. If customer demand, as evidenced by traffic and user revenues is high, it may just be a matter of time before returns exceed costs. In such a case, we just need to be patient. If customer demand is low, we need to investigate the reasons. Knowing the reasons will help us determine whether investments in an improved roadway, targeted price increases, or divestiture might be the most suitable course of action.

As we accumulate more years of data and increase the detail of information gathered on each roadway segment we will build a database that will aid future investment decisions.

Therefore, it is recommended that ADOT periodically revisit this issue in order to build a firm foundation for rationalizing the state highway system in ways that will produce the most customer benefit for the least cost.

Table 1: County Level Results, 1986-1998 Data

COUNTY	VMT (million miles)	Revenues (million $)	Expenditures (million $)	rev/vmt (cents/mile)	vmt/exp (mile/$)	rev/exp ($/$)
APACHE	7,974	$298	$102	3.74	78.12	2.92
COCHISE	10,529	$430	$134	4.08	78.69	3.21
COCONINO	18,220	$672	$365	3.69	49.87	1.84
GILA	5,314	$159	$249	2.99	21.38	0.64
GRAHAM	1,950	$61	$30	3.13	65.38	2.04
GREENLEE	736	$24	$16	3.26	44.74	1.46
LA PAZ	6,743	$334	$114	4.95	59.39	2.94
MARICOPA	65,933	$2,456	$4,787	3.73	13.77	0.51
MOHAVE	17,038	$652	$316	3.83	53.97	2.07
NAVAJO	10,481	$386	$209	3.68	50.08	1.84
PIMA	20,060	$755	$611	3.77	32.84	1.24
PINAL	16,832	$649	$169	3.86	99.31	3.83
SANTA CRUZ	2,852	$85	$56	3.00	50.58	1.52
YAVAPAI	16,026	$557	$254	3.48	63.04	2.19
YUMA	6,747	$212	$74	3.15	91.58	2.88
STATEWIDE			$86			
TOTAL	207,434	$7,731	$7,572	3.73	27.39	1.02

I. INTRODUCTION

The following report develops a new concept in highway planning. In the absence of unlimited funding, hard choices as to which perceived highway “needs” are fulfilled and which are denied have to be made. We cannot proceed as if no choices will have to be made. Were we to do so, the end result would be the collapse, financial and physical, of the entire road system.

Given that choices have to be made, some means of selecting between competing demands for scarce funds is necessary. Opinions differ on how selections should be made and what criteria should be used. The approach taken in this document is based upon a financial analysis of the costs and revenues generated by various portions of the State Highway System. This approach is not the only one conceivable. It is not intended as the final, absolute answer to the problem it seeks to deal with. It does seek to begin with an irrefutable reality of limited financial resources, examine the ramifications of this situation, and suggest possible means of coping with these limits.

If the problems posed by the financial requirements of road construction can be understood and dealt with in a manner which could ameliorate or minimize future financial problems, then the other aspects of highway planning stand a better chance of success. Running the road system like a business, with concern for return on investment, would have the salutary results of minimizing deficits and enlarging surpluses. This would enable us to accomplish more with fewer resources; more persons and goods could be transported more miles at less cost. In this way, we could seek to provide good value for the taxpayer's dollar and still have something left over to meet social welfare goals.

Since the approach presented is a new one in the context of highway planning it is still in the developmental stage. The value of the approach at this point is to direct us toward further research by highlighting certain features of the existing State Highway System and its financial status. It is not, at present, a finely honed decision-making tool. It is useful in portraying fundamental distinctions between roadways generating more user revenues per dollar of highway investment and those generating less user revenues per dollar of highway investment. Roadways flagged as “losers” in a report such as this would most certainly be subjected to further analysis before any definitive conclusions were reached as to whether they should be abandoned, modified, or rebuilt.

It is hoped that the innovative and controversial aspects of this report will provoke a healthy discussion of the issues involved in highway planning. This report is not designed to establish a new policy for highway planning, but rather to open up new ways of looking at the problems arising from a mismatch between revenues and costs throughout the State Highway System.

II. HIGHWAYS ARE INVESTMENTS

The problem of highway finance is a continuing "crisis." Multiple billion dollar "needs" figures invariably exceed anticipated revenues. Some fear that the "needed" funding will not be forthcoming and that the road system will crumble as a result. Others fear that the taxes required to fund these "needs" will be so massive as to stunt our economic growth. Whether these fears are justified, whether they can be overcome, whether they should be overcome, and if so, how, are complicated issues.

We will be able to make more sense of the issues in highway finance if we consider the investment characteristics of constructing and maintaining roadways. There can be no question that highways are capital asset facilities. The decision to build a highway will have consequences very similar in nature to the decision to build any other capital facility. The construction of a highway facility can serve to aid the economic growth of a community, but so too could the construction of a school, a railroad, a factory, etc. The construction of capital facilities requires commitment of time and resources. Hopefully, this commitment results in the production of benefits that exceed the costs. There is, however, no assurance that any investment, public or private, highway or factory, will produce more benefits than costs. Merely because facilities like highways are publicly owned does not mean they should be exempt from normal investment decision criteria. To do so would be destructive of the goal of enhancing the general welfare through public policy.

Regardless of whether a facility is owned and operated as either a public or private undertaking, the economic law of scarcity still applies. This law of scarcity is a common sense recognition of the finite nature of our existence. Because there are only a limited amount of time and resources available to serve a multitude of needs, time and resources consumed in acquiring or manufacturing the factors to serve a portion of our needs are not available to spend in efforts to serve other needs.

Recognition of this finite limit is important if we are to rationally manage our time and effort. Of necessity, any one "need" or "problem" cannot be considered in isolation from all other needs or problems. This might appear to make for an unwieldy task, since it is unlikely that any one person or group of persons could conceivably consider all needs or problems simultaneously. Fortunately, society has evolved the market institutions that serve to calculate the best uses of scarce resources for the constantly changing needs and problems of a diverse world.

The price system of the marketplace yields us a "best estimate" of the current and future values of various resources in meeting human needs. This price system applies both to the commodities that might be employed in implementing our plans to meet our needs and to the capital required to purchase the commodities. By comparing the prices we must pay with the revenues we anticipate from our planned investments we can determine whether what we intend to do is financially feasible. Inasmuch as the price system is a reflection of a continuous stream of voluntary choices, reliance upon its verdicts will also produce investments that are socially desirable.

Unfortunately, utilization of the market and its price system has not been well developed in the public sector. Past decisions in highway construction were made on the basis of other factors. If funding was available, a road was built. Little consideration was given to whether the subsequent traffic over the roadway would generate sufficient revenues to cover the cost of a particular stretch of highway. Consideration of the revenue issue would likely have resulted in the construction of a road system somewhat different from that which now exists. Lack of serious consideration of the revenue issue has resulted in the creation of a roadway infrastructure which is becoming increasingly out-of-balance with the means to finance it. It is becoming readily apparent that we cannot just build all we want to build in the way of highway facilities without massive increases in the amount of resources consumed by this activity. That these resources will or should be forthcoming is not assured. Our “needs” for roadways must compete with a multiplicity of “needs” for every sort of good or service. To devote resources to highway construction will mean, of necessity, that these resources cannot be devoted to other “needs.” In order to employ resources for the maximum benefit, it will be necessary for us to determine how highway “needs” compare with other “needs” in terms of the benefits produced.

The cost of errors in the expenditure of resources on highway facilities is considerable. Once time, effort, and money have been converted into a roadway, they are sunk costs and are essentially irretrievable. Decisions on highway construction *are* cast in concrete. This irretrievability factor raises the risk of highway investment. Roads that do not return as much in value as they cost to build and maintain cause total economic output to decline. The result of this is slower or no growth, lower productivity, and higher unemployment or underemployment of other factors of production.

The long term effects of lower economic output are reduced welfare throughout society. There would fewer employment opportunities, more poverty (as well as the social ills associated with poverty), fewer resources available to meet other human needs in the areas of health, housing, education, etc., including other transportation needs.

Knowing that the importance of making the right decision is magnified by the irretrievability of resources committed to roadways, we will have to determine the value of highway investments. It is not enough to assert that roads are “essential” to a community's well-being. A lot of things are essential to this well-being. How are we to allocate scarce resources among competing essential goods or services? Given that wants are virtually unlimited, it is obvious that there won't be enough resources to satisfy all demands. Consequently, we will be forced to choose which wants go unfulfilled. We can make this choice consciously or inadvertently, but we will make it.

In a market economy, investment choices are made based upon the perceived return on investment. That is, if the decision-maker believes that his gains from an investment decision will exceed the costs incurred in pursuing that decision, he will implement the investment. If he is right, he will enjoy profits that can be used for future investment or consumption. If he is wrong he will suffer losses. If the losses are severe enough, the resources will be depleted and no future decisions or investments will be possible.

In the public sector, the connections between decisions and outcomes are more indirect. Establishing the true costs and benefits for the purpose of estimating a future return-on-

investment is more complex and difficult. The responsibility for the decision-making may be obscure. The profits or losses may be diffuse and ambiguous. The short term political impact of the decision may be more prominent in guiding public policy than the longer term investment returns. Nevertheless, it is still crucial that intelligent investment of public resources be employed.

The simplest approach to evaluating an investment is to match cash inflows to cash outflows. If more cash is coming in than going out, the activity is sustainable. If the reverse is the case, namely more cash on the way out than on the way in, the activity is unsustainable. Unsustainable activities may be rescued in one of two ways: reduce expenditures, or increase revenues.

Private businesses might resolve a cash flow problem by either cutting out losing product lines, increasing prices, or both. The public sector could well take heed of this approach. There are a few barriers that must be overcome, though, before a rational public policy can be adopted. First to go must be the notion that access to the road system is some sort of inherent right to which persons or corporations are entitled. Roads are material goods that cost real resources to construct, operate, and maintain. Individuals or businesses have no inherent right to expect to enjoy access to highway services without paying the full cost of that service.

Some confusion results from the existing generalized user tax collections. Many highway users may feel that they already pay enough, or maybe even too much, in highway user taxes. Later sections of this report will illustrate the imbalance between user revenues and costs of service on particular road segments. It is true that some roadways are paid for many times over. At the same time, other roadways recover only a small fraction of their costs in user revenues. The point is that specific highway facilities cannot exist unless the means to pay for them are available. Demands for specific highway services must be evaluated in terms of financial feasibility. In short, if the desired services are not self-supporting, then additional revenues must be found either by diverting funds from other uses, raising taxes across the board, or implementing specific measures to produce revenues on the roadway in question.

A second barrier to be overcome is the idea that it is not possible to fairly assess highway users for the cost of the services they require. Granted, the public sector has little experience with pricing and marketing its products; this is not to say that it cannot be done.

A third barrier to be overcome is the notion that the value of road services can or should be determined independently of the use and the fees collected for that use. It has been stated that user fees do not capture all of the benefits enjoyed by road users. In this respect, roadways are no different than any other economic good. The reason a consumer buys something is because its perceived value exceeds its price. Consequently, everything exchanged in a voluntary transactions produces benefits above and beyond the revenues collected by the seller.

So, the problem of uncaptured benefits is not unique to highways, or to the public sector, for that matter. To argue that higher taxes for highway purposes are justified because of the non-revenue producing benefits occasioned does nothing to establish what priority, if any, highways are to have over any other use for resources. The fact that highways are public facilities often conveys the erroneous idea that this in itself makes them especially productive in terms of non-

revenue-producing benefits. Determining whether and how much of such benefits there may be is an extremely difficult and complicated undertaking. We cannot just assume, or act as if it were the case, that public sector investments do, while private sector investments don't, generate these non-revenue-producing benefits. Yet many analyses conducted by government economists implicitly make this distinction. The reality is that all economic activity can produce benefits above and beyond those measured by the revenues generated.

Since there is such widespread confusion surrounding this issue, an example may be most illustrative. We have the highway system, which in many specific instances conveys benefits above and beyond the revenues collected. A frequently cited example is that the availability of a good road system helps reduce travel time for emergency vehicles. Cutting an ambulance's transit time by a few minutes may save a life. The value of this saved life cannot be adequately measured by the user fees collected from whatever highway taxes may be paid by the beneficiary of the life saving event.

There can be little argument with the proposition that in instances like the aforementioned example, the benefits exceed the revenues produced. However, how do the benefits of better roadways compare to the benefits produced by the other components of the life saving event? Isn't the phone call that summoned the medical help worth more than it may have cost? Isn't the medical equipment that may be used—cardiopulmonary resuscitation machines, surgical tools, and the like—worth more than the cost? Isn't the vehicle doing the transporting worth more than the cost? The list of other factors can be quite extensive. In the case of each component, it can be justly argued that the benefits to the person served exceeded the revenues captured by the manufacturers of the components.

The difficult question is how do we compare the non-revenue-producing benefits of each component? If we ignore the non-revenue-producing benefits of every component other than the highway system we will distort the investment picture. Universal application of a methodology which computed non-revenue-producing benefits only for public sector investments would result in a costly transfer of resources from their most productive uses to a series of largely arbitrarily selected public sector projects. This would reduce social welfare. The best road system in the world would be useless if vehicle manufacturers couldn't obtain sufficient resources.

It is easy to take the products of modern capitalism for granted. It would not be so easy to live without these products. If we consider the non-revenue producing benefits only for government spending, more and more resources will be diverted to the public sector, because the total return- on-investment (with non-revenue benefits added in) in the public sector will appear better than the purely financial returns calculated for private sector firms. Consistency in the application of return-on-investment or cost/benefit analyses is required if we wish to pursue the maximization of the general welfare.

It is not really feasible for us to attempt to measure all the non-revenue-producing benefits of every possible use of resources. Fortunately, it may not be necessary to do this. Comparability between alternative uses of scarce resources can be achieved by restricting our analysis of benefits to the revenue generating services for which users are willing and able to pay. This puts the onus on the public sector to exert more effort in ascertaining appropriate pricing systems in order to capture a larger portion of the benefits as cash inflow.

The fact that new pricing systems may be unprecedented is no argument against the legitimacy or the advisability of devising them. The alternatives to devising new price systems are very unappealing. The government could pursue the illegitimate course of merely seizing whatever resources could be obtained by whatever means it could get away with. Or, we could just suffer the consequences of a deteriorating cash flow by arbitrarily reducing the highway services provided.

The advantages of developing a more market oriented pricing system and using it to fund sustainable highway investments are persuasive. The foremost advantage is that it would most fully employ the device of allowing consumer choice to guide investment decisions. Consumers would have the option of using—and paying for what they use. This would move from a politically determined decision-making environment toward a more market determined environment. Greater customer satisfaction could be anticipated because the link between payment and use would be strengthened. Cash flows would be more stable—responding to the demand for and use of the facilities, rather than to the political popularity of the road system, the highway authorities, the governor, and the legislature. The continuous expression of market demand via user purchases of highway services would simplify the task of deciding what services to supply. It would be possible to make intelligible and convincing replies to questions regarding the employment of resources. We could begin to solve the problems posed by roadways which consume much in the way of resources, but which return little in the way of revenues. In short, we would be more assured that we are providing value for the fees we collect.

III. ALLOCATION OF RESOURCES AND SYSTEM PERFORMANCE

The highway system in the State of Arizona administered by the Arizona Department of Transportation includes components defined as segments of Interstate, U.S., and State highways. These segments include road sections in remote locations between small places, high-capacity sections of urban infrastructure, and to well-traveled connections to the State's high profile parks and monuments. These roads traverse such diverse topography as blazing deserts, high mountain ranges, and a wide array of intermediate terrain.

The preservation of existing infrastructure and additions to or deletions from the system are the responsibility of ADOT. Expenditure dollars are allocated annually by the state legislature. As Arizona continues to experience a population boom, increasing proportions of the state's total population are found in the expanding metropolitan areas. This population explosion has placed considerable strain on urban transportation infrastructure. Similarly, many of Arizona's rural locations have experienced rapid population increases from retirees and those seeking a superior quality of life offered in these locations. Recreational users are another important component of those utilizing the State highway system. A recent study shows 49% of Arizona residents travel outside their immediate location for recreational purposes while 33% of non-residents using the highways do so for recreational purposes (Behavioral Research Center, 2000). Those served by the highway system include these new urban and rural residents, out-of-state visitors, as well as Arizona's traditional miners, ranchers, and Native American communities in addition to the cross-country traffic moving through the state.

Design requirements for high capacity urban interstate section are by nature quite different than the type of highway needed in remote rural locations. Comparison of such disparate types of roadway requires some manner of standardization. The methodology adopted for this research project is assessment of revenue to expenditure ratios, revenues generated by each user mile, and the expenditure cost for each mile of utilization. This type of analysis was proposed and initially conducted in 1981 (Arizona Department of Transportation, 1981). That study found many segments generating considerably less revenue than it cost to maintain them. This study is a similar investigation to aid decision-making in future highway investments.

While the expenditure data for this study does not span the expected useful life of a roadway, the 1986-1998 range was deemed useful for an initial evaluation of this issue. Another recent study used aggregate data to examine expenditures and revenues for the state highway system (Mansour and Semmens, 1999). While the Mansour and Semmens study portrays a useful picture of the state highway system's financial condition as a whole, it does not yield the route-by-route analysis necessary for "product line" rationalization decisions. That is, it cannot tell us where to invest highway resources. Likewise, another recent study (Carey, 1999) of highway cost allocation examines the comparison of vehicle tax payments and the costs incurred in building and maintaining roads suitable for each class of vehicles. While the Carey study gives us a useful view of the equity of the existing tax structure as it applies to different classes of highway vehicles, it also does not yield the type of information necessary for "product line" rationalization decisions. The data in this current study is intended to complement these other studies and provide the route-by-route performance information that could be used for "product line" rationalization decisions.

As technology and estimation techniques improve in future years, and as more data is compiled to permit a longer evaluation period a more refined rationalization of the system could be undertaken to determine which segments are more and less productive than others.

IV. DATA AND METHODOLOGY

Availability of expenditure data determined the time frame of this investigation. Digital annual data were available from 1986 through the present. These data were prepared annually for statistical traffic reports (Arizona Department of Transportation, 1986-1999). Road segments are defined as any Interstate, U.S., or State highway section between its intersection with any other similar system component. Expenditures for each segment are based on the annual ADOT report *Progress on the State Highway System* compiled by Tony Gonzales of the Transportation Planning Division. Vehicle miles of travel were calculated for each segment by taking the Average Annual Daily Traffic (AADT) estimate in the annual reports, and multiplying by the segment length and 365 days for the full year estimate. The traffic utilization data were obtained from Mark Catchpole of the Data Team in the Transportation Planning Division. For purposes of this report, revenues consisted of state highway user taxes paid by the commercial and non-commercial classes of vehicles. The aggregate of these revenues for each class was divided by the vehicle miles of travel for each class to get a yield per vehicle mile of travel. Revenues for each segment were calculated by multiplying vehicle miles of travel by these revenue yield figures. Revenue estimates were based on calculations of utilization multiplied by commercial and non-commercial per vehicle mile revenue yields for several different estimation periods. Ratios for relationships between these elements were computed and used for the equity assessment.

The early annual reports of expenditures were not intended for use in a study such as this one. Considerable effort was required to assign data to correct locations. While recent expenditure reports include more accurate and detailed information pertaining to route number, beginning milepost marker, and ending milepost marker for each project, early data were sometimes inaccurate or did not include ending milepost marker data or accurate beginning milepost data. Over 21,000 expenditure records were included for the 1986-1998 period. Of these, approximately 40% required some individual rather than automated process for determination of which segment to assign the expenditure.

The digital expenditure data were imported into the ADOT GIS and assigned to the segment indicated by route number and beginning milepost marker. While over 16,000 of the original records were assigned automatically by the GIS, spot-checking the assigned results revealed numerous problems. An interactive procedure was required to assign the correct location to a substantial number of records.

The text description field was used for assignment to a particular segment when the automated process was determined to be inaccurate. A substantial number of records spanned county boundaries, and appropriate proportions had to be estimated for assignment to segment and county. Since it was not possible to examine every record individually, expenditures over one million dollars were examined for division between multiple counties or other inconsistencies. Another problem was the presence of codes in various data fields. A zero appears in numerous beginning milepost marker records. Most of these records did not belong on this milepost marker, and required assignment based on data in the text field. While all reasonable effort was made to assign all records to an accurate segment location, a small proportion did not contain sufficient descriptive information to place them on a specific route

segment. In these circumstances, the county field was used to assign the expenditure to a non-specific segment within the county.

The annual Traffic on the State Highways statistical reports were used to compute VMT. These reports contain segments considerably shorter than most of the defined segments of this study. To determine total VMT, the Average Annual Daily Traffic (AADT) estimate was multiplied by segment distance (in miles) and 365 days to derive the annual total. For segments of recent construction, the first year of operation often contained a code rather than an AADT estimate. In place of these codes, half of the volume of the next year was used to estimate utilization. While some highways may have opened before half the year passed and others after half the year, this estimate was deemed acceptable for the purposes of this long-range study.

Commercial and non-commercial proportions were required for the revenue computations. Digital data for commercial and non-commercial proportions were available for 1993-98 by segment, but not for previous years. Class proportions for commercial and non-commercial components from 1987 were compiled from hard-copy reports. A comparison of the class proportion estimates within the 1993 to 1998 period to the 1987 estimates revealed a substantial number of records varying by more than 10%. That is, the commercial proportion for a given segment might be 13% in 1987, 28 % in 1993 and 1994, and 22% for 1993 through 1998. Since it is unlikely proportions shifted that much during this short time period, we averaged the 1993-98 estimates with the 1987 proportions and used these computed percentages for the entire period. Appendix B contains the detailed list of ADOT segments and the estimations for commercial and non-commercial proportions. Estimations of revenue by segment used these commercial and non-commercial vehicle miles of travel multiplied by revenue per mile coefficients and were adjusted for inflation. These coefficients were derived from highway cost allocation reports for 1988-92, 1993-97, and 1999-2003. Appendix C contains the estimated revenue per mile for each of these periods and the coefficients we used for revenue estimation.

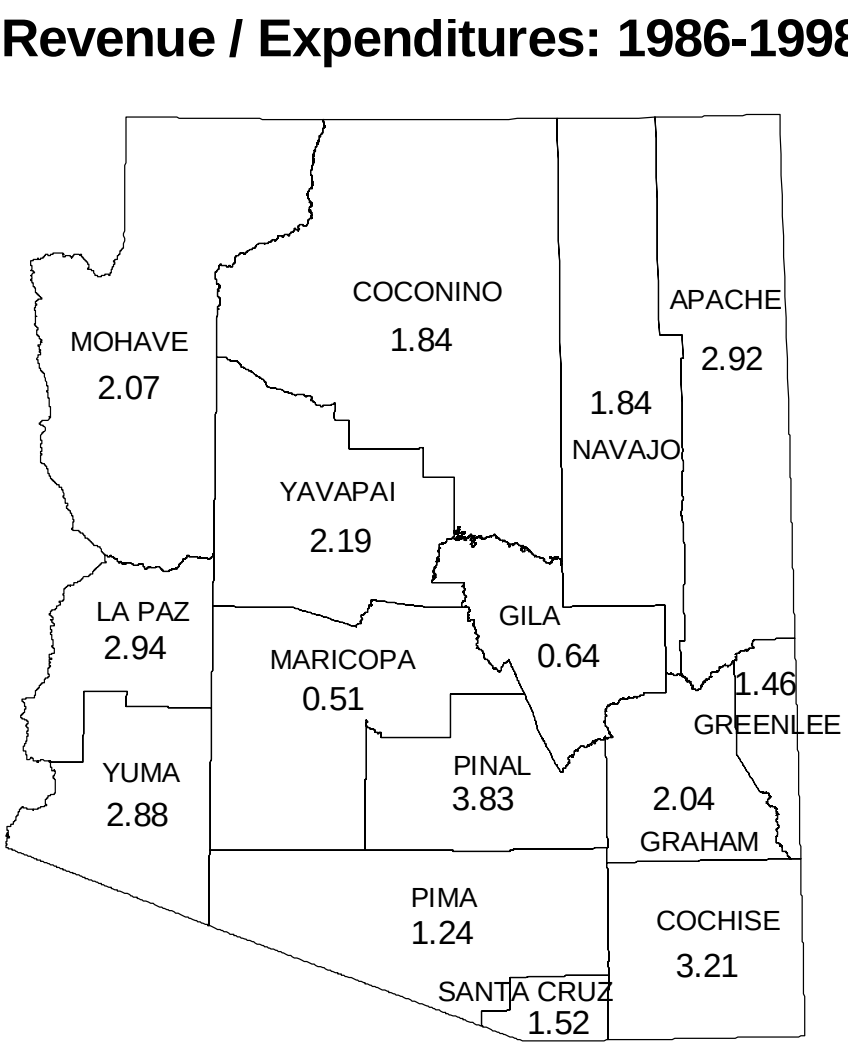
Expenditure data and revenue estimates were adjusted for inflation using the composite index for price trends for federal-aid highway construction. Appendix D contains the inflation index and the inflation coefficients used to adjust each year’s revenue and expenditure dollars to 1998 dollars.

With expenditures assigned by location, vehicle miles of travel calculated, and revenues estimated, ratios were computed by segment and aggregated by county.

V. COUNTY LEVEL RESULTS

Figure 1 shows the comparison, by county, of the relationship between expenditures and revenues. Using this measure, more money has been spent on the state highways in Maricopa County than has been generated by highway user taxes earned on these roads over the 1986 to 1998 time period. As the figures indicate, Maricopa County shows the lowest proportional revenue generation to dollars of expenditure among all the counties in the state. The ratio of 0.51 indicates that nearly twice as many dollars were spent on highway construction as were generated through taxes earned from highway traffic utilization. Gila County also shows a larger portion of expenditures than earned revenues. All other counties' state highway segments generated more user revenues than dollars expended during the 1986-1998 period.

Figure 1: County level Revenue to Expenditure Ratios



Because larger proportions of commercial travel generate more revenue, several rural counties with considerable Interstate Highway mileage show impressive revenue to expenditure ratios. Most notable is the estimate for Pinal County with nearly four dollars in revenue generated for every expenditure dollar. Only two counties generate less dollars than ADOT spends on state highway construction in these counties.

This current study shows that approximately 7.6 billion dollars were spent on construction on the state highway system from 1986 to 1998. The earned highway user revenues were slightly over 7.7 billion dollars. Hence, it appears that revenues approximately match expenditures. However, it must be kept in mind that this analysis does not include maintenance, administration, law enforcement and interest expenses. These expenses amounted to an estimated $300 million per year over the 1986-1998 period (Mansour and Semmens, 1999). Consequently, the data should be evaluated in relative terms—comparing state highway segments to one another—rather than as an absolute measure of segment profitability. Given the necessity to cover these other expenses, a roadway would need a revenue to construction expenditure ratio of about 1.5 to "break-even" in terms of profitability.

Table 1: County Level Results, 1986-1998 Data

COUNTY	VMT	Revenues	Expenditures	rev/vmt	vmt/exp	rev/exp
	(million miles)	(million $)	(million $)	(cents/mile)	(mile/$)	($/$)
APACHE	7,974	$298	$102	3.74	78.12	2.92
COCHISE	10,529	$430	$134	4.08	78.69	3.21
COCONINO	18,220	$672	$365	3.69	49.87	1.84
GILA	5,314	$159	$249	2.99	21.38	0.64
GRAHAM	1,950	$61	$30	3.13	65.38	2.04
GREENLEE	736	$24	$16	3.26	44.74	1.46
LA PAZ	6,743	$334	$114	4.95	59.39	2.94
MARICOPA	65,933	$2,456	$4,787	3.73	13.77	0.51
MOHAVE	17,038	$652	$316	3.83	53.97	2.07
NAVAJO	10,481	$386	$209	3.68	50.08	1.84
PIMA	20,060	$755	$611	3.77	32.84	1.24
PINAL	16,832	$649	$169	3.86	99.31	3.83
SANTA CRUZ	2,852	$85	$56	3.00	50.58	1.52
YAVAPAI	16,026	$557	$254	3.48	63.04	2.19
YUMA	6,747	$212	$74	3.15	91.58	2.88
STATEWIDE			$86			
TOTAL	207,434	$7,731	$7,572	3.73	27.39	1.02

Table 1 contains the results of the County level comparison. The revenue to VMT ratio is reported in cents per mile while the VMT to expenditure ratio is in dollars. It should be noted that the disparity between counties in terms of revenue generation is not broad. Such differences as exist are directly related to the ratio of commercial traffic to non-commercial traffic. The higher the ratio of commercial traffic, the higher the revenue per VMT.

What is substantially different is the number of vehicle miles of travel generated per dollar of expenditure. Clearly, the cost of urban road construction relative to utilization is considerably higher than that for rural segments. While there are undoubtedly reasons beyond the scope of this study that may justify disparate expenditures in Maricopa County, the data do not support the frequently voiced contention that state roads the county are being short-changed.

In contrast, Pinal County averaged nearly 100 miles of vehicle traffic for every dollar of expenditure. Coupled with the high utilization of Interstate mileage by commercial trucks, Pinal ranks first in revenue to expenditure proportions and in miles of utilization per expenditure dollar. This suggests that if demand were approaching capacity within certain locations in Pinal County, improvements would be a good investment here.

Table 2: County Level Proportions, 1986-1998

COUNTY	VMT	Revenues	Expenditures
APACHE	0.038	0.039	0.013
COCHISE	0.051	0.056	0.018
COCONINO	0.088	0.087	0.048
GILA	0.026	0.021	0.033
GRAHAM	0.009	0.008	0.004
GREENLEE	0.004	0.003	0.002
LA PAZ	0.033	0.043	0.015
MARICOPA	0.318	0.318	0.632
MOHAVE	0.082	0.084	0.042
NAVAJO	0.051	0.050	0.028
PIMA	0.097	0.098	0.081
PINAL	0.081	0.084	0.022
SANTA CRUZ	0.014	0.011	0.007
YAVAPAI	0.077	0.072	0.034
YUMA	0.033	0.027	0.010
STATEWIDE			0.011
TOTAL	1.000	1.000	1.000

An additional evaluation of earnings vs. expenditures is derived from a comparison of proportional representation in each county of VMT, revenues, and expenditures (see Table 2). Again, the clear indication here is that state highways in Maricopa County are receiving more expenditures relative to traffic utilization and revenue generation than other counties. While generating about 32% of total state highway VMT and revenue, state highways in Maricopa County consumed about 63% of ADOT state highway expenditures between 1986 and 1998.

Several counties are notable for the revenues and usage miles generated relative to expenditures. State highways in Pinal and Apache counties both generate a larger share of the State's vehicle miles of travel and revenues than has been spent on these roads in the 1986-1998 period. State highways in Coconino, Mohave, and Yavapai all show revenues approximately twice as large as expenditures. The high levels of utilization in these counties help the system compensate for the expenditures on state highways in Maricopa County that have not yet generated revenues sufficient to cover expenditures.

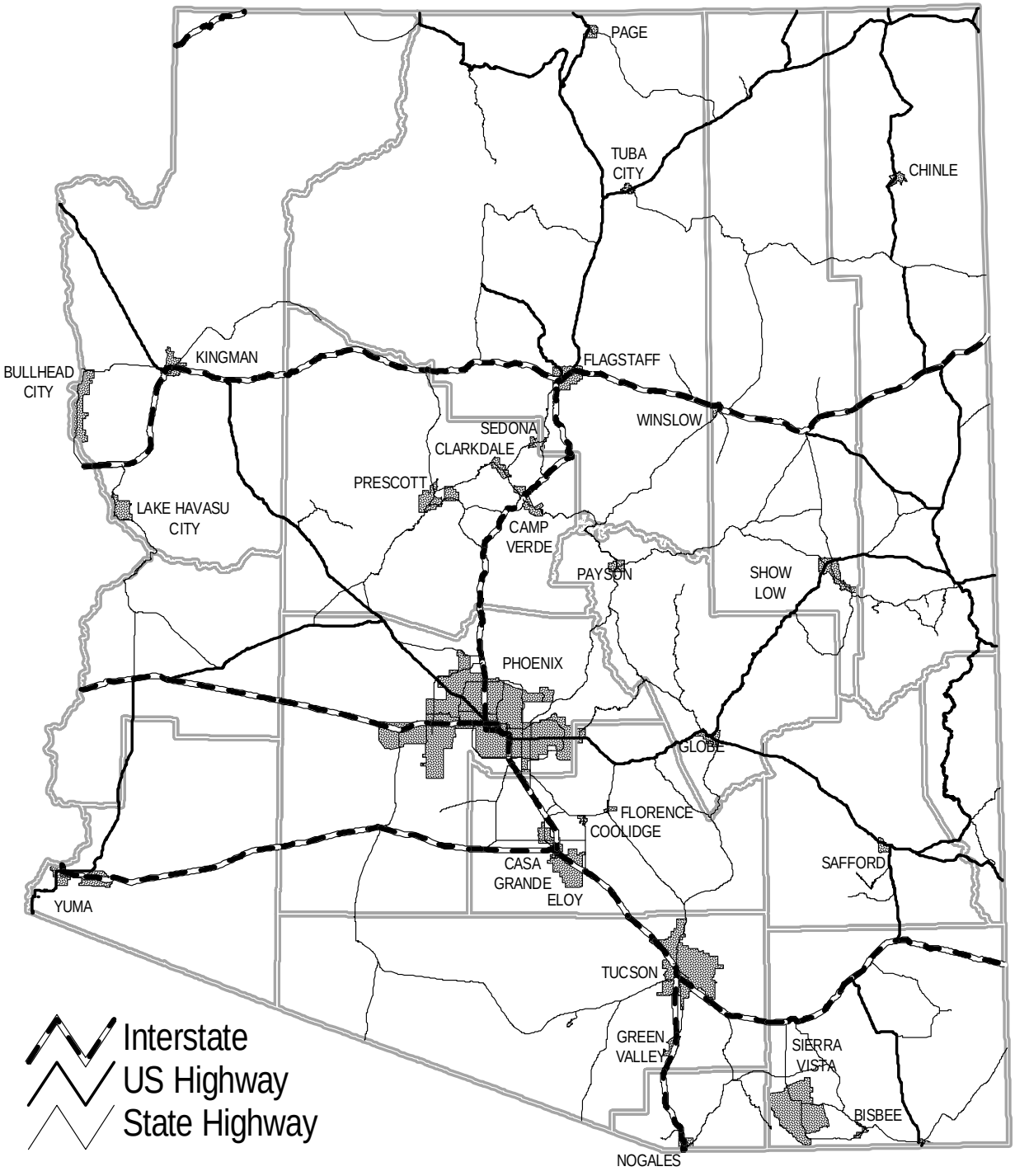
COUNTY SUMMARIES

County summaries are now presented for evaluation. The original assembly and aggregation of data defined segments as any length of highway between its intersection with any other segments. When evaluating the results in that form, trends were not immediately apparent. Because of the irregular pattern of expenditures and poor spatial resolution in the early expenditure data, adjacent segments of the same highway might demonstrate drastic fluctuations in revenue to expenditure ratios. These data are presented in Appendix A of this report. However, it was determined that county-level aggregation of the highway data smoothed the fluctuations and enabled a more understandable analysis of the pattern in the distribution of expenditures, revenues, and utilization throughout the state highway system. This combined ratio can then be compared to comparable county segments in Coconino, Navajo, and other counties.

The organization of these tables is comparable to the tables of the county-level analysis already presented. vehicle miles of travel are presented in millions of miles, revenues are reported in thousands of dollars, and expenditures also in thousands of dollars. The revenue to VMT ratio is expressed in cents generated per mile. The VMT to expenditure ratio represents the number of vehicle miles per dollar of expenditure. Finally, the revenue to expenditure ratio is a dollar to dollar relationship.

Missing from these county reports are data for individual Business Spur segments and expenditures included in the county-level analysis that could not be assigned to any particular segment in the county. Therefore, the totals in these county tables do not exactly match the numbers presented in the pervious county-level evaluation. The Business Spur results are included in the detailed tables found in Appendix A. A map of the State highway system (see Figure 2) is included for reference. Included on this map are county boundaries and the State's urbanized areas. The various county maps show segments labeled by highway number, and display the revenue to expenditure ratios for the combined highway segments in the county.

Figure 2: STATE HIGHWAY SYSTEM AND URBAN AREAS



APACHE COUNTY

Apache County accounted for approximately 1% of state highway expenditures between 1986 and 1998. During that time, traffic on state highways in the county generated approximately 4% of the state's highway user revenue and accounted for almost 4% of total state vehicle miles of travel. Apache county shows one of the best revenue to expenditure ratios during the study period. Only Pinal and Cochise counties generate a higher level of revenue for their expenditure allocations.

Apache County includes primarily rural highway segments with low levels of utilization. A considerable number of these segments have little or no record of expenditures and consequently show this county's component of the state system operating most efficiently of all counties in the state.

Table 3: Apache County Segments, 1986-1998

ROUTE	VMT	Revenues	Expenditures	REV/VMT	VMT/EXP	REV/EXP
	(millions)	(thousand $)	(thousand $)	(cents per mile)	(mile per $)	($ per $)
I 040	3,183	$157,804	$32,672	4.96	97	4.83
S 061	214	$6,966	$2,758	3.25	78	2.53
S 081	1	$39	$0	2.61	8,220	214.59
S 260	254	$6,913	$6,086	2.72	42	1.14
S 261	28	$724	$13	2.61	2,212	57.78
S 264	1,206	$31,287	$9,353	2.60	129	3.35
S 273	31	$830	$1,445	2.67	22	0.57
S 373	20	$530	$613	2.64	33	0.86
S 473	13	$342	$35	2.62	372	9.74
U 060	374	$13,124	$9,985	3.50	38	1.31
U 064	41	$1,105	$15	2.70	2,761	74.65
U 160	860	$25,689	$5,671	2.99	152	4.53
U 180	152	$4,902	$689	3.23	220	7.11
U 191	1,519	$45,259	$29,052	2.98	52	1.56
TOTAL	7,897	$295,514	$98,387	3.74	80	3.00

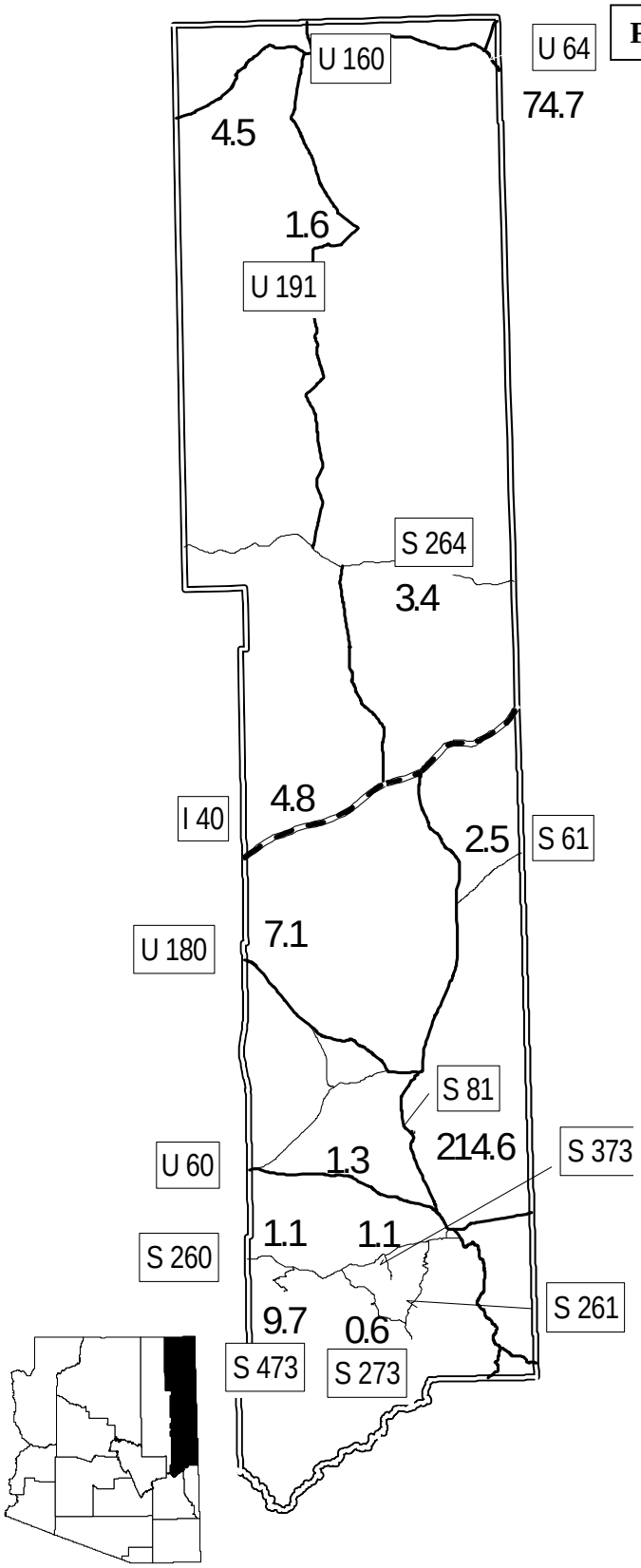


Figure 3: Apache County

COCHISE COUNTY

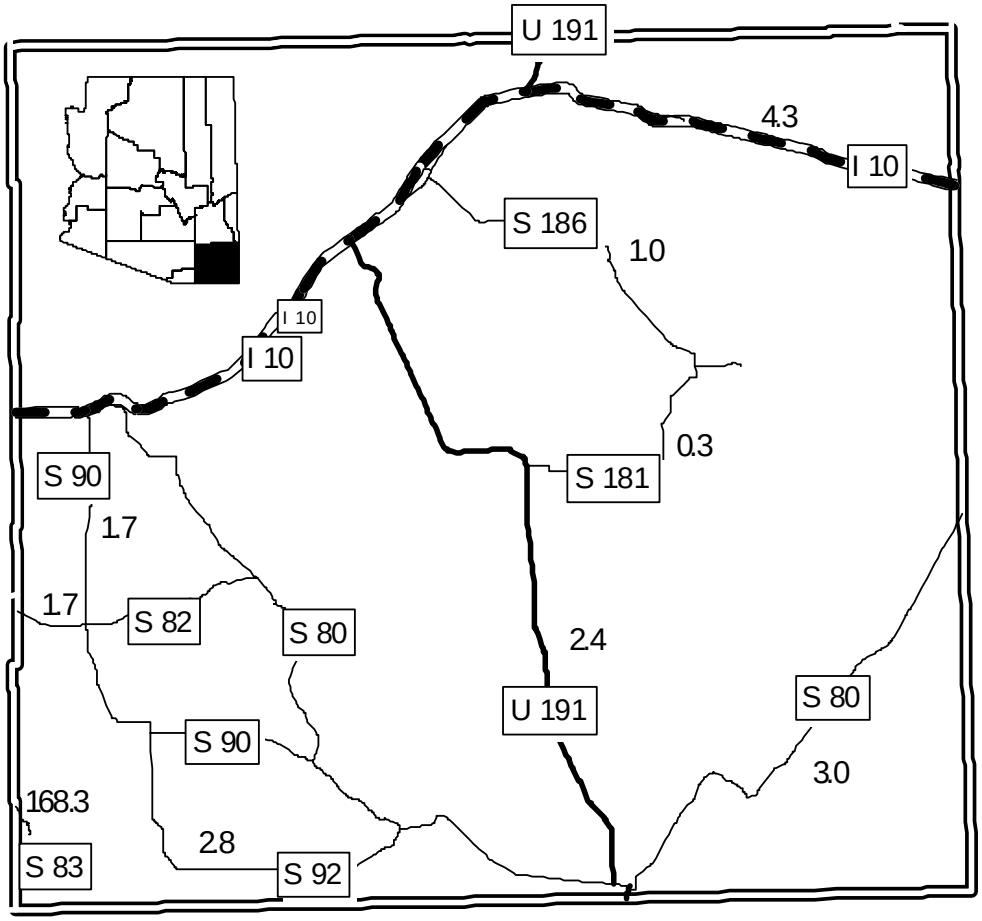
Cochise County received 2% of the state highway transportation expenditure budget during the study period. State highway segments within the county generated 5.6% of revenues and 5.1% of vehicle miles of travel. Included in the county highway mileage is the Interstate gateway to eastern destinations and international traffic through Douglas. Approximately half of the county's state highway vehicle traffic is found on Interstate 10. Generating over half of the revenue from within the county, this segment also accounts for half of the total county expenditures from 1986 to 1998.

Cochise County contains considerable interstate highway mileage as well as additional elements that perform well. Only the rural segment of State Route 181 shows a poor earnings to expenditures ratio. State Route 186 generated slightly less revenues than expenditures. Both these highways serve Chiricahua National Monument and highway demand from external sources.

Table 4: Cochise County Segments, 1986-1998

ROUTE	VMT	Revenues	Expenditures	REV/VMT	VMT/EXP	REV/EXP
	(millions)	(thousand $)	(thousand $)	(cents per mile)	(mile per dollar)	($ per $)
I 10	5,586	$281,198	$65,726	5.03	85	4.28
S 80	1,524	$47,512	$15,796	3.12	96	3.01
S 82	113	$3,233	$1,922	2.87	59	1.68
S 83	2	$63	$0	2.87	5858	168.29
S 90	1,662	$45,767	$26,671	2.75	62	1.72
S 92	789	$21,726	$7,678	2.75	103	2.83
S 181	37	$980	$3,156	2.67	12	0.31
S 186	110	$2,940	$3,091	2.67	36	0.95
U 191	502	$17,073	$7,159	3.40	70	2.38
TOTAL	10,325	$420,491	$131,198	4.07	79	3.21

Figure 4 Cochise County



COCONINO COUNTY

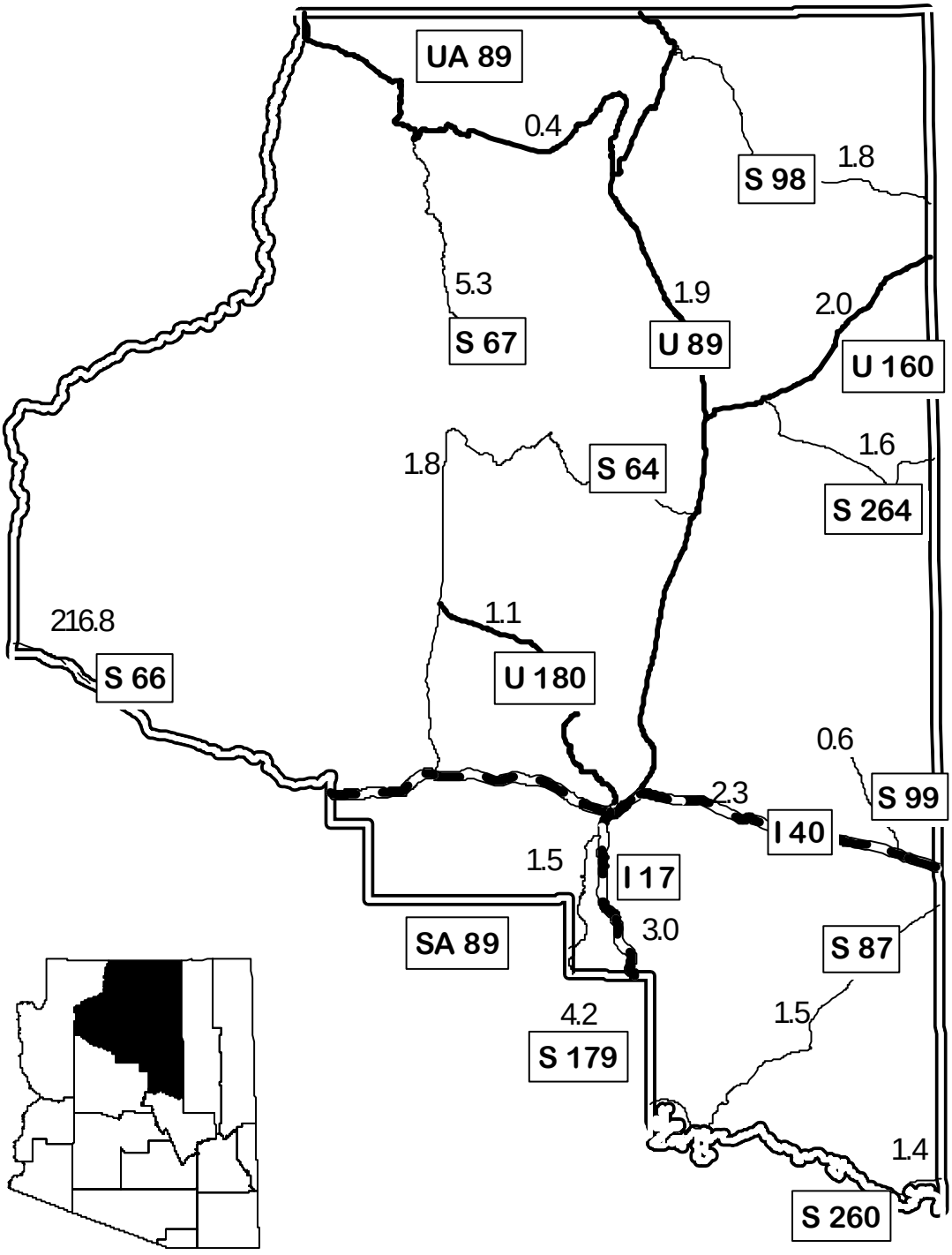
In addition to serving the State's third largest population concentration, Coconino County's state highways serve the Nation's premier National Park, the Grand Canyon. Important Interstate transportation flows utilize Interstate 40, while important in-state flows originate and end on the County's portion of I-17. US 89 also handles a considerable volume of north-south flow.

State highways in Coconino County accounted for 5% of the state highway expenditures from 1986 to 1998. During that time, total vehicle miles of travel on state highways within the county were 9% of the statewide total. The state highways in the county generated 9% of total state highway revenues during the study period.

Table 5: Coconino County Segments, 1986-1998

ROUTE	VMT (millions)	Revenues (thousand $)	Expenditures (thousand $)	REV/VMT (cents per mile)	VMT/EXP (mile per dollar)	REV/EXP ($ per $)
I 017	1,993	$67,629	$22,429	3.39	89	3.02
I 040	6,409	$316,690	$139,681	4.94	46	2.27
S 064	1,470	$40,340	$22,652	2.74	65	1.78
S 066	76	$2,558	$12	3.38	6405	216.75
S 067	211	$5,673	$1,073	2.69	197	5.29
S 087	263	$9,414	$6,274	3.59	42	1.50
S 098	507	$12,149	$6,829	2.39	74	1.78
S 099	48	$1,475	$2,717	3.07	18	0.54
S 179	209	$6,204	$1,497	2.97	139	4.15
S 260	183	$5,500	$3,861	3.01	47	1.42
S 264	196	$5,166	$3,312	2.63	59	1.56
SA089	921	$28,620	$18,895	3.11	49	1.51
U 089	3,106	$100,238	$51,976	3.23	60	1.93
U 160	721	$18,780	$11,120	2.60	65	1.69
U 180	620	$14,845	$13,496	2.39	46	1.10
UA089	448	$13,190	$33,677	2.94	13	0.39
TOTAL	17,381	$648,470	$339,500	3.73	51	1.91

Figure 5: Coconino County



GILA COUNTY

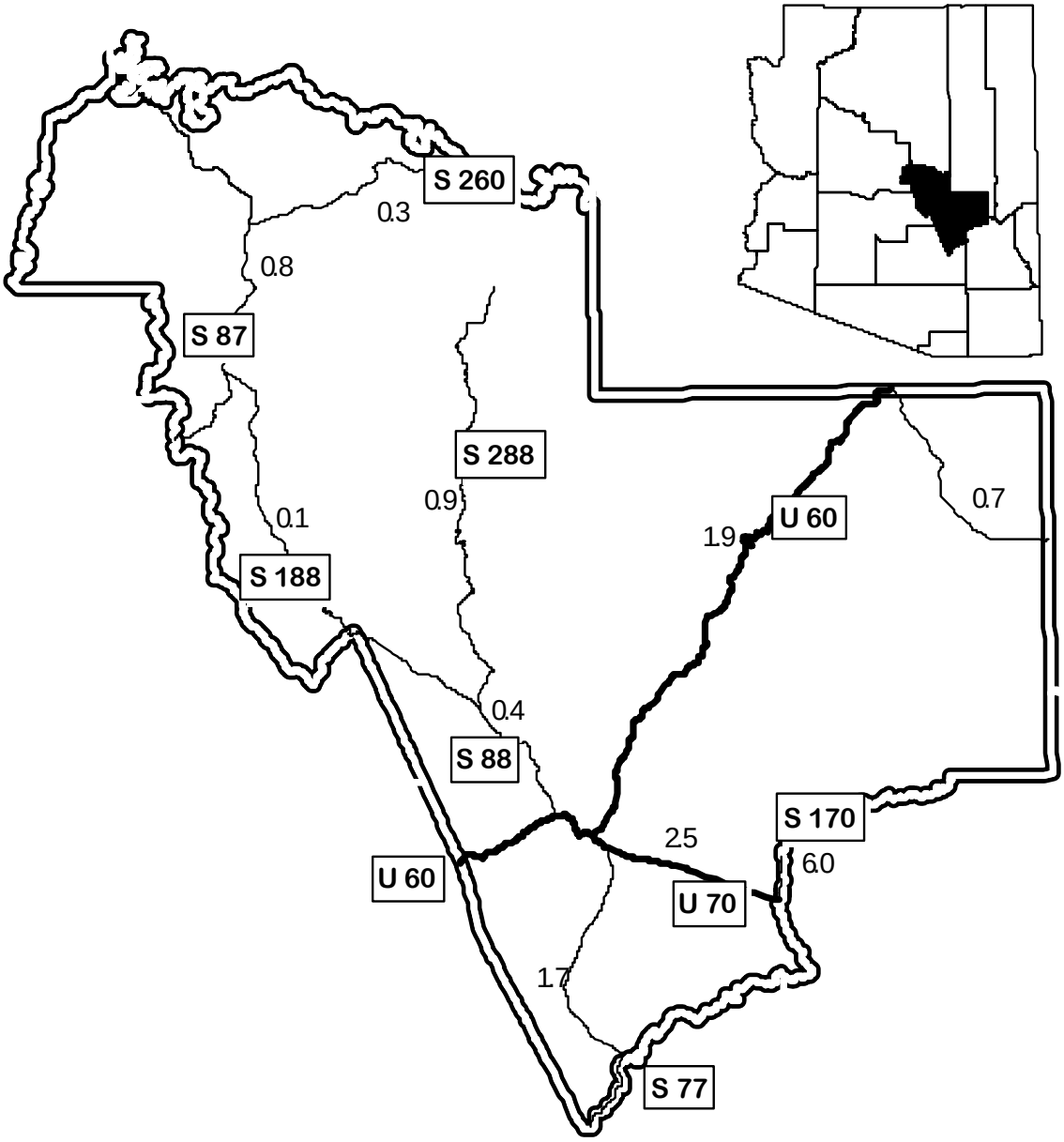
Gila County is the only other county in addition to Maricopa County where state highway segments earn less in revenues than has been spent on them in the 1986-1998 period. Numerous segments experienced greater levels of expenditures than revenue generation. Gila County's proportion of state highway system totals include 2% of revenues, 3% expenditures, and 2.6% of vehicle miles of travel. Low commercial utilization partially accounts for the low revenue yield.

Gila County does not contain the high visibility tourist destinations found in other counties like the Grand Canyon. However it does contain a National Monument (Tonto), a premier boating destination (Roosevelt Lake), and growing population centers. Additionally, the county is home to well-established copper mining locations.

Table 6: Gila County Segments, 1986-1998

ROUTE	VMT	Revenues	Expenditures	REV/VMT	VMT/EXP	REV/EXP
	(millions)	(thousand $)	(thousand $)	(cents per mile)	(mile per $)	($ per $)
S 73	124	$3,274	$5,001	2.64	25	0.65
S 77	296	$10,644	$6,243	3.60	47	1.71
S 87	1,476	$42,000	$53,390	2.84	28	0.79
S 88	436	$10,767	$28,011	2.47	16	0.38
S 170	67	$2,030	$339	3.04	197	5.98
S 188	231	$5,678	$66,501	2.46	3	0.09
S 260	631	$18,439	$54,539	2.92	12	0.34
S 288	77	$1,915	$2,170	2.48	36	0.88
U 60	1,679	$55,057	$28,848	3.28	58	1.91
U 70	296	$9,020	$3,553	3.05	83	2.54
TOTAL	5314	$158,824	$248,595	2.99	21	0.64

Figure 6: Gila County



GRAHAM COUNTY

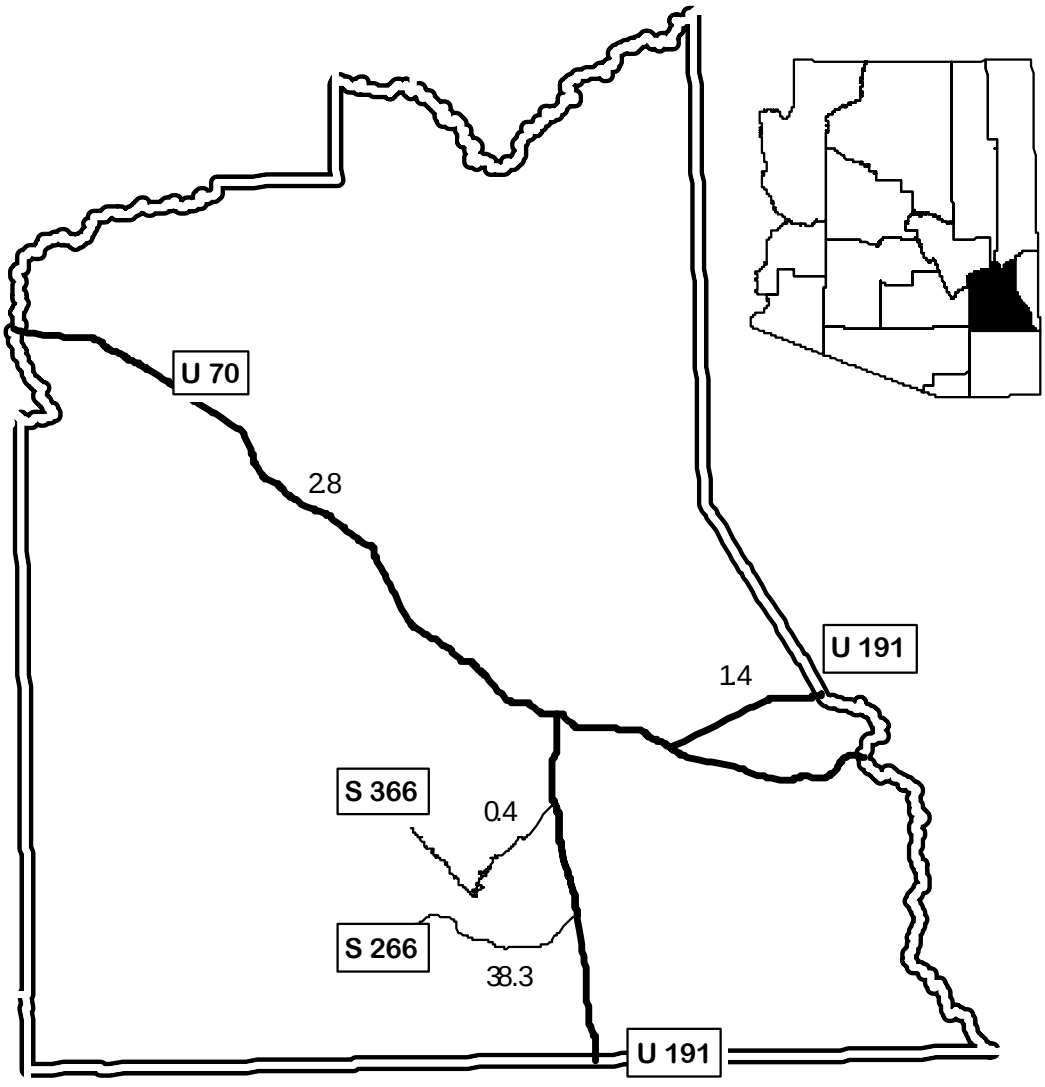
Graham County ranks second to last of all counties in terms of expenditures on state highways with less than ½ of 1% of the state total. Somewhat less than 1% of the state highway vehicle miles of travel and revenues are earned on the state highway segments in Graham County. Though Graham County does not contain Interstate Highway miles, it does contain within-state linkages particularly important for its agricultural and Native-American communities.

The only state highway segment in the county with a revenue to expenditure ratio less than one--SR 366--traverses the rugged topology of the Pinaleno Mountains and scales the lofty heights of Mt. Graham. While this route segment only received 2.7 million expenditure dollars over the thirteen-year study period, low utilization contributes to the low ratio of revenues to expenditures.

Table 7: Graham County Segments, 1986-1998

ROUTE	VMT	Revenues	Expenditures	REV/VMT	VMT/EXP	REV/EXP
	(millions)	(thousand $)	(thousand $)	(cents per mile)	(mile per $)	($ per $)
S 266	24	$801	$21	3.37	1,137	38.29
S 366	35	$1,159	$2,736	3.33	13	0.42
U 070	1,393	$42,316	$15,031	3.04	93	2.82
U 191	498	$16,663	$11,843	3.35	42	1.41
TOTAL	1,950	$60,940	$29,631	3.13	66	2.06

Figure 7: Graham County



GREENLEE COUNTY

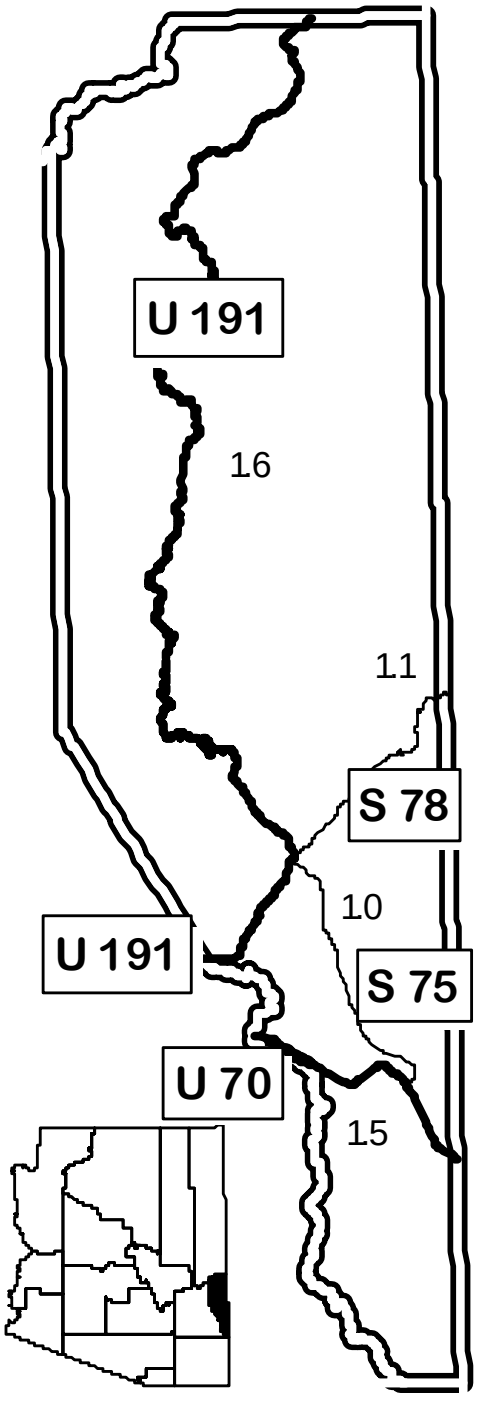
Greenlee County ranks at the bottom of all Arizona Counties in terms of state highway expenditures (.002%), revenues (.003%), and vehicle miles of travel (.004%). Tucked into a remote corner of the state, highway demand and infrastructure requirements are mainly related to the presence of intense mining activity located in Clifton/Morenci.

The story of Greenlee County has been and remains inexorably entwined with copper mining. Very little of any economic or human activity in the county is not directly related to mining. Utilization of the state highways in the county is low, but revenues cover the cost of construction.

Table 8: Greenlee County Segments, 1986-1998

ROUTE	VMT	Revenues	Expenditures	REV/VMT	VMT/EXP	REV/EXP
	(millions)	(thousand $)	(thousand $)	(cents per mile)	(mile per $)	($ per $)
S 075	130	$3,942	$3,811	3.03	34	1.03
S 078	25	$819	$725	3.34	34	1.13
U 070	95	$2,880	$1,933	3.03	49	1.49
U 191	486	$16,317	$9,973	3.36	49	1.64
TOTAL	736	$23,959	$16,441	3.26	45	1.46

Figure 8: Greenlee County



LA PAZ COUNTY

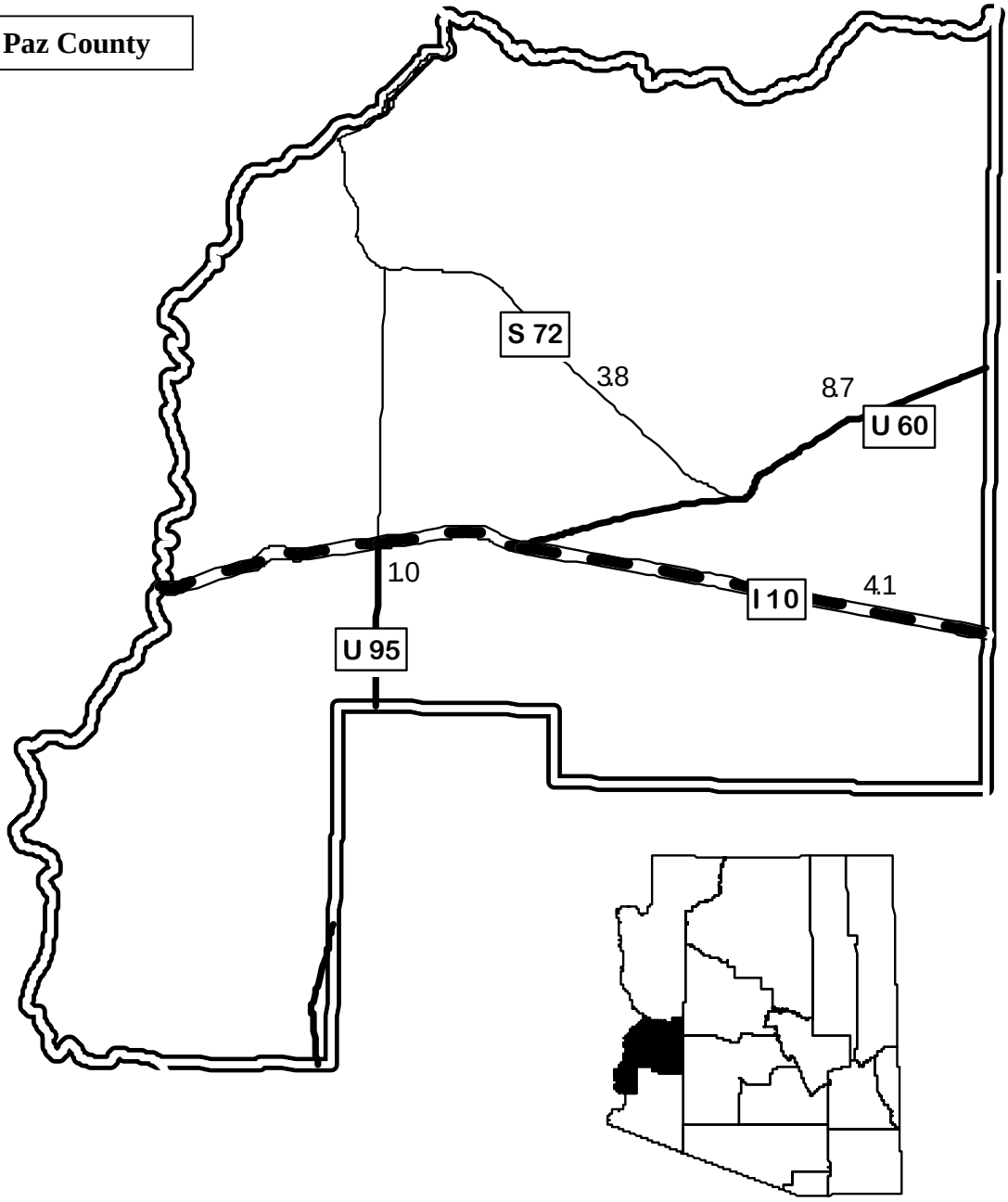
La Paz County, located on the state's western boundary with California, contains substantial Interstate mileage and important linkages within the state highway system. With high proportions of commercial utilization, traffic on La Paz's state highway segments generates revenues disproportionately high to vehicle miles of travel. La Paz also ranks high in revenue to expenditure comparisons. With slightly over 3% of the state highway's vehicle miles of travel, the county's state highway segments account for over 4% of revenues and barely 1.5% of expenditures.

In addition to providing the important connecting linkages to California's western markets and cities, transportation infrastructure provides access to the recreational opportunities along the Colorado River and several wilderness areas. Additionally, this county has become a magnet for winter guests, and each February the highways fill with a stream of participants and visitors to the Quartzite Gem and Mineral Show.

Table 9: La Paz County Segments, 1986-1998

ROUTE	VMT	Revenue	Expenditure	REV/VMT	VMT/EXP	REV/EXP
	(millions)	(thousand $)	(thousand $)	(cents per mile)	(mile per $)	($ per $)
I 10	4,695	$256,365	$62,693	5.46	75	4.09
S 72	280	$8,867	$2,356	3.17	119	3.76
U/S 95	1,319	$46,575	$45,277	3.53	29	1.03
U 60	291	$16,442	$1,899	5.64	153	8.66
TOTAL	6,585	$328,250	$112,225	4.98	59	2.92

Figure 9: La Paz County



MARICOPA COUNTY

Maricopa County is home to the state's largest population concentration and dominates all components of this analysis. Maricopa County consumed 63% of the total state highway expenditure budget, while contributing 32% of state highway vehicle miles of travel and revenues.

Perhaps the most obvious characteristic of the segment analysis of Maricopa County is found in the low revenue to expenditure ratios for non-Interstate urban freeways. The study period captures the expenditures for planning and construction of these system segments. These expenditures include considerable capital outlays to purchase the condemned properties on which and through which these highways run. However, these segments were not complete and open for utilization for enough years to offset these considerable expenditures. For example, Loop 202 shows expenditures in excess of 650 million dollars, while revenues from its limited use are a sparse 50 million. With every passing year, this ten cents on the dollar ratio will improve. Other new highway segments sharing these characteristics include Loops 101 and 303, and SR 143 and 153. With more years of utilization, SR 51 shows a much better ratio though still far from break even.

In stark contrast to these new highways with extraordinarily poor revenue to expenditure ratios, the Interstate Highway segments in the county earned more in highway user taxes than was spent on these roadways in the 1986-1998 period. Though some of these sections include urban miles, most are rural and were completed prior to 1986. Of particular note is the scale of the numbers for I 10. Vehicular utilization is the largest of any single component of the state highway system with 20 billion vehicle miles of travel estimated for the study period. While expenditures for I 10 within the county exceeded 1.1 billion dollars, revenues were only somewhat more than 1 billion dollars. The significance of this result suggests that once the tremendous initial expenditure of new segments within the county are overcome, these urban highways with their tremendous volumes may break even, and ultimately contribute revenues larger than expenditures made on the segments.

Figure 10: Maricopa County

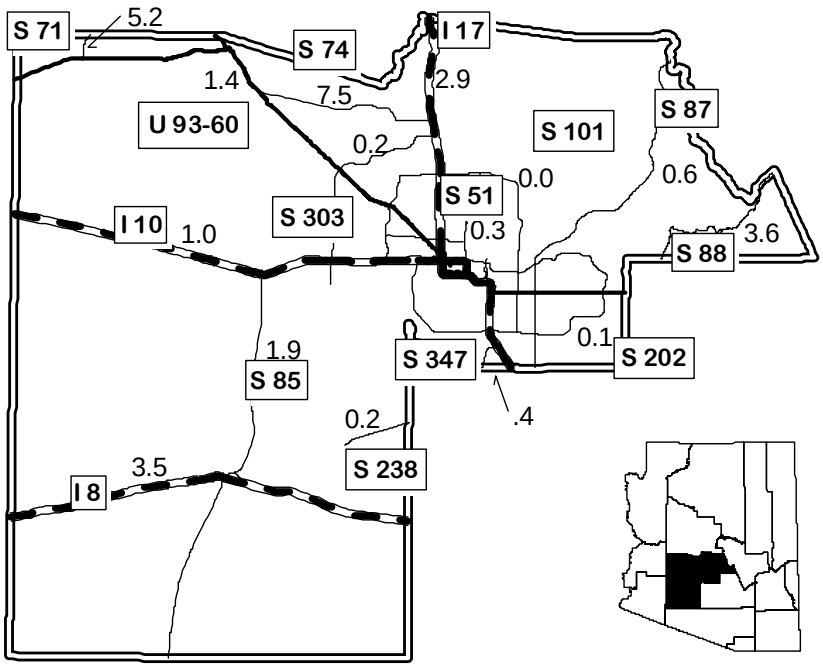


Table 10: Maricopa County Segments, 1986-1998

ROUTE	VMT	Revenue	Expenditure	REV/VMT	VMT/Exp	REV/Exp
	(millions)	(thousand $)	(thousand $)	(cents per mile)	(mile per $)	($ per $)
I 8	1,968	$82,124	$23,756	4.17	83	3.46
I 10	21,011	$1,086,088	$1,118,148	5.17	19	0.97
I 17	15,816	$478,607	$168,016	3.03	94	2.85
S 51	3,357	$99,950	$324,153	2.98	10	0.31
S 71	13	$345	$67	2.66	193	5.15
S 74	478	$14,722	$1,964	3.08	243	7.50
S 85	1,367	$61,258	$32,392	4.48	42	1.89
S 87	4,155	$105,672	$191,110	2.54	22	0.55
S 88	235	$6,058	$1,684	2.58	140	3.60
S 101	1,888	$53,692	$1,689,938	2.84	1	0.03
S 143	952	$24,581	$197,718	2.58	5	0.12
S 153	195	$5,140	$46,388	2.63	4	0.11
S 202	1,957	$50,125	$654,296	2.56	3	0.08
S 238	36	$898	$3,837	2.48	9	0.23
S 303	102	$2,907	$15,532	2.84	7	0.19
S 347	78	$2,327	$5,285	2.98	15	0.44
U 93/60	12,203	$375,047	$260,823	3.07	47	1.44
TOTAL	65,812	$2,449,540	$4,735,108	3.72	14	0.52

MOHAVE COUNTY

Mohave County, now considered a component of the Las Vegas MSA, contains considerable Interstate Highway mileage as well as additional state highway components important for both commercial and non-commercial users. Near the top in terms of vehicle miles of travel with over 8% of the state highway system total, Mohave County's state highway segments generated two dollars of revenue for every expenditure dollar. State highways in the county earned 8% of the state highway system user revenues generated between 1986 and 1998 and consumed 4% of the expenditures.

Mohave County includes several important segments that provide links between external locations. Interstate 40 connects cross-country traffic to Los Angeles via Barstow. Interstate 15 traverses the extreme northwest corner of the county, and connects Salt Lake City with Las Vegas. US 93 connects Phoenix to Las Vegas and points north. State route 95 provides the north-south connectivity for travel in the western reaches of the state.

Recreation and leisure activities are of increasing importance in Mohave County. The state highway infrastructure provides access to the recreational impound lakes of the Colorado River as well as numerous wilderness areas and camping facilities from the lower reaches of the Grand Canyon, through Lake Mead, and on to Lake Havasu. With the growth of gaming across the river from Bullhead City and its location adjacent to Las Vegas, Mohave County's state highway infrastructure serves as an important link to these pursuits. Growing retirement communities throughout the county increasingly contribute to vehicular flows and demand utilization.

Figure 11: Mohave County

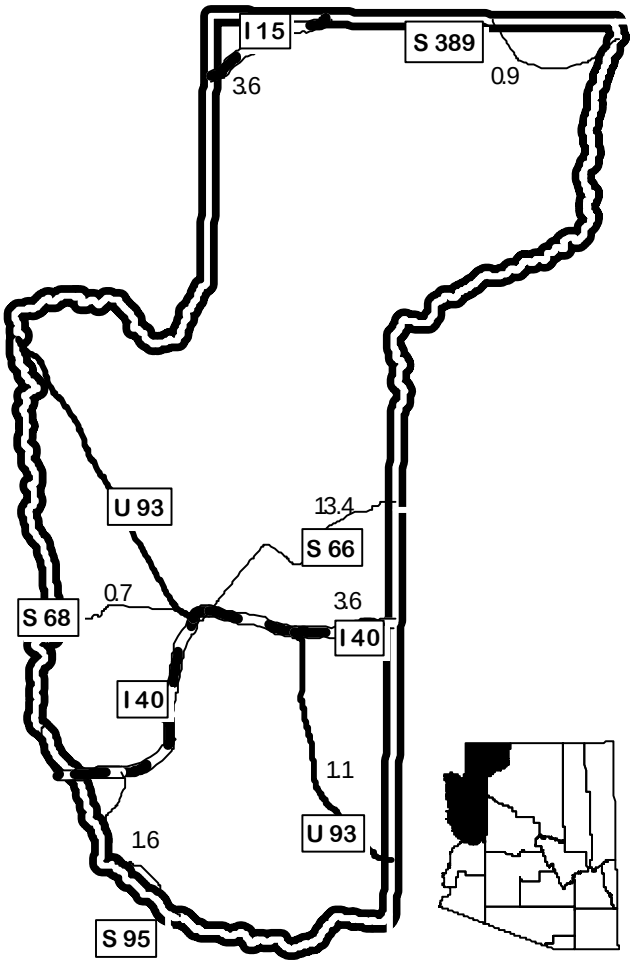


Table 11: Mohave County Segments, 1986-1998

ROUTE	VMT	Revenue	Expenditure	REV/VMT	VMT/EXP	REV/EXP
	(millions)	(thousand $)	(thousand $)	(cents per mile)	(mile per $)	($ per $)
I 15	1,692	$81,779	$22,724	4.83	74	3.60
I 40	5,309	$252,441	$69,589	4.76	76	3.63
S 66	1,708	$58,281	$4,351	3.41	392	13.39
S 68	1,019	$29,329	$44,014	2.88	23	0.67
S 95	3,185	$93,640	$57,076	2.94	56	1.64
S 389	158	$4,791	$5,386	3.03	29	0.89
U 93	3,718	$124,039	$110,140	3.34	34	1.13
TOTAL	16,789	$644,299	$313,280	3.84	54	2.06

NAVAJO COUNTY

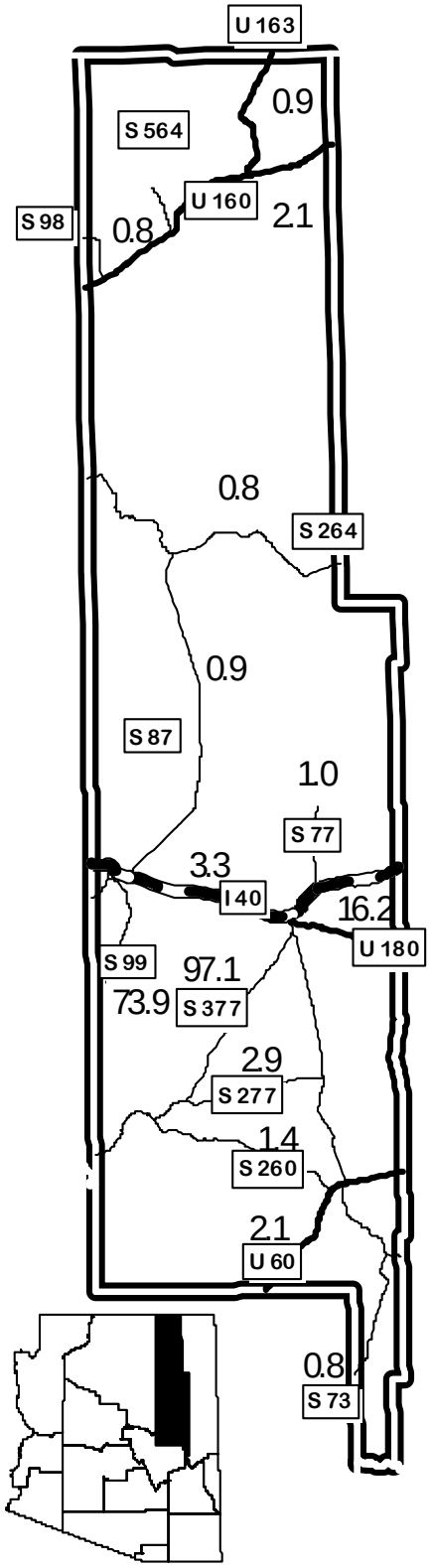
Included in the state highway mileage found in Navajo County is that corner in Winslow made famous in song. With 5% of state highway system vehicle miles of travel, Navajo county generated approximately 5% of state highway user revenues while consuming somewhat less than 3% of total expenditures. While containing numerous highway segments, Navajo County's remote location experiences fairly low levels of utilization.

Interstate 40 carried the biggest share of county VMT with a healthy revenue to expenditure ratio exceeding 3. State Routes 77, 260, and US 60 and 160 carry moderate traffic volumes with a positive generation of revenues to expenditures, though considerably lower than I 40. Several components of state highways in the county did not generate adequate revenues to cover expenditures. These segments were all of low volume roads.
\

Table 12: Navajo County Segments, 1986-1998

ROUTE	VMT	Revenue	Expenditure	REV/VMT	VMT/EXP	REV/EXP
	(millions)	(thousand $)	(thousand $)	(cents per mile)	(mile per $)	($ per $)
I 40	3,678	$184,584	$56,869	5.02	65	3.25
S 73	435	$11,501	$14,828	2.65	29	0.78
S 77	1,158	$36,571	$35,860	3.16	32	1.02
S 87	307	$8,575	$9,593	2.79	32	0.89
S 98	75	$1,794	$2,168	2.38	35	0.83
S 99	17	$773	$10	4.45	1,662	73.94
S 260	1,713	$46,841	$33,670	2.73	51	1.39
S 264	522	$13,497	$16,200	2.59	32	0.83
S 277	291	$8,874	$3,071	3.05	95	2.89
S 377	158	$4,791	$49	3.03	3,210	97.10
S 564	19	$518	$0	2.80		
U 60	612	$20,861	$15,504	3.41	39	1.35
U 160	793	$22,360	$10,535	2.82	75	2.12
U 163	275	$6,573	$7,365	2.39	37	0.89
U 180	161	$4,992	$309	3.10	522	16.17
TOTAL	10,215	$373,104	$206,031	3.65	50	1.86

Figure 12: Navajo County



PIMA COUNTY

Home to Arizona second largest population concentration, Pima County's state highway system revenue to expenditure ratio suffers from the infrastructure growth costs similarly plaguing Phoenix and Maricopa County. Substantial expenditures relating to planning for expanding infrastructure in Tucson diminish Pima County's state highway system revenue to expenditure ratio. However, in Pima County that ratio is slightly greater than one. While 10% of state highway's vehicle miles of travel occur in Pima County, 10% of revenues were generated compared to 8% of expenditures.

Considerable expenditures went to planning for infrastructural improvements during the study period. Numerous outer loop segments have been proposed and evaluated. Expansion and construction of new highways will probably cost more to build than the county's state highway segments will be able to generate in revenues, as is currently the case in Maricopa County. The revenue to expenditure ratio of the urban State Route 210 clearly portends the shape of things to come. With expenditures approaching 200 million dollars, revenues generated to date are around 7 million.

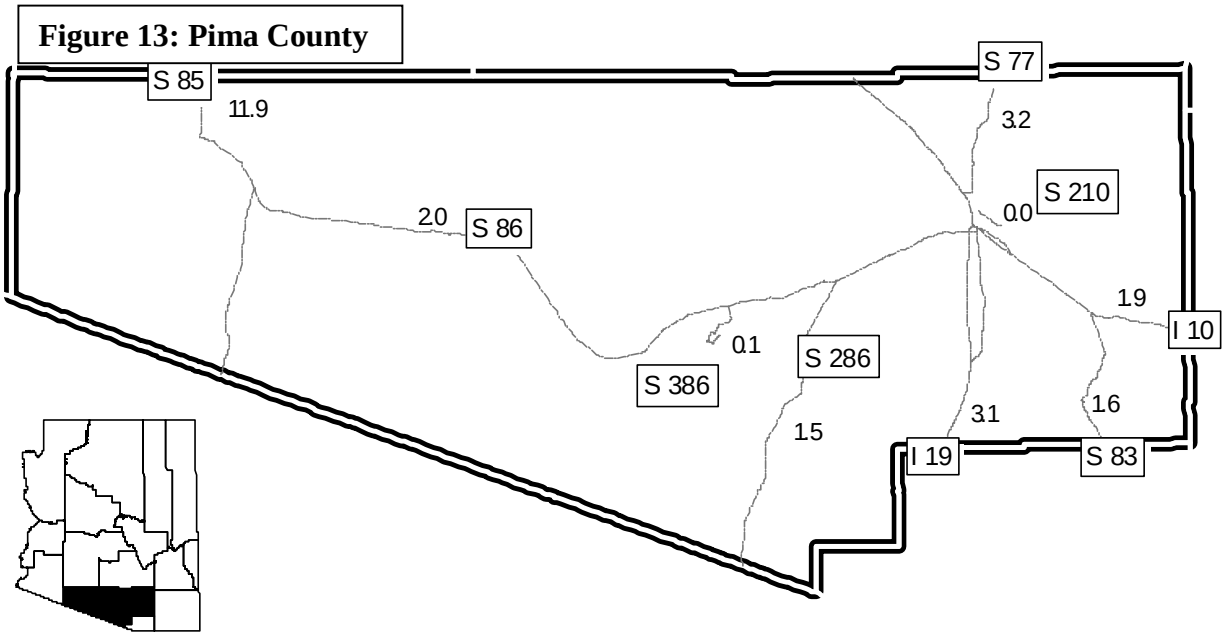


Table 13: Pima County Segments, 1986-1998

ROUTE	VMT	Revenue	Expenditure	REV/VMT	VMT/EXP	REV/EXP
	(millions)	(thousand $)	(thousand $)	(cents per $)	(mile per $)	($ per $)
I 10	10,774	$479,759	$250,671	4.45	43	1.91
I 19	2,998	$88,838	$29,047	2.96	103	3.06
S 77	2,592	$82,353	$25,578	3.18	101	3.22
S 83	137	$3,752	$2,306	2.74	59	1.63
S 85	330	$9,336	$786	2.83	420	11.88
S 86	1,853	$48,538	$24,896	2.62	74	1.95
S 210	168	$6,876	$199,058	4.09	1	0.03
S 286	108	$2,830	$1,938	2.62	56	1.46
S 386	17	$457	$3,323	2.68	5	0.14
TOTAL	18,977	$722,740	$537,602	3.81	35	1.34

PINAL COUNTY

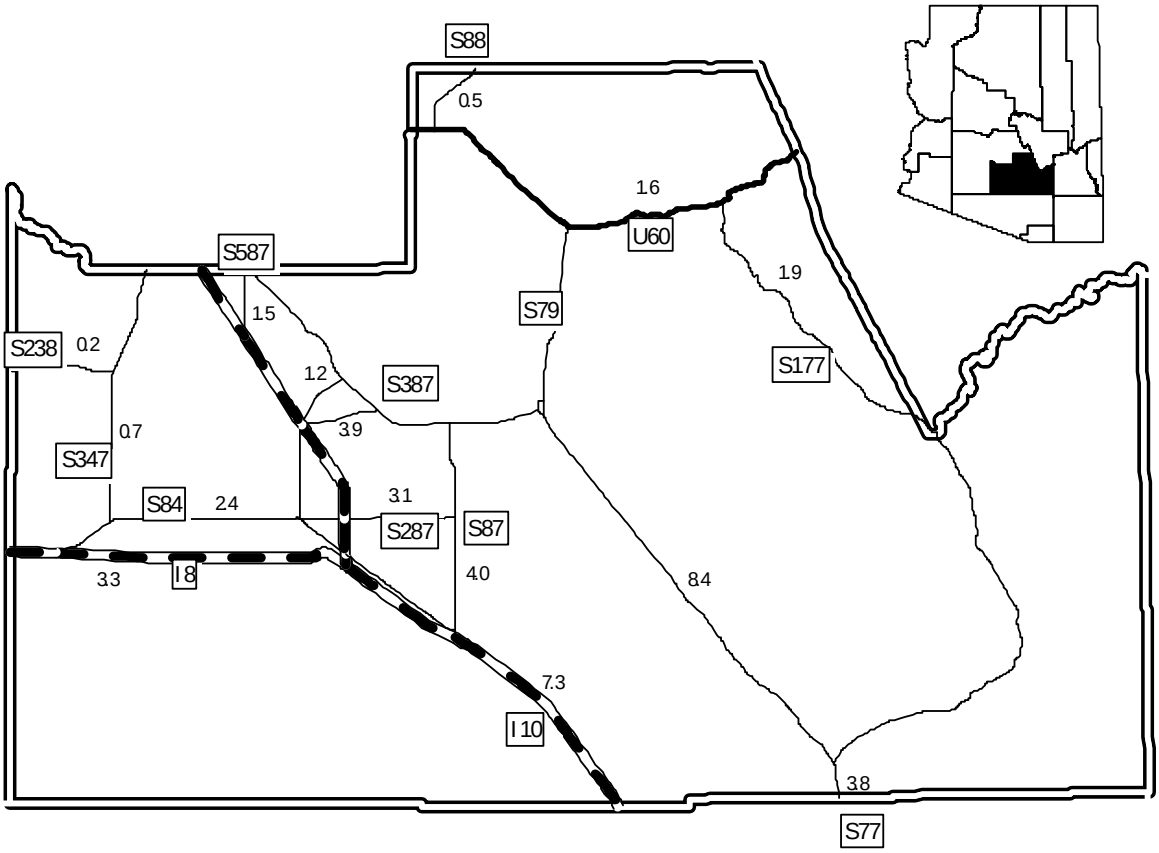
State highways in Pinal County, adjacent to Maricopa County and now designated as a county component of the Phoenix MSA, enjoyed the state's highest revenue to expenditure ratio. With 8% of the state highway system's vehicle miles of travel, generated primarily from Interstate Highway segments, Pinal County contributed 8% of state highway revenues while only consuming 2% of the expenditures.

Interstate 10 carried over half the county's vehicular traffic and generated over seven times as much revenue as it cost in expenditures. This excess revenue alone was adequate to ensure the county's state highway segments would generate more revenue than the dollars of expenditure during the study period.

Table 14: Pinal County Segments, 1986-1998

ROUTE	VMT	Revenue	Expenditure	REV_VMT	VMT_EXP	REV_EXP
	(million)	(thousand $)	(thousand $)	(cents per mile)	(mile per $)	($ per $)
I 8	721	$42,013	$12,676	5.83	57	3.31
I 10	8,509	$378,068	$51,779	4.44	164	7.30
S 77	1,339	$41,970	$11,053	3.14	121	3.80
S 79	820	$24,898	$2,966	3.04	277	8.39
S 84	851	$25,079	$10,529	2.95	81	2.38
S 87	779	$20,777	$5,173	2.67	151	4.02
S 88	137	$3,575	$7,930	2.62	17	0.45
S 177	412	$11,638	$6,149	2.82	67	1.89
S 187	11	$342	$293	3.03	39	1.17
S 238	30	$752	$4,724	2.48	6	0.16
S 287	753	$25,715	$8,311	3.42	91	3.09
S 347	251	$7,495	$10,569	2.98	24	0.71
S 387	471	$14,292	$3,637	3.03	130	3.93
S 587	174	$5,190	$3,540	2.98	49	1.47
U 60	1,536	$46,077	$28,638	3.00	54	1.61
TOTAL	16,794	$647,880	$167,970	3.86	100	3.86

Figure 14: Pinal County



SANTA CRUZ COUNTY

Santa Cruz County, located on the state's southern border with Mexico, generated over 1% of total state highway system vehicle miles of travel, slightly more than 1% of total revenue, and somewhat less than 1% of expenditures.

Carrying the majority of the county's state highway system vehicular traffic, Interstate 19 also provides an important NAFTA Port of Entry to Mexico through Nogales. This important cog in the county and state transportation infrastructure generated revenues to expenditures at a rate slightly higher than 2 to 1. With considerable improvement to this segment during the study period, this segment should remain an important component of the state highway system and generate positive cash flows for the foreseeable future.

Santa Cruz, Arizona's smallest county in terms of area, contains attractive scenic acreage that increasingly draws retirees and recreational users. Though utilization was lower on the segments serving these users, revenue generation approached or exceeded the expenditure costs.

Figure 15: Santa Cruz County

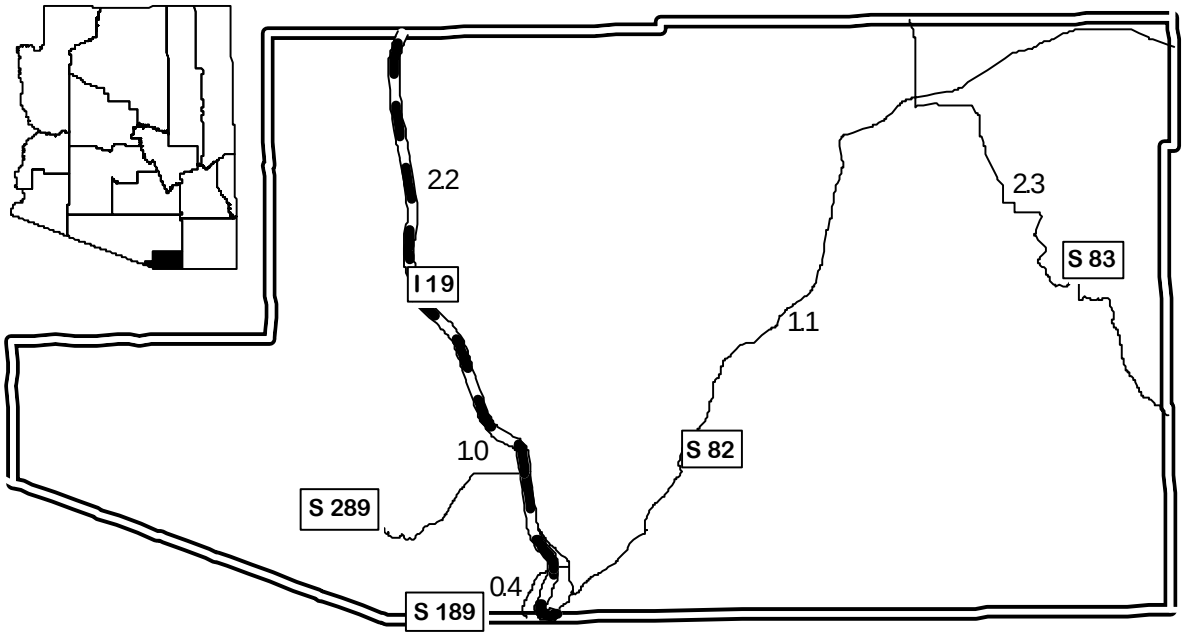


Table 15: Santa Cruz County Segments, 1986-1998

ROUTE	VMT	Revenue	Expenditure	REV/VMT	VMT/EXP	REV/EXP
	(millions)	(thousand $)	(thousand $)	(cents per mile)	(mile per $)	($ per $)
I 19	1,569	$46,106	$20,757	2.94	76	2.22
S 82	426	$12,267	$10,838	2.88	39	1.13
S 83	64	$1,793	$799	2.78	81	2.25
S 189	149	$7,164	$20,146	4.79	7	0.36
S 289	13	$382	$386	2.92	34	0.99
TOTAL	2,222	$67,713	$52,926	3.05	42	1.28

YAVAPAI COUNTY

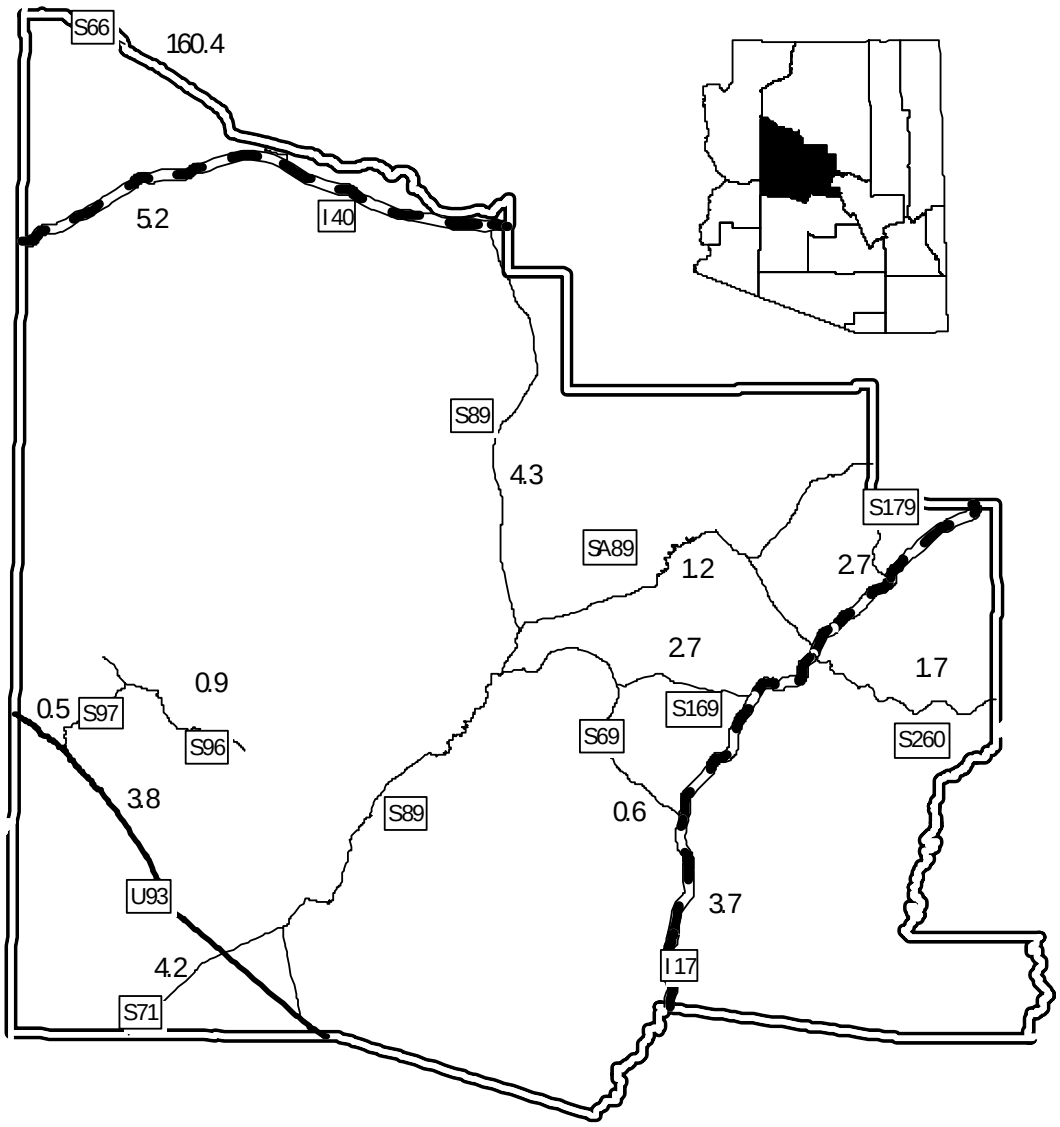
State highway segments in Yavapai County generated revenues at nearly twice the rate of expenditures during the study period. With 8% of state highway system vehicle miles of travel the county accounted for 8% of the state highway system revenues. Meanwhile, 3% of state highway system expenditures occurred here. Yavapai County contains a mix of remote, low-utilization rural highway segments, rapidly expanding urban locations requiring intensive road construction and improvements, and high-utilization interstate highway mileage with very high revenue to expenditure ratios.

Important interstate mileage within the county provides linkage between Phoenix and Flagstaff on I 17, and between eastern origins and western destinations on I 40. With construction of these segments completed prior to the study period, these high-utilization segments carried substantial flows and generate considerably more revenue than their cost in expenditures between 1986 and 1998.

Table 16: Yavapai County Segments, 1986-1998

ROUTE	VMT	Revenue	Expenditure	REV/VMT	VMT/EXP	REV/EXP
	(millions)	(thousand $)	(thousand $)	(cents per mile)	(mile per $)	($ per $)
I 17	5,792	$198,338	$53,635	3.42	108	3.70
I 40	2,749	$123,680	$23,764	4.50	116	5.20
S 66	18	$620	$4	3.37	4,755	160.44
S 69	1,756	$49,460	$87,546	2.82	20	0.56
S 71	57	$1,510	$360	2.66	158	4.19
S 89	1,577	$49,347	$11,614	3.13	136	4.25
S 96	73	$2,884	$3,093	3.96	24	0.93
S 97	24	$930	$1,802	3.90	13	0.52
S 169	184	$4,899	$1,838	2.67	100	2.66
S 179	259	$7,695	$2,807	2.97	92	2.74
S 260	810	$26,551	$15,454	3.28	52	1.72
SA 89	1,580	$47,406	$39,826	3.00	40	1.19
U 93	1,111	$42,096	$11,132	3.79	100	3.78
TOTAL	15,988	$555,416	$252,874	3.47	63	2.20

Figure 16: Yavapai County



YUMA COUNTY

Also designated as a metropolitan county, Yuma County's state highway segments accounted for 3% of state highway vehicle miles of travel and revenues, and received 1% of the expenditure budget. In spite of its metropolitan status, Yuma County contains fewer individual state highway segments than any other county, and serves a limited number of specific communities.

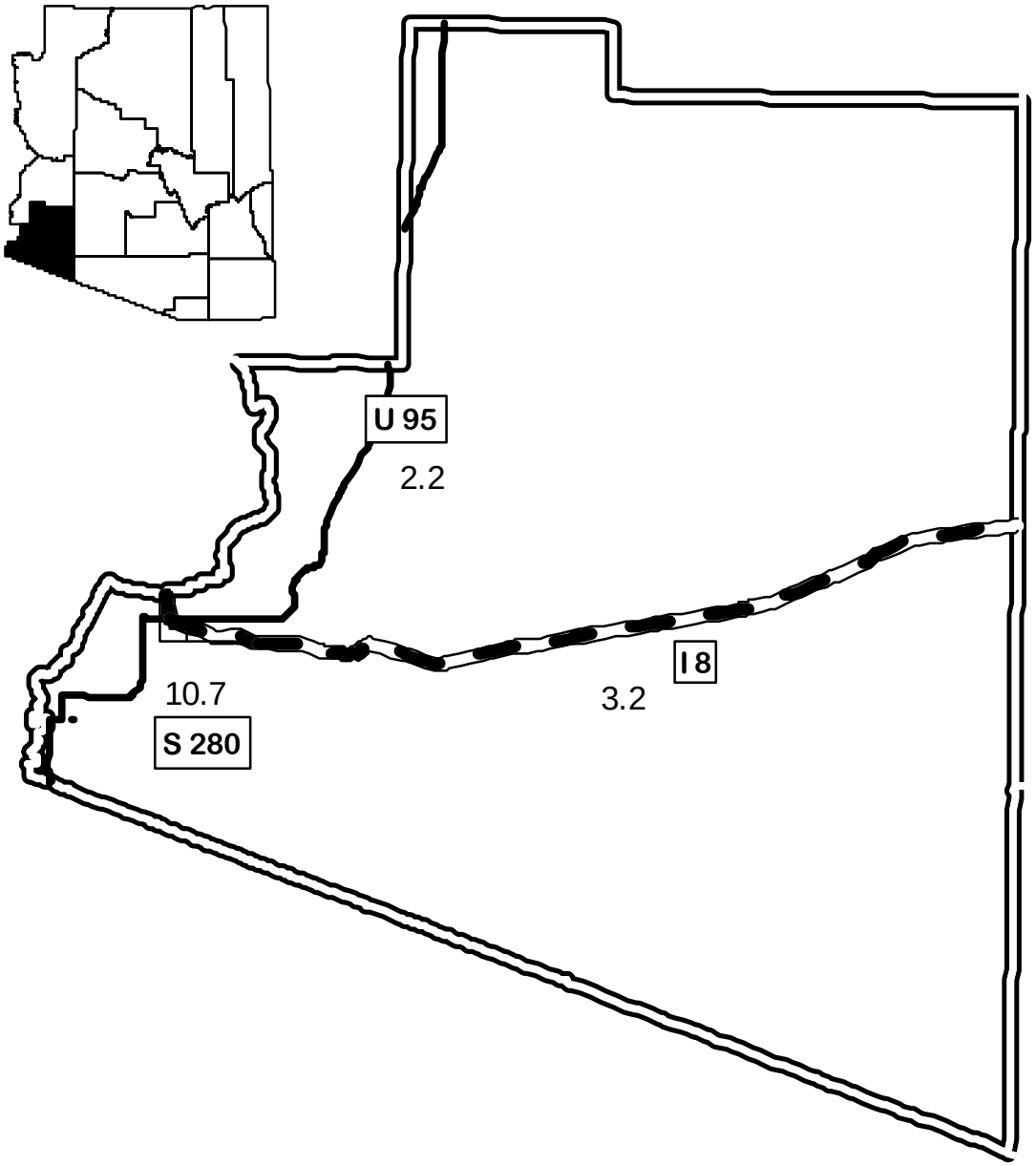
Similar to Pinal County, initial construction of Yuma County state highway segments was completed prior to the study period time frame. While not occupying quite the advantageous position of Pinal County for generating vehicle miles of travel or revenues, Yuma County does fill an important role as a Port of Entry for international trade flows from Mexico and commercial flows from San Diego on Interstate 8.

From a strategic standpoint, Yuma County's location occupies an important place in the Nation's defense infrastructure. Home to an important Marine Corps Air Station and additional military reservations for training maneuvers, military convoys are a familiar sight on the county's state highway segments.

Table 17: Yuma County Segments, 1986-1998

ROUTE	VMT	Revenue	Expenditure	REV/VMT	VMT/EXP	REV/EXP
	(millions)	(thousand $)	(thousand $)	(cents per mile)	(mile per $)	($ per $)
I 8	3,378	$109,337	$34,103	3.24	99	3.21
S 280	71	$1,986	$185	2.80	384	10.74
U 95	2,244	$71,671	$32,180	3.19	70	2.23
TOTAL	5,693	$182,994	$66,468	3.21	86	2.75

Figure 17: Yuma County



VI. CONCLUSIONS

Highway expenditures in the State of Arizona have been dominated in recent years by events in Maricopa County. Rapid population growth in the Phoenix metropolitan area has inspired considerable expansion in the urban highway system. Nowhere else in the state highway system has there been the perceived need to construct completely new state highways from scratch during the period 1986-98, though similar expansion is under consideration for Tucson segments. In addition to the stringent planning and design requirements of the urban setting, construction of these roadways included purchase of the expensive property over which the roads would run. This study clearly shows that segments of the state highway system in Maricopa County and Gila County received expenditure dollars larger than the highway user revenues generated on the state system in these counties.

Growth in the Phoenix metropolitan area continues unabated. Population expansion during the study period has been unprecedented and is likely to continue at current levels for the foreseeable future. Given this trend, additional urban highway segments of considerable expense will likely be needed. Once these segments are completed, they will start generating positive cash flows. When this shift occurs, the revenue to expenditure ratio would be expected to shift.

Population growth is not a phenomena restricted to the Phoenix metropolitan area. Numerous new highway segments are proposed for Tucson and contribute to diminished revenue to expenditure ratios in this metropolitan region. The scale of these infrastructure adjustments are not of the scale found in Maricopa County, and do not currently cause a negative cash flow in Pima County. Though Flagstaff is now considered a metropolitan location, the scale of growth here has not yet required investment in completely new state highways.

Nonmetropolitan urban locations have also experienced rapid growth contributing to different expenditure pressures. Growth in Payson (Gila County) provides one example of this type of growth. State Route 87 connects Phoenix with Payson. Increasing utilization led to an obsolete, winding two-lane highway being upgraded to a modern, multi-lane roadway. The location of this segment and the geology traversed entailed considerable blasting, excavation, and filling. Though this construction necessitated considerable expense, additional property acquisitions were not extensive and revenues and expenditures proportions--though in the red--approached 1.0. SR 260 from Payson to Heber, penetrating the Mogollon Rim and experiencing lower levels of utilization showed a considerably lower ratio of revenues to expenditures.

In contrast, growth in the vicinity of Prescott (Yavapai County) provides a very different example. As the former territorial capital, transportation linkages to Prescott were well established, though approaching obsolescence. While still a nonmetropolitan urban location, Prescott's primary infrastructure requirements involved improved connectivity to Interstate 17. Again, a two-lane rural highway serving primarily resource extraction usage shifted to utilization by retirees and urban dwellers on a multi-lane, divided highway. Though traversing less demanding geology, expenditures on SR 69--the principal connection to the Interstate--have been considerable and revenues have not yet covered construction costs.

Unusual expenditures can also skew the results and appear misleading. Bridge construction is particularly expensive in certain of Arizona's rugged locations. One example is the bridge spanning Roosevelt Lake at the Roosevelt Dam on SR 188. Showing construction costs of $11.6 million in 1990, $5.3 million in 1989, $4.3 million in 1988, $2 million for design in 1987, $1.7 million for design and study in 1986, and substantial additional expenses prior to and after these allotments, this bridge was clearly a major investment. The segment as a whole showed expenditures of 67 million dollars from 1986 to 1998, revenues generated on this component of the state system amounted to just over $6 million, for a revenue to expenditure ratio of .09. Given the low level of utilization in this location, traffic volume will have to increase dramatically to cover construction costs. In contrast, the replacement of Navajo Bridge on UA 89 over the Colorado River near Lee's Ferry in Coconino County saw similar expenditures. While other portions of UA 89 did not require the kind of infrastructure improvements necessary for SR 188, the route shows a revenue to expenditure ratio of .4 with approximately twice the traffic flows of SR 188. This segment will likely recover the cost of bridge construction over the next few decades.

While costs of urban freeway construction are large, the tremendous volumes of traffic these segments carry should eventually recoup construction expenditures. Two examples from Maricopa County illustrate this phenomenon. State Route 51 connects neighborhoods in North Phoenix with Interstate 10 and downtown. Loop 101 consists of several urban freeway sections that ultimately will connect and ring the metropolitan area. Construction costs have been substantial for both, and include property condemnations and purchases. Both saw initiation of service on some portion of the highway in 1989. However, the distance covered by SR 51 is more limited than that of Loop 101. From the initiation of service, SR 51 has carried over 3 billion vehicle miles of traffic. Construction costs to date have been roughly 340 million dollars, and revenues generated approximately 109 million dollars for a ratio of .32. When construction is completed, the heavy volume of traffic should eventually generate revenues sufficient to cover the costs of construction. The more expansive Loop 101 cost 1.7 billion dollars in construction and development expenditures over the study period, but only generated 1.9 billion vehicle miles of travel and a revenue to expenditure ratio of .04. Considerable construction work remains before this highway is fully operational, yet this one highway alone accounts for nearly a quarter of the state's expenditures during the period of 1986 to 1998. When fully operational, the projected traffic volumes should eventually generate a surplus of revenue.

Several cautions are urged regarding the results of this investigation. The study period encompassing 1986 to the present was selected because of data availability. Data from the early years were not collected or reported in a manner easily converted to the spatially accurate requirements for this study. Because of manpower cutbacks and budgetary constraints, traffic counts are of limited extent and some reported data may be inaccurate for both volume and commercial utilization proportions. As time goes by and better data becomes available, further analyses can be conducted. Recognizing these limitations, it seems reasonable that the generalizations made in this paper are adequate for the level of resolution of this study. These data are the only data capable of providing any details of spatial distributions, whatever their limitations.

This type of analysis should be viewed as an initial screening of the state highway system for return-on-investment by "product line" or route segment. For optimal investment returns to scarce resources, we must have a grasp on the financial performance history and outlook of each of our route segments. Knowing where the highway user fees are earned is the key to knowing what our customers want. Knowing what it costs to build, preserve and operate our highway segments tells us what it costs to provide service. Comparing the revenues and costs can help guide decisions toward investments that will yield the most customer satisfaction per dollar invested.

When the earned revenues exceed the costs, the message is clear: "keep up the good work." The wisdom of previous investment decisions for these segments is vindicated. We need to nurture these components of our "business" to keep the favorable cash flow going. When earned revenues fall short of costs, the message is a little more complicated. If customer demand, as evidenced by traffic and user revenues is high, it may just be a matter of time before returns exceed costs. In such a case, we just need to be patient. If customer demand is low, we need to investigate the reasons. Knowing the reasons will help us determine whether investments in an improved roadway, targeted price increases, or divestiture might be the most suitable course of action.

As we accumulate more years of data and increase the detail of information gathered on each roadway segment we will build a database that will aid future investment decisions. Therefore, it is recommended that ADOT periodically revisit this issue in order to build a firm foundation for rationalizing the state highway system in ways that will produce the most customer benefit for the least cost.

REFERENCES

Arizona Department of Transportation, 1986-1999. *Progress on the State Highway System: An Annual Report to the State Legislature.*

Arizona Department of Transportation, 1981. *Highways as Earning Assets.*

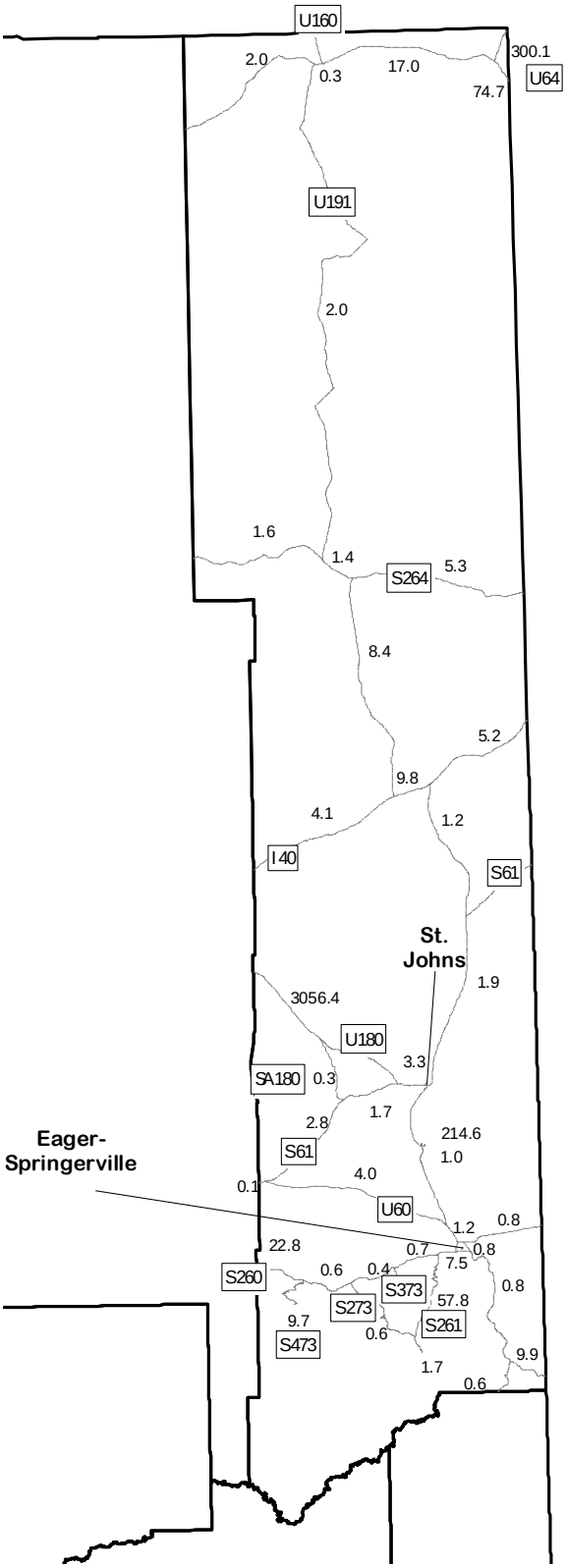
Behavioral Research Center, 2000. *Arizona Highway User Origin and Destination Survey.* Arizona Department of Transportation.

Carey, Jason, 1999. *1999 Update of the Arizona Highway Cost Allocation Study*, Arizona Department of Transportation.

Mansour, Nadia, and Semmens, John, 1999. *The Value of Arizona's State Highway System: A Corporate-Style Financial Analysis*, Arizona Department of Transportation.

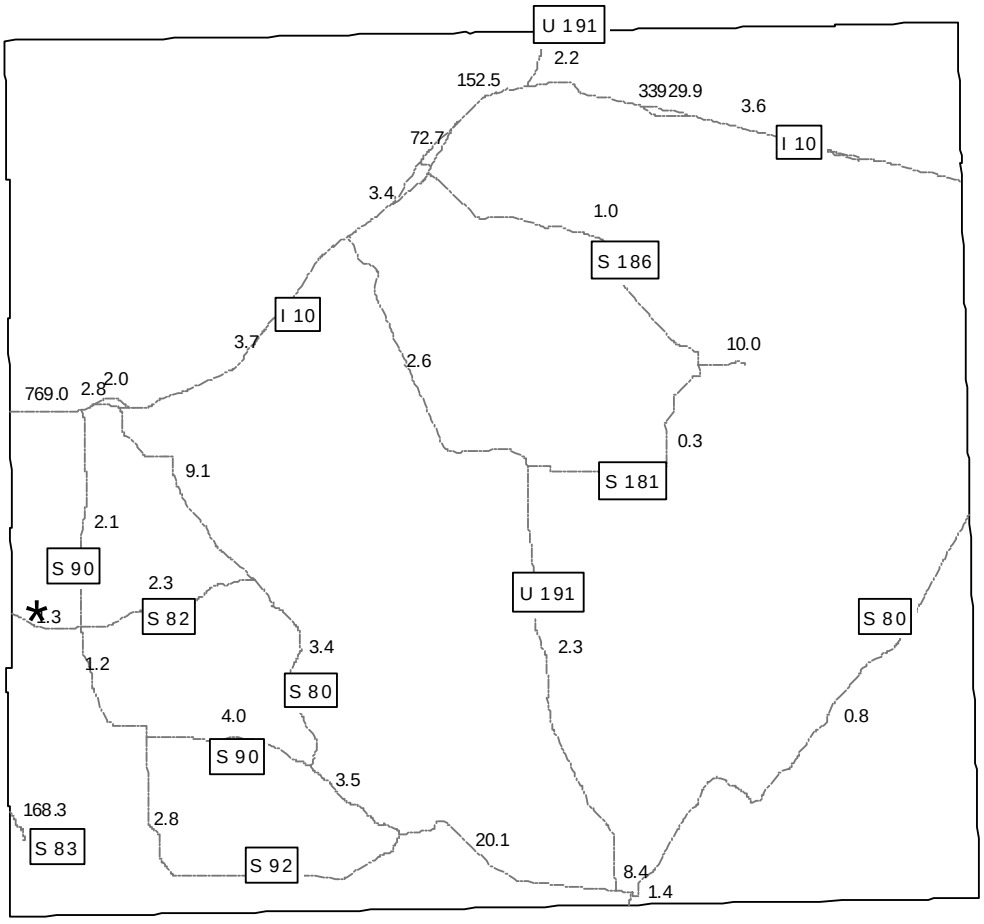
APPENDIX A: DETAILED RESULTS OF SEGMENT ANALYSIS BY COUNTY

The level of detail of the segment analysis shows an uneven distribution of expenditures that was difficult to portray and discuss in the main body of this report. Nevertheless, this level of detail can be useful in a more intensive analysis of segment-by-segment highway investment analaysis. This appendix is therefore presented at its higher level of resolution. The reader's attention is drawn to disparate levels of expenditure of adjacent segments in many locations. Two explanations are offered for this apparent inconsistency. Highway investment is, by nature, "lumpy." Projects must be built in large, complete increments. So, on the one hand, inconsistencies may merely reflect differences in the timing of investments on adjacent segments. Segments that experienced major expenditures in the period prior to the beginning year of this study will show more favorable revenue to expenditure ratios because significant costs are outside the bounds of our calculations. On the other hand, some segments require additional attention due to specific circumstances related to traffic utilization, geology or geography, or climate.


U160
2.0
0.3
17.0
300.1
U64
74.7
U191
2.0
1.6
1.4
S264
5.3
8.4
5.2
9.8
4.1
1.2
I 40
S61
St.
Johns
1.9
3056.4
U180
3.3
SA180
0.3
1.7
2.8
214.6
S61
1.0
Eager-
Springerville
0.1
4.0
U60
1.2
0.8
22.8
0.7
0.8
7.5
S260
0.6
0.4
S373
0.8
57.8
S273
9.7
S261
S473
0.6
9.9
1.7
0.6

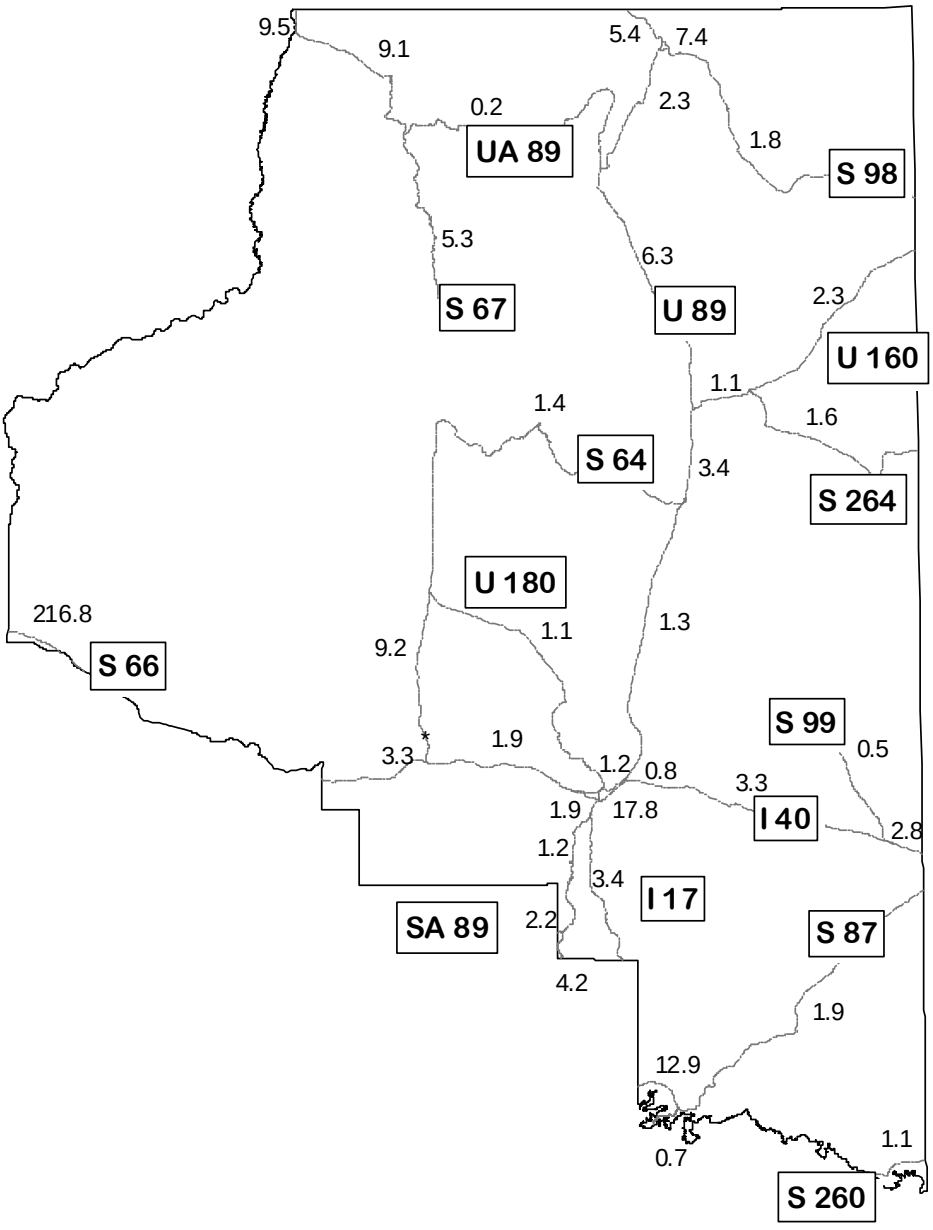
APACHE COUNTY

ROUTE	WHERE	Expenditures (thous. $)	VMT (million miles)	Revenue (thous. $)	REV/VMT cents/mile	VMT/EXP mile/$	REV/EXP $/$
APACHE	Unassigned	$10					
I 040	U 191 - NM st ln	$11,723	1237	$61,411	4.97	105	5.24
I 040	U 191 - U 191	$1,871	369	$18,364	4.98	197	9.81
I 040	County line - U 191	$19,078	1578	$78,029	4.95	83	4.09
S 061	U 191 - NM st ln	$0	23	$762	3.26		
S 061	SA 180 - U 180	$1,327	68	$2,219	3.25	52	1.67
S 061	U 60 - SA 180	$1,431	123	$3,985	3.24	86	2.78
S 081	U 191 - east	$0	1	$39	2.61	8,220	214.59
S 260	S 473 - S 273	$2,719	57	$1,514	2.64	21	0.56
S 260	S 273 - S 373	$1,541	30	$784	2.64	19	0.51
S 260	S 261 - S 373	$1,498	41	$1,094	2.66	27	0.73
S 260	S 261 - U 191	$258	67	$1,946	2.91	259	7.54
S 260	County line - S 473	$69	59	$1,575	2.65	860	22.78
S 261	S 260 - S 273	$13	28	$724	2.61	2,212	57.78
S 264	U 191 - NM st ln	$4,580	925	$24,136	2.61	202	5.27
S 264	U 191 - U 191	$2,220	123	$3,154	2.56	55	1.42
S 264	County line - U 191	$2,552	158	$3,997	2.53	62	1.57
S 273	S 261 - south	$0	5	$126	2.65		
S 273	S 260 - S 261	$1,445	26	$704	2.67	18	0.49
S 373	S 260 - south	$613	20	$530	2.64	33	0.86
S 473	S 260 - south	$35	13	$342	2.62	372	9.74
SA180	U 180 - S 61	$804	8	$237	3.14	9	0.29
SS260	S 260 - U 60	$2,874	69	$2,166	3.15	24	0.75
U 060	U 191 - NM st ln	$2,228	53	$1,862	3.50	24	0.84
U 060	S 61 - U 191	$2,017	229	$8,046	3.51	113	3.99
U 060	U 180 - U 191	$2,205	78	$2,707	3.49	35	1.23
U 060	County line - S 61	$3,534	15	$509	3.45	4	0.14
U 064	U 160 - NM st ln	$15	41	$1,105	2.70	2,761	74.65
U 160	U 191 - U 191	$474	5	$142	3.00	10	0.30
U 160	U 64 - NM st ln	$5	48	$1,457	3.03	9,903	300.14
U 160	U 64 - U 191	$910	521	$15,494	2.98	572	17.02
U 160	County line - U 191	$4,282	287	$8,596	3.00	67	2.01
U 180	U 191 - NM st ln	$84	27	$836	3.09	320	9.91
U 180	SA 180 - S 61	$0	34	$1,097	3.26		
U 180	S 61 - U 191	$605	58	$1,878	3.25	96	3.11
U 180	County line - SA 180	$0	34	$1,091	3.25	94,008	3056.36
U 191	U 160 - UT st ln	$0	58	$1,624	2.81		
U 191	S 264 - U 160	$9,549	658	$18,594	2.83	69	1.95
U 191	I 40 - S 264	$635	188	$5,302	2.81	297	8.35
U 191	S 61 - I 40	$2,759	99	$3,177	3.19	36	1.15
U 191	U 180 - S 260	$7,254	173	$5,464	3.16	24	0.75
U 191	U 180 - S 61	$1,906	109	$3,548	3.25	57	1.86
U 191	U 60 - U 180	$6,507	207	$6,681	3.23	32	1.03
U 191	S 260 - U 60	$0	19	$598	3.16		
U 191	County line - U 180	$442	8	$270	3.48	18	0.61


U 191
2.2
152.5
339
29.9
3.6
I 10
72.7
3.4
1.0
S 186
I 10
3.7
10.0
2.6
769.0
2.8
2.0
0.3
9.1
S 181
2.1
S 90
2.3
U 191
S 80
S 82
2.3
3.4
2.3
1.2
S 80
4.0
0.8
S 90
3.5
168.3
2.8
20.1
S 83
S 92
8.4
1.4

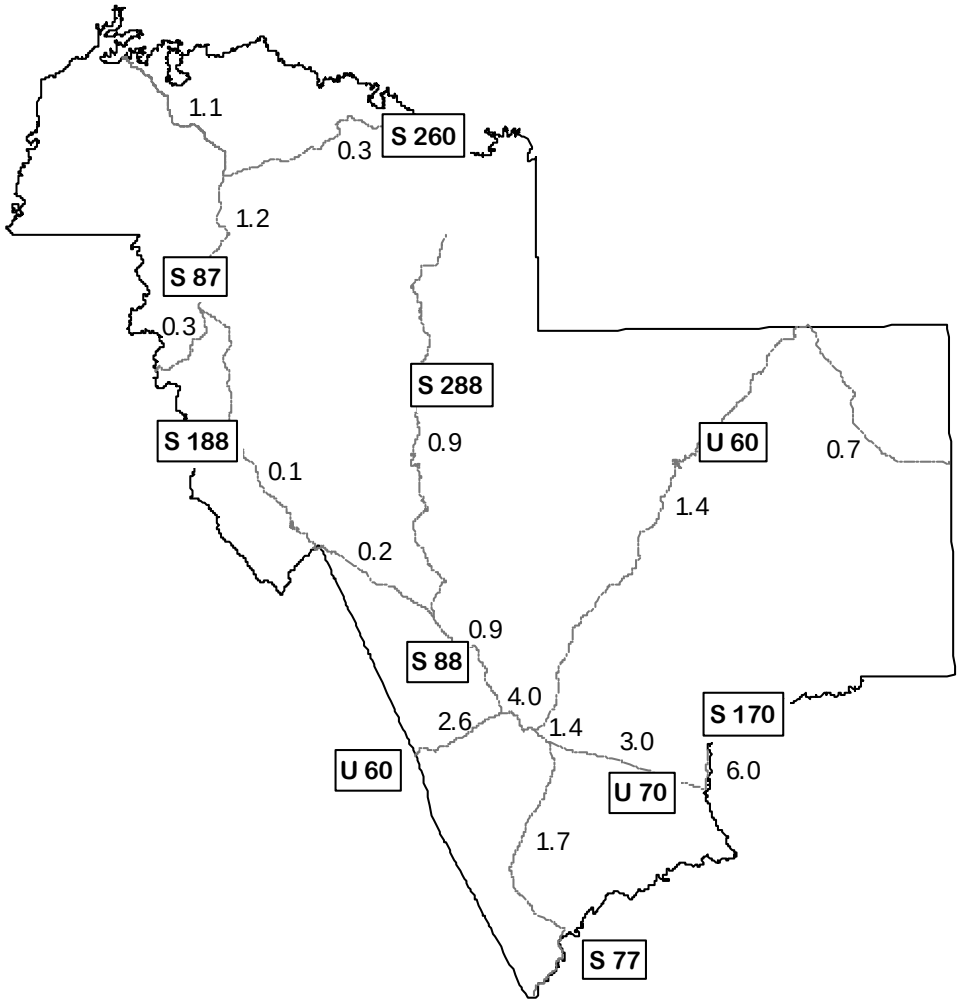
COCHISE COUNTY

ROUTE	WHERE	Expenditures (thous. $)	VMT (million miles)	Revenue (thous. $)	REV/VMT cents/mile	VMT/EXP mile/$	REV/EXP $/$
COCHISE		$281					
I 010	U 191 - NM st ln	$29,062	2,024	$103,836	5.13	70	3.57
I 010	S 186 - U 191	$214	635	$32,571	5.13	2973	152.47
I 010	U 191 - S 186	$7,929	522	$26,899	5.15	66	3.39
I 010	S 80 - U 191	$21,343	1,528	$78,138	5.11	72	3.66
I 010	S 80 - S 90	$7,145	304	$14,133	4.66	42	1.98
I 010	County line - S 90	$33	574	$25,621	4.47	17217	768.99
S 080	UB 191 - NM st ln	$10,021	215	$7,507	3.49	21	0.75
S 080	SB 191 - U 191	$400	95	$3,346	3.53	237	8.37
S 080	U 191 - S 92	$668	384	$13,424	3.50	575	20.11
S 080	S 92 - S 90	$2,031	254	$7,006	2.76	125	3.45
S 080	S 90 - S 82	$1,425	177	$4,886	2.76	124	3.43
S 080	S 82 - I 10	$1,251	400	$11,343	2.84	320	9.07
S 082	S 90 - S 80	$682	55	$1,593	2.87	81	2.33
S 082	County line - S 90	$1,239	57	$1,640	2.87	46	1.32
S 083	County line - south	$0	2	$63	2.87	5858	168.29
S 090	S 82 - I 10	$7,011	536	$14,724	2.75	76	2.10
S 090	S 92 - S 80	$2,855	415	$11,460	2.76	145	4.01
S 090	S 92 - S 82	$16,804	710	$19,583	2.76	42	1.17
S 092	S 90 - S 80	$7,678	789	$21,726	2.75	103	2.83
S 181	S 186 - east	$10	4	$98	2.65	375	9.96
S 181	U 191 - S 186	$3,146	33	$882	2.67	11	0.28
S 186	S 181 - I 10	$3,091	110	$2,940	2.67	36	0.95
SB010	Bowie	$0	25	$1,283	5.20	652099	33929.86
SB010	Wilcox	$41	57	$2,971	5.19	1399	72.68
SB010	Benson	$1,404	88	$3,908	4.44	63	2.78
U 191	S 80 - S 181	$4,248	280	$9,785	3.50	66	2.30
U 191	S 181 - I 10	$2,359	186	$6,076	3.26	79	2.58
U 191	I 10 - County line	$552	36	$1,212	3.35	65	2.19
UB191	Mexico - S 80	$885	34	$1,199	3.49	39	1.36


9.5
9.1
5.4
7.4
0.2
2.3
UA 89
1.8
S 98
5.3
6.3
S 67
U 89
2.3
U 160
1.1
1.4
1.6
S 64
3.4
S 264
U 180
216.8
1.1
1.3
9.2
S 66
S 99
1.9
0.5
3.3
1.2
0.8
3.3
1.9
17.8
I 40
2.8
1.2
3.4
I 17
SA 89
2.2
S 87
4.2
1.9
12.9
1.1
0.7
S 260

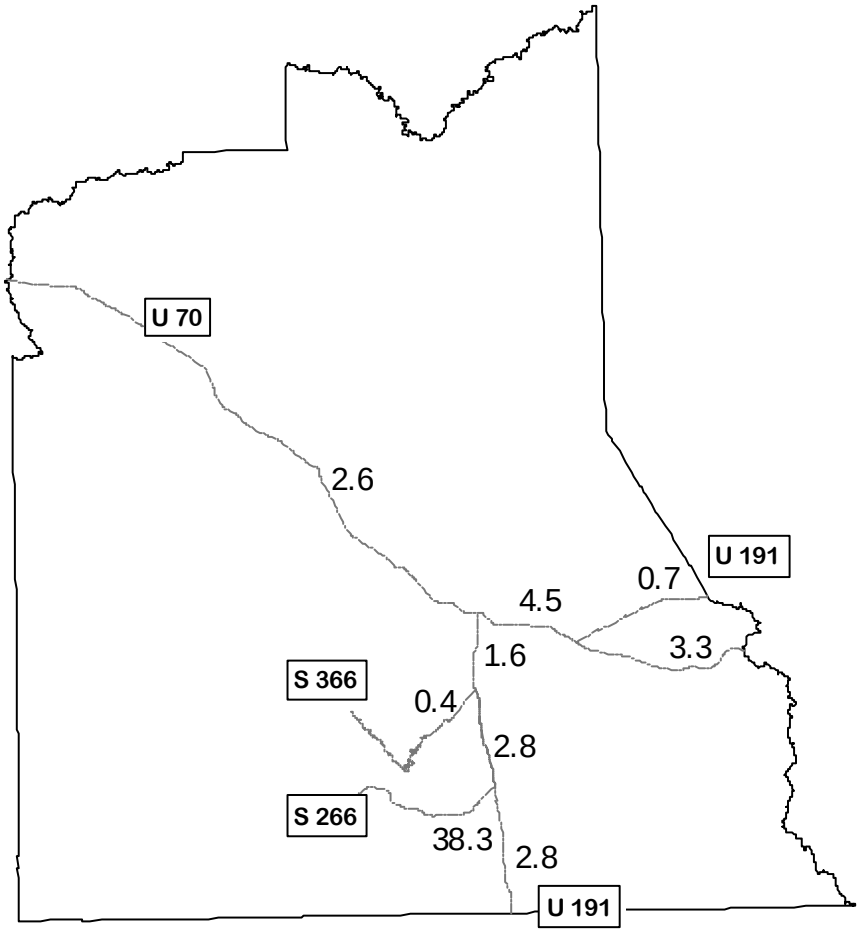
COCONINO COUNTY

ROUTE	WHERE	Expenditures (thous. $)	VMT (million miles)	Revenue (thous. $)	REV/VMT cents/mile	VMT/EXP mile/$	REV/EXP $/$
B40 Williams		$8,245					
COCONINO	Unassigned	$632					
I 017	SA 89 - I 40	$5,162	286	$9,696	3.39	55	1.88
I 017	County line - SA 89	$17,266	1,707	$57,933	3.39	99	3.36
I 040	S 64 - SB 40	$44,229	1,752	$85,065	4.85	40	1.92
I 040	I 17 - SB 40	$31,271	509	$25,573	5.02	16	0.82
I 040	SB 40 - S 99	$43,074	2,830	$140,479	4.96	66	3.26
I 040	County line - S 64	$14,552	948	$47,228	4.98	65	3.25
I 040	S 99 - County line	$6,556	370	$18,345	4.96	56	2.80
S 064	U 89 - U 180	$21,486	1,134	$29,573	2.61	53	1.38
S 064	I 40 - U 180	$1,166	336	$10,768	3.20	288	9.24
S 066	I 40 - north	$12	76	$2,558	3.38	6,405	216.75
S 067	UA 89 - south	$1,073	211	$5,673	2.69	197	5.29
S 087	County line - S 260	$2,166	40	$1,441	3.57	19	0.67
S 087	S 260 - County line	$4,108	222	$7,973	3.59	54	1.94
S 098	U 89 - County line	$6,829	507	$12,149	2.39	74	1.78
S 099	I 40 - north	$2,717	48	$1,475	3.07	18	0.54
S 179	County line - SA 89	$1,497	209	$6,204	2.97	139	4.15
S 260	County line - S 87	$97	38	$1,245	3.29	391	12.86
S 260	County line - County line	$3,764	145	$4,255	2.93	39	1.13
S 264	U 160 - County line	$3,312	196	$5,166	2.63	59	1.56
SA089	I 40 - SB 40	$269	153	$4,782	3.13	567	17.76
SA089	S 179 - I 17	$17,302	676	$20,965	3.10	39	1.21
SA089	County line - S 179	$1,324	93	$2,872	3.10	70	2.17
SB040	Flagstaff	$16,538	745	$20,301	2.72	45	1.23
SL089	Page	$450	93	$3,339	3.59	207	7.42
U 089	S 98 - UT st ln	$902	136	$4,851	3.57	151	5.38
U 089	UA 89 - S 98	$5,644	302	$12,818	4.24	54	2.27
U 089	UA 89 - S 264	$3,420	677	$21,632	3.20	198	6.33
U 089	S 64 - S 264	$3,389	392	$11,654	2.98	116	3.44
U 089	SB 40 - S 64	$38,622	1,600	$49,283	3.08	41	1.28
U 160	U 89 - S 264	$5,199	206	$5,462	2.65	40	1.05
U 160	S 264 - County line	$5,921	515	$13,318	2.59	87	2.25
U 180	SB 40 - S 64	$13,496	620	$14,845	2.39	46	1.10
UA089	S 389 - UT st ln	$189	60	$1,798	3.00	316	9.50
UA089	S 67 - S 389	$536	162	$4,862	3.00	303	9.08
UA089	S 67 - U 89	$32,952	226	$6,530	2.89	7	0.20


1.1
S 260
0.3
1.2
S 87
0.3
S 288
S 188
0.9
U 60
0.7
0.1
1.4
0.2
0.9
S 88
4.0
S 170
2.6
1.4
3.0
U 60
U 70
6.0
1.7
S 77

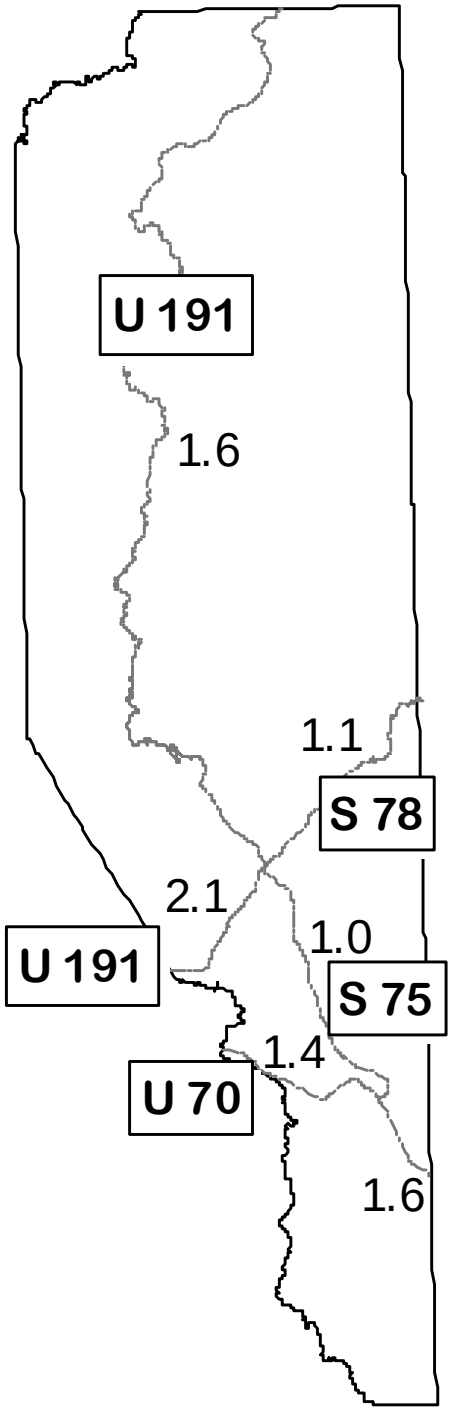
GILA COUNTY

ROUTE	WHERE	Expenditures (thous. $)	VMT (million miles)	Revenue (thous. $)	REV/VMT cents/mile	VMT/EXP mile/$	REV/EXP $/$
GILA	Unassigned	$2					
S 073	U 60 - County line	$5,001	124	$3,274	2.64	25	0.65
S 077	S 177 - U 70	$6,243	296	$10,644	3.60	47	1.71
S 087	S 188 - S 260	$14,399	689	$17,220	2.50	48	1.20
S 087	County line - S 188	$23,320	307	$7,680	2.50	13	0.33
S 087	S 260 - County line	$15,670	480	$17,100	3.56	31	1.09
S 088	U 60 - S 288	$7,961	273	$6,763	2.48	34	0.85
S 088	S 188 - S 288	$20,051	163	$4,003	2.46	8	0.20
S 170	U 70 - north	$339	67	$2,030	3.04	197	5.98
S 188	S 87 - S 88	$66,501	231	$5,678	2.46	3	0.09
S 260	S 87 - County line	$54,539	631	$18,439	2.92	12	0.34
S 288	S 88 - north	$2,170	77	$1,915	2.48	36	0.88
U 060	U 70 - S 73	$20,443	842	$28,686	3.41	41	1.40
U 060	S 88 - U 70	$3,149	398	$12,551	3.15	126	3.99
U 060	County line - S 88	$5,257	439	$13,820	3.15	84	2.63
U 070	U 60 - S 77	$1,139	60	$1,890	3.15	53	1.66
U 070	S 170 - S 77	$2,414	236	$7,130	3.02	98	2.95


U 70
2.6
U 191
0.7
4.5
3.3
1.6
S 366
0.4
2.8
S 266
38.3
2.8
U 191

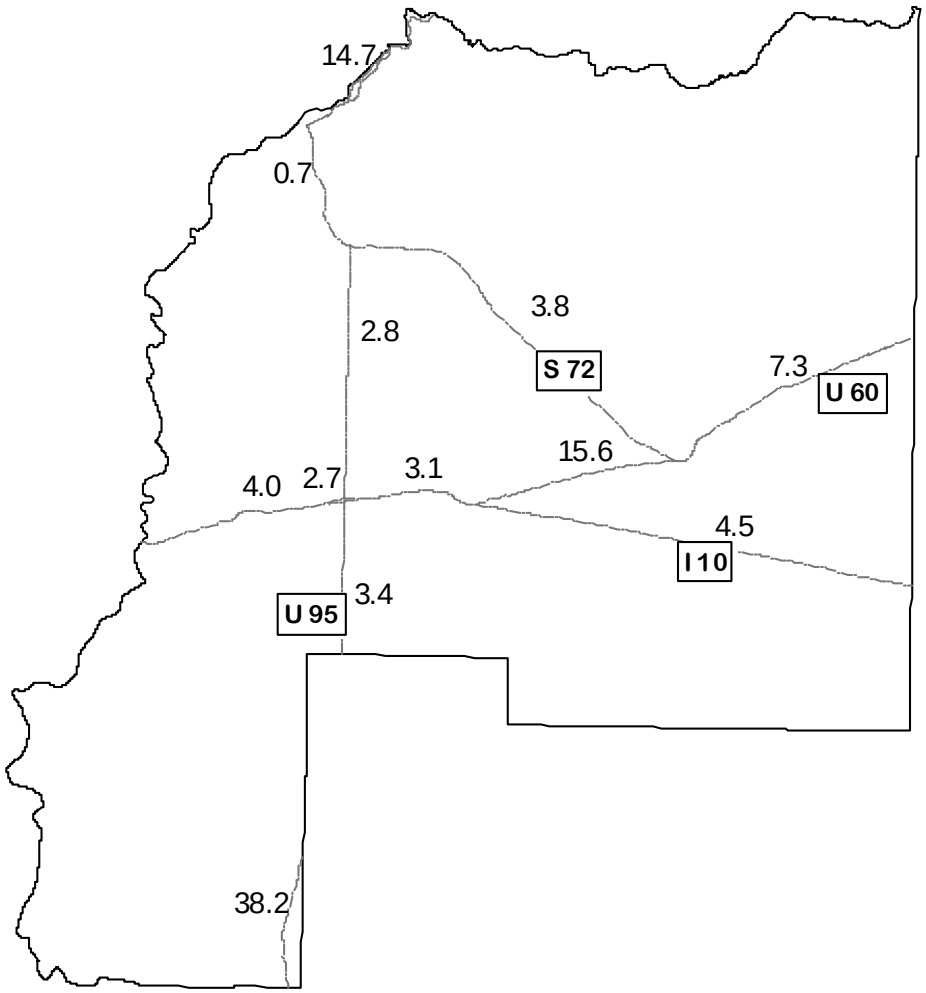
GRAHAM COUNTY

ROUTE	WHERE	Expenditures (thous. $)	VMT (million miles)	Revenue (thous. $)	REV/VMT cents/mile	VMT/EXP mile/$	REV/EXP $/$
GRAHAM	Unassigned	$190					
S 266	U 191 - west	$21	24	$801	3.37	1,137	38.29
S 366	U 191 - west	$2,736	35	$1,159	3.33	13	0.42
U 070	U 191 - S 170	$12,958	1,113	$33,812	3.04	86	2.61
U 070	U 191 - U 191	$1,377	204	$6,184	3.04	148	4.49
U 070	U 191 - County line	$697	76	$2,320	3.04	110	3.33
U 191	U 70 - S 366	$3,757	180	$6,004	3.34	48	1.60
U 191	S 266 - S 366	$1,158	98	$3,275	3.35	84	2.83
U 191	County line - S 266	$1,191	97	$3,272	3.36	82	2.75
U 191	U 70 - County line	$5,737	123	$4,112	3.34	21	0.72


U 191
1.6
1.1
S 78
2.1
1.0
U 191
S 75
1.4
U 70
1.6

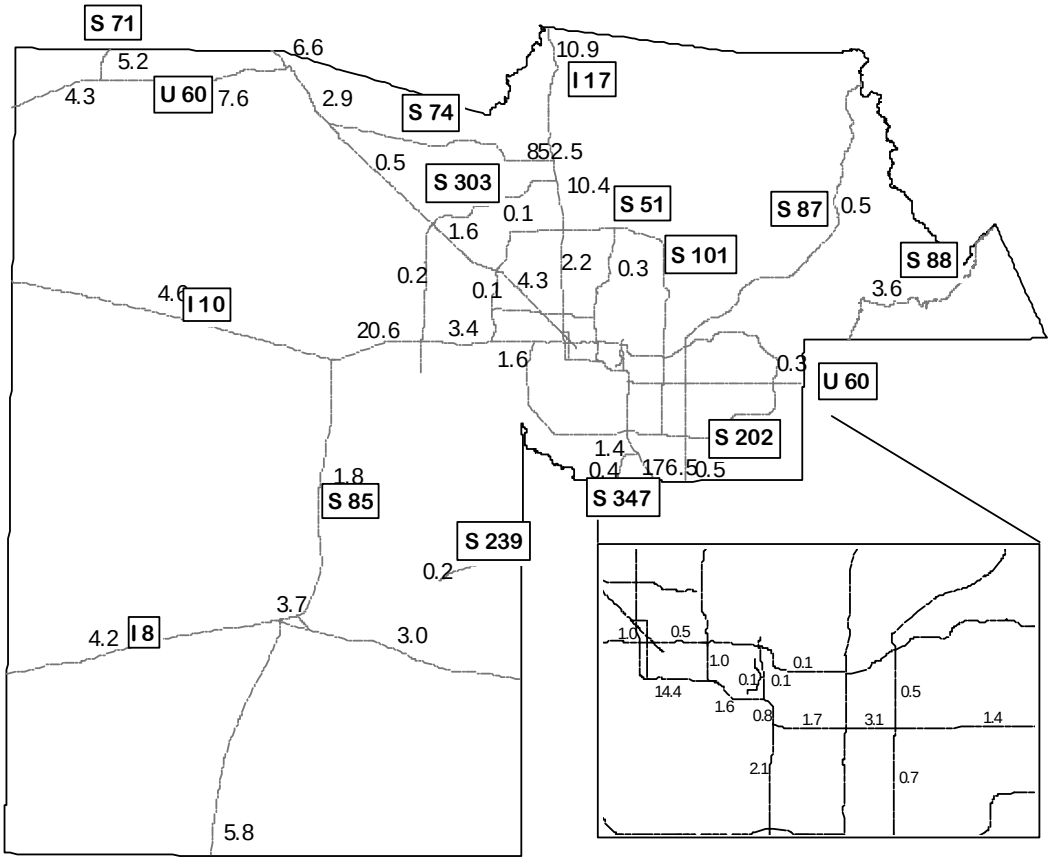
GREENLEE COUNTY

ROUTE	WHERE	Expenditures (thous. $)	VMT (million miles)	Revenue (thous. $)	REV/VMT cents/mile	VMT/EXP mile/$	REV/EXP $/$
GREENLEE	Unassigned	$3					
S 075	U 70 - S 78	$3,811	130	$3,942	3.03	34	1.03
S 078	U 191 - NM st ln	$725	25	$819	3.34	34	1.13
U 070	S 75 - NM st ln	$712	38	$1,149	3.02	53	1.61
U 070	County line - S 75	$1,220	57	$1,731	3.04	47	1.42
U 191	County line - S 75	$1,566	96	$3,205	3.34	61	2.05
U 191	S 78 - County line	$8,407	390	$13,112	3.36	46	1.56


14.7
0.7
2.8
3.8
S 72
7.3
U 60
15.6
4.0
2.7
3.1
4.5
I 10
U 95
3.4
38.2

LA PAZ COUNTY

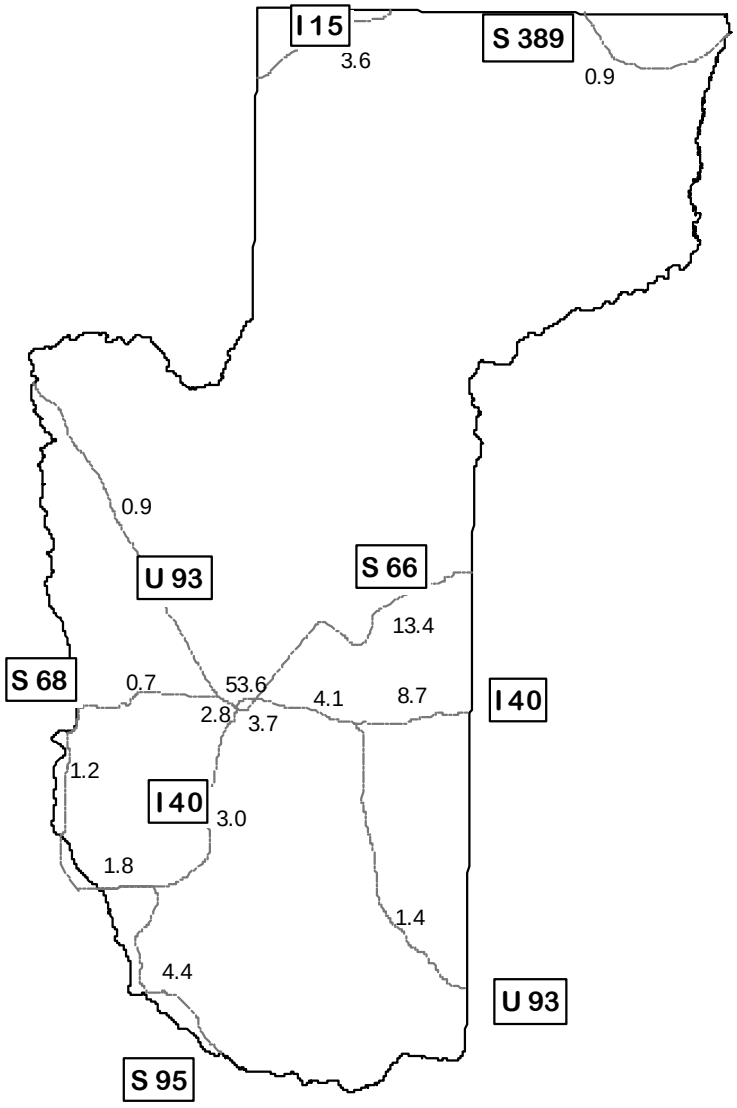
ROUTE	WHERE	Expenditures (thous. $)	VMT (million miles)	Revenue (thous. $)	REV/VMT cents/mile	VMT/EXP mile/$	REV/EXP $/$
LA PAZ	Unassigned	$0					
I 010	CA st ln - S 95	$18,906	1494	$76,124	5.09	79	4.03
I 010	S 95 - U 60	$11,739	645	$36,561	5.67	55	3.11
I 010	U 60 - County line	$32,049	2556	$143,680	5.62	80	4.48
S 072	U 60 - S 89	$2,356	280	$8,867	3.17	119	3.76
S 095	I 10 - S 72	$4,734	372	$13,433	3.61	79	2.84
S 095	S 72 - County line	$38,956	740	$26,192	3.54	19	0.67
SB010	Quartzite	$1,128	86	$3,029	3.53	76	2.69
SB095	Lake Havasu	$174	72	$2,542	3.53	415	14.65
U 060	I 10 - S 72	$323	90	$5,018	5.60	278	15.56
U 060	S 72 - County line	$1,576	202	$11,424	5.66	128	7.25
U 095	County line - I 10	$1,543	156	$5,241	3.37	101	3.40
U 095	County line - County line	$45	51	$1,710	3.38	1,129	38.17


S 71
5.2
6.6
10.9
I 17
4.3
U 60
7.6
2.9
S 74
0.5
8
5
2.5
S 303
10.4
0.1
S 51
S 87
0.5
1.6
S 101
S 88
0.2
2.2
0.3
4.3
0.1
4.6
I 10
3.6
20.6
3.4
1.6
0.3
U 60
S 202
1.4
0.4
17
6.5
0.5
1.8
S 85
S 347
S 239
0.2
3.7
4.2
I 8
3.0
5.8
1.0
0.5
1.0
0.1
0.1
0.1
14.4
0.5
1.6
0.8
1.7
3.1
1.4
2.1
0.7

MARICOPA COUNTY

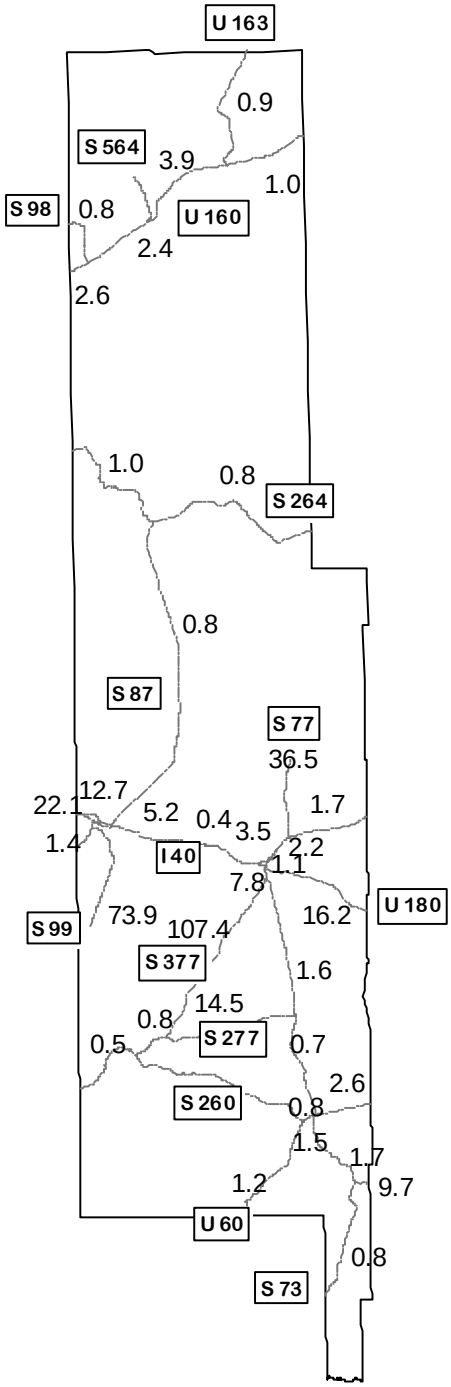
ROUTE	WHERE	Expenditures (thous. $)	VMT (million miles)	Revenue (thous. $)	REV/VMT cents/mile	VMT/EXP mile/$	REV/EXP $/$
CAP	CAP RIDESHARE	$248					
MAG	MAG RIDESHARE	$488					
MARICOPA	Unassigned	$6,492					
I 008	County line - S 85	$9,721	1206	$40,516	3.36	124	4.17
I 008	S 87 - County line	$14,035	762	$41,608	5.46	54	2.96
I 010	S 87 - S 303	$3,077	1127	$63,376	5.62	366	20.60
I 010	S 303 - S 101	$21,014	1501	$83,799	5.58	71	3.99
I 010	S 101 - S 202	$61,487	1622	$97,573	6.02	26	1.59
I 010	Santan - S 347	$6,448	218	$8,831	4.05	34	1.37
I 010	U 60 - Santan	$56,056	2231	$117,628	5.27	40	2.10
I 010	S 202 - I 17	$285,281	2456	$144,561	5.89	9	0.51
I 010	S 202 - I 17	$50,119	1350	$52,060	3.85	27	1.04
I 010	S 143 - U 60	$121,435	1513	$95,253	6.30	12	0.78
I 010	S 51 - S 143	$91,983	2678	$149,046	5.57	29	1.62
I 010	S 202 - I 17	$386,107	2560	$76,397	2.98	7	0.20
I 010	County line - S 85	$34,940	2884	$162,218	5.62	83	4.64
I 010	S 238 - County line	$200	871	$35,346	4.06	4,351	176.51
I 017	S 303 - S 74	$19	545	$16,462	3.02	28,228	852.45
I 017	S 303 - S 101	$3,120	1075	$32,297	3.01	344	10.35
I 017	U 60 - I 10	$6,941	3372	$100,130	2.97	486	14.43
I 017	U 60 - S 202	$99,602	7288	$219,640	3.01	73	2.21
I 017	S 74 - County line	$6,453	2210	$70,374	3.18	343	10.91
I 017	U 60 - I 10	$51,881	1325	$39,703	3.00	26	0.77
S 050	dead	$41,929				0	0.00
S 051	I 10 - S 101	$324,153	3357	$99,950	2.98	10	0.31
S 071	U 60 - County line	$67	13	$345	2.66	193	5.15
S 074	U 60 - I 17	$1,964	478	$14,722	3.08	243	7.50
S 085	I 8 - I 10	$31,474	1177	$55,900	4.75	37	1.78
S 085	County line - I 8	$917	191	$5,358	2.81	208	5.84
S 087	U 60 - S 202	$40,305	855	$21,839	2.55	21	0.54
S 087	S 202 - U 60	$9,778	271	$7,242	2.68	28	0.74
S 087	S 202 - S 87	$23,581	893	$23,664	2.65	38	1.00
S 087	S 202 - County line	$117,447	2136	$52,926	2.48	18	0.45
S 088	County line - S 188	$1,684	235	$6,058	2.58	140	3.60
S 101	U 60 - S 202	$387,062	477	$13,068	2.74	1	0.03
S 101	S 202 - S 51	$532,114	220	$6,645	3.02	0	0.01
S 101	U 60 - I 17	$430,044	757	$21,380	2.83	2	0.05
S 101	I 10 - U 60	$205,283	434	$12,599	2.90	2	0.06
S 101	S 202 - U 60	$80,621					
S 101	S 51 - I 17	$54,813					
S 143	all	$197,718	952	$24,581	2.58	5	0.12
S 153	all	$46,388	195	$5,140	2.63	4	0.11

ROUTE	WHERE	Expenditures (thous. $)	VMT (million miles)	Revenue (thous. $)	REV/VMT cents/mile	VMT/EXP mile/$	REV/EXP $/$
S 202	S 101 - S 87	$56,010	37	$754	2.01	1	0.01
S 202	S 51 - S 101	$273,014	798	$20,238	2.54	3	0.07
S 202	Santan	$36,119					
S 202	S 51 - S 143	$226,020	1121	$29,133	2.60	5	0.13
S 202	I 10 - S 101	$869					
S 202	S 101 - S 87	$7,153					
S 202	U 60 - S 87	$10,681					
S 202	S 87 - U 60	$44,431					
S 238	County line - west	$3,837	36	$898	2.48	9	0.23
S 303	I 10 - U 60	$14,622	102	$2,907	2.84	7	0.20
S 303	I 10 - south	$192					
S 303	U 60 - I 17	$718					
S 347	I 10 - County line	$5,285	78	$2,327	2.98	15	0.44
SB008	Gila Bend	$1,756	122	$6,501	5.35	69	3.70
SR85	Discontinued	$608					
U 060	S 303 - S 101	$14,016	702	$21,665	3.08	50	1.55
U 060	S 74 - S 303	$45,858	611	$21,767	3.56	13	0.47
U 060	U 93 - S 74	$6,267	501	$17,870	3.57	80	2.85
U 060	S 71 - U 93	$1,921	259	$14,541	5.62	135	7.57
U 060	S 87 - S 202	$79,458	3705	$108,881	2.94	47	1.37
U 060	I 10 - S 101	$45,062	2563	$75,937	2.96	57	1.69
U 060	S 101 - S 87	$17,127	1874	$53,159	2.84	109	3.10
U 060	S 101 - downtown Phoenix	$10,170	1458	$43,247	2.97	143	4.25
U 060	County line - S 71	$1,004	76	$4,317	5.68	76	4.30
U 060	S 202 - County line	$39,430	357	$10,324	2.89	9	0.26
U 093	County line - U 60	$510	97	$3,340	3.45	190	6.55


I 15
3.6
S 389
0.9
0.9
U 93
S 66
13.4
S 68
0.7
53.6
4.1
8.7
I 40
2.8
3.7
1.2
I 40
3.0
1.8
1.4
4.4
U 93
S 95

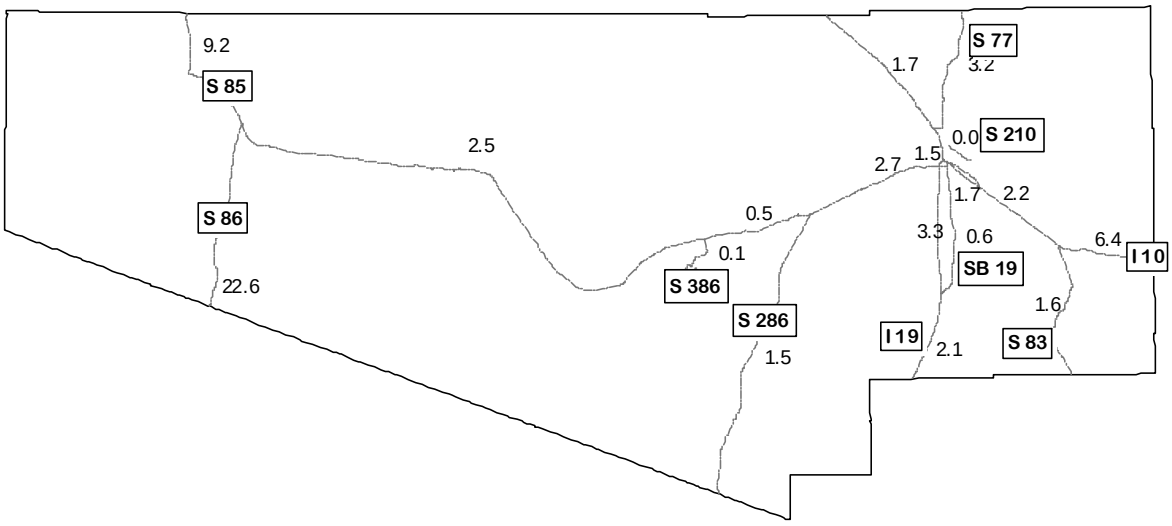
MOHAVE COUNTY

ROUTE	WHERE	Expenditures (thous. $)	VMT (million miles)	Revenue (thous. $)	REV/VMT cents/mile	VMT/EXP mile/$	REV/EXP $/$
MOHAVE	Unassigned	$309					
I 015	NV st ln - UT st ln	$22,724	1,692	$81,779	4.83	74	3.60
I 040	S 95 - U 93	$29,865	1,668	$88,836	5.33	56	2.97
I 040	U 93 - S 66	$338	420	$18,119	4.32	1,243	53.64
I 040	S 66 - U 93	$15,892	1,502	$65,847	4.38	95	4.14
I 040	S 95 - S 95	$18,060	641	$32,449	5.06	36	1.80
I 040	U 93 - County line	$5,434	1,078	$47,189	4.38	198	8.68
S 066	I 40 - County line	$4,351	1,708	$58,281	3.41	392	13.39
S 068	NV st ln - U 93	$44,014	1,019	$29,329	2.88	23	0.67
S 095	I 40 - S 68	$49,151	2,093	$59,133	2.83	43	1.20
S 095	County line - I 40	$7,925	1,092	$34,507	3.16	138	4.35
S 389	UA 89 - UT st ln	$5,386	158	$4,791	3.03	29	0.89
SB040	U 93 - S 66	$2,085	249	$7,762	3.12	119	3.72
U 093	NV st ln - S 68	$75,508	2,139	$70,643	3.30	28	0.94
U 093	S 68 - I 40	$3,521	309	$9,826	3.18	88	2.79
U 093	I 40 - County line	$31,111	1,270	$43,570	3.43	41	1.40


U 163
0.9
S 564
3.9
1.0
S 98
0.8
U 160
2.4
2.6
1.0
0.8
S 264
0.8
S 87
S 77
36.5
12.7
22.1
5.2
0.4
3.5
1.7
1.4
I 40
2.2
1.1
7.8
U 180
S 99
73.9
107.4
16.2
S 377
1.6
14.5
0.8
S 277
0.5
0.7
2.6
S 260
0.8
1.5
1.7
1.2
9.7
U 60
0.8
S 73

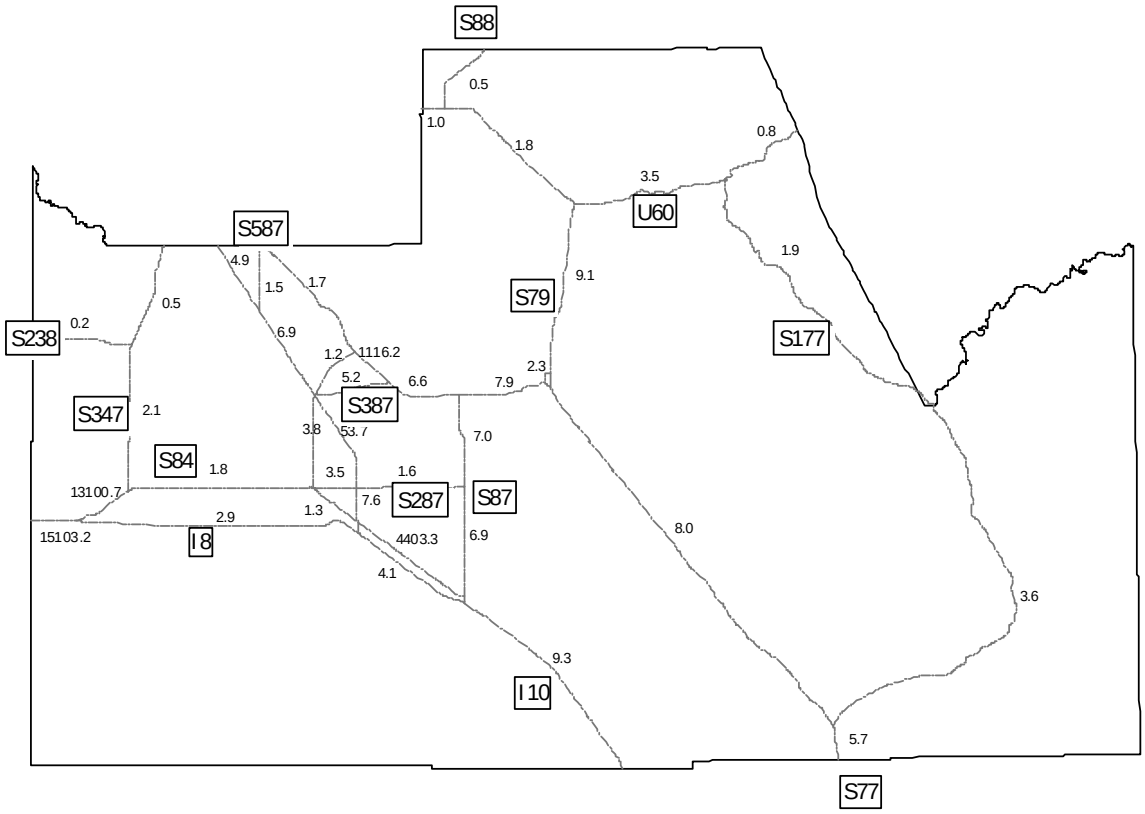
NAVAJO COUNTY

ROUTE	WHERE	Expenditures (thous. $)	VMT (million miles)	Revenue (thous. $)	REV/VMT cents/mile	VMT/EXP mile/$	REV/EXP $/$
NAVAJO	Unassigned	$12					
I 040	S 77 - S 77	$11,244	482	$24,167	5.02	43	2.15
I 040	S 87 - S 77	$17,760	1,829	$92,431	5.05	103	5.20
I 040	S 77 - County line	$25,943	880	$43,611	4.96	34	1.68
I 040	County line - S 87	$1,922	487	$24,375	5.01	253	12.68
S 073	County line - S 260	$14,828	435	$11,501	2.65	29	0.78
S 077	I 40 - north	$77	108	$2,804	2.60	1,400	36.47
S 077	S 277 - U 60	$26,383	576	$18,516	3.22	22	0.70
S 077	S 277 - S 377	$8,162	401	$12,855	3.21	49	1.58
S 077	U 180 - SB 40	$1,081	36	$1,173	3.22	34	1.09
S 077	S 377 - U 180	$157	38	$1,223	3.23	241	7.79
S 087	I 40 - S 264	$8,491	266	$7,089	2.67	31	0.83
S 087	County line - I 40	$1,102	41	$1,485	3.60	37	1.35
S 098	County line - U 160	$2,168	75	$1,794	2.38	35	0.83
S 099	S 87 - I 40	$10	17	$773	4.45	1,662	73.94
S 260	S 277 - U 60	$6,275	443	$12,720	2.87	71	2.03
S 260	S 73 - U 60	$15,547	1,026	$27,060	2.64	66	1.74
S 260	County line - S 277	$11,754	210	$6,148	2.93	18	0.52
S 260	S 73 - County line	$94	35	$913	2.65	367	9.72
S 264	County line - S 87	$5,351	202	$5,318	2.63	38	0.99
S 264	S 87 - County line	$10,849	320	$8,179	2.56	29	0.75
S 277	S 260 - S 377	$2,564	70	$2,113	3.03	27	0.82
S 277	S 377 - S 77	$507	221	$6,761	3.06	436	13.34
S 377	S 77 - S 277	$49	158	$4,791	3.03	3,210	97.10
S 564	U 160 - north	$0	19	$518	2.80		
SB040	Holbrook	$2,125	145	$7,417	5.13	68	3.49
SB040	Joseph City	$882	8	$389	5.07	9	0.44
SB040	Winslow	$235	113	$5,197	4.59	481	22.08
U 060	S 260 - S 77	$2,006	47	$1,593	3.40	23	0.79
U 060	S 260 - S 260	$3,317	144	$4,887	3.39	43	1.47
U 060	S 73 - S 260	$8,347	283	$9,607	3.40	34	1.15
U 060	S 77 - County line	$1,833	138	$4,774	3.45	75	2.60
U 160	S 564 - S 98	$2,440	208	$5,813	2.79	85	2.38
U 160	S 564 - U 163	$2,675	374	$10,437	2.79	140	3.90
U 160	U 163 - County line	$4,904	160	$4,793	3.00	33	0.98
U 160	County line - S 98	$516	51	$1,317	2.59	99	2.55
U 163	U 160 - UT st ln	$7,365	275	$6,573	2.39	37	0.89
U 180	S 77 - County line	$309	161	$4,992	3.10	522	16.17


9.2
S 85
2.5
S 86
22.6
0.5
0.1
S 386
S 286
1.5
1.7
S 77
3.2
0.0
S 210
2.7
1.5
1.7
2.2
3.3
0.6
SB 19
6.4
I 10
1.6
I 19
2.1
S 83

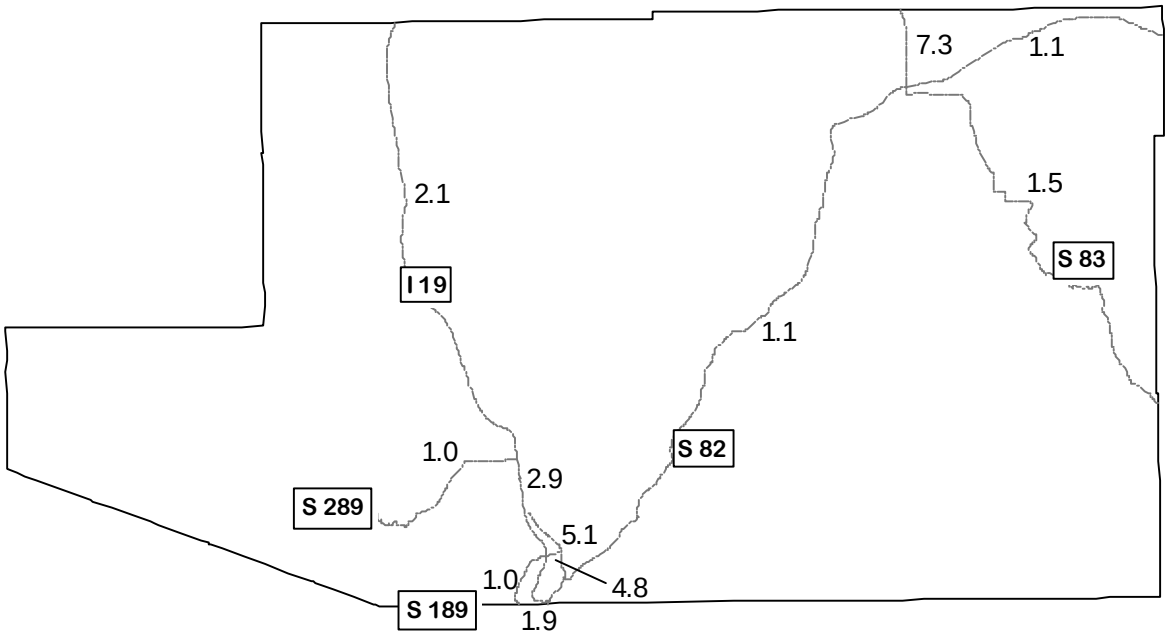
PIMA COUNTY

ROUTE	WHERE	Expenditures (thous. $)	VMT (million miles)	Revenue (thous. $)	REV/VMT cents/mile	VMT/EXP mile/$	REV/EXP $/$
PAG	PAG RIDESHARE	$593					
PIMA	Unassigned	$1,698					
I 010	I 19 - SB 19	$5,253	219	$9,117	4.16	42	1.74
I 010	S 83 - I 19	$49,018	2,449	$100,943	4.12	50	2.06
I 010	S 77 - I 19	$60,253	2,232	$91,454	4.10	37	1.52
I 010	S 77 - County line	$126,521	4,502	$217,110	4.82	36	1.72
I 010	S 83 - County line	$9,626	1,372	$61,135	4.46	143	6.35
I 019	S 86 - I 10	$0	290	$8,512	2.94	1,852,970	54403.28
I 019	SB 19 - S 86	$16,792	1,833	$54,594	2.98	109	3.25
I 019	County line - SB 19	$12,255	874	$25,732	2.94	71	2.10
S 077	I 10 - County line	$25,578	2,592	$82,353	3.18	101	3.22
S 083	County line - I 10	$2,306	137	$3,752	2.73	60	1.63
S 085	Mexico - S 86	$156	127	$3,525	2.77	815	22.60
S 085	S 86 - County line	$630	203	$5,811	2.86	322	9.23
S 086	S 286 - SB 19	$12,119	1,237	$32,154	2.60	102	2.65
S 086	S 386 - S 286	$7,848	147	$3,905	2.65	19	0.50
S 086	S 85 - S 386	$4,929	468	$12,479	2.66	95	2.53
S 210	Tucson	$199,058	168	$6,876	4.09	1	0.03
S 286	S 86 - south	$1,938	108	$2,830	2.62	56	1.46
S 386	S 86 - south	$3,323	17	$457	2.68	5	0.14
SB010	Tucson	$3,959	210	$8,759	4.18	53	2.21
SB019	S 86 - I 10	$889	134	$3,721	2.77	151	4.19
SB019	I 19 - S 86	$30,870	724	$19,833	2.74	23	0.64
SR 110		$6,184					
SR 353		$1,751					
SR 489		$11,527					
SR 589		$1,332					
SR 810		$13					
SR 910		$6,278					
SR 982		$3,778					
SR 983		$51					
SR 989		$3,910	16	$427	2.75	4	0.11
SR72		$446					


S88
0.5
1.0
1.8
0.8
3.5
U60
S587
1.9
4.9
1.5
1.7
9.1
S79
0.5
S238
0.2
6.9
S177
1.2
1116.2
5.2
6.6
7.9
2.3
S387
S347
2.1
3.8
7.0
S84
1.8
3.5
1.6
1310 0.7
7.6
S287
S87
2.9
1.3
8.0
1510 3.2
I 8
4403.3
6.9
4.1
3.6
9.3
I 10
5.7
S77

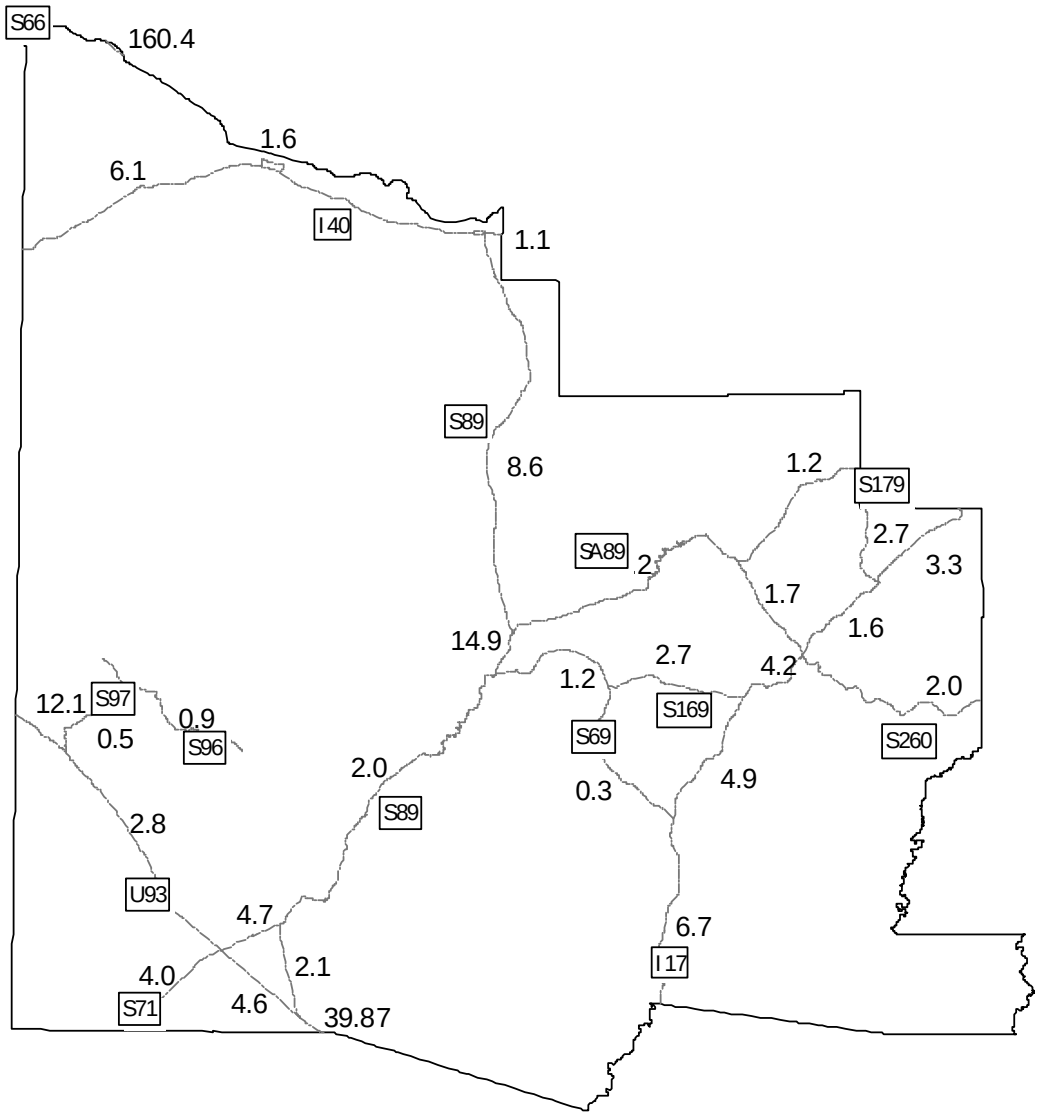
PINAL COUNTY

ROUTE	WHERE	Expenditures (thous. $)	VMT (million miles)	Revenue (thous. $)	REV/VMT cents/mile	VMT/EXP mile/$	REV/EXP $/$
PINAL	Unassigned	$964					
I 008	S 84 - I 10	$12,676	621	$36,421	5.87	49	2.87
I 008	County line - S 84	$0	100	$5,592	5.60	269,624	15103.17
I 010	I 8 - S 87	$17,620	1,647	$72,782	4.42	93	4.13
I 010	S 84 - I 8	$2	129	$5,575	4.31	80,222	3455.67
I 010	S 287 - S 84	$2,343	412	$17,746	4.30	176	7.57
I 010	S 287 - S 387	$953	1,191	$51,192	4.30	1,250	53.72
I 010	S 587 - S 187	$7,925	1,339	$54,704	4.08	169	6.90
I 010	S 84 - County line	$14,580	2,789	$135,013	4.84	191	9.26
I 010	County line - S 587	$8,356	1,000	$41,056	4.11	120	4.91
S 077	S 79 - S 177	$10,051	1,158	$36,281	3.13	115	3.61
S 077	County line - S 177	$1,002	180	$5,689	3.15	180	5.68
S 079	S 77 - S 287	$1,908	500	$15,266	3.05	262	8.00
S 079	S 287 - U 60	$1,058	320	$9,632	3.01	303	9.11
S 084	I 8 - S 347	$0	32	$977	3.01	435,091	13100.72
S 084	S 347 - S 387	$6,083	361	$10,690	2.96	59	1.76
S 084	S 287 - I 10	$4,444	201	$5,878	2.92	45	1.32
S 084		$0	8	$223	2.97		
S 084	S 84 - S 87	$2	249	$7,311	2.93	150,150	4403.27
S 087	S 287 - S 84	$369	96	$2,550	2.66	260	6.91
S 087	S 287 - S 287	$1,020	266	$7,122	2.67	261	6.98
S 087	S 387 - S 287	$574	142	$3,780	2.67	246	6.58
S 087	S 187 - S 387	$2	71	$1,880	2.66	41,904	1116.22
S 087	S 87 - S 187	$3,209	204	$5,445	2.66	64	1.70
S 088	U 60 - County line	$7,930	137	$3,575	2.62	17	0.45
S 177	S 77 - U 60	$6,149	412	$11,638	2.82	67	1.89
S 187	I 10 - S 87	$293	11	$342	3.03	39	1.17
S 238	County line - S 347	$4,724	30	$752	2.48	6	0.16
S 287	S 84 - I 10	$3,036	317	$10,689	3.37	104	3.52
S 287	I 10 - S 87	$4,256	204	$6,986	3.43	48	1.64
S 287	S 87 - S 79	$1,019	232	$8,041	3.47	227	7.89
S 347	S 238 - S 84	$0	82	$2,467	3.00	1,102,290	33067.21
S 347	County line - S 238	$10,569	169	$5,028	2.97	16	0.48
S 387	I 10 - S 84	$3,313	423	$12,611	2.98	128	3.81
S 387	I 10 - S 87	$324	49	$1,681	3.46	150	5.19
S 587	S 87 - I 10	$3,540	174	$5,190	2.98	49	1.47
SB079	Florence	$559	38	$1,308	3.46	68	2.34
U 060	S 79 - S 177	$4,420	513	$15,486	3.02	116	3.50
U 060	S 88 - S 79	$10,500	629	$18,516	2.94	60	1.76
U 060	County line - S 88	$3,991	139	$4,033	2.90	35	1.01
U 060	S 177 - County line	$9,727	255	$8,042	3.15	26	0.83


7.3
1.1
2.1
1.5
S 83
I 19
1.1
1.0
S 82
2.9
S 289
5.1
1.0
4.8
S 189
1.9

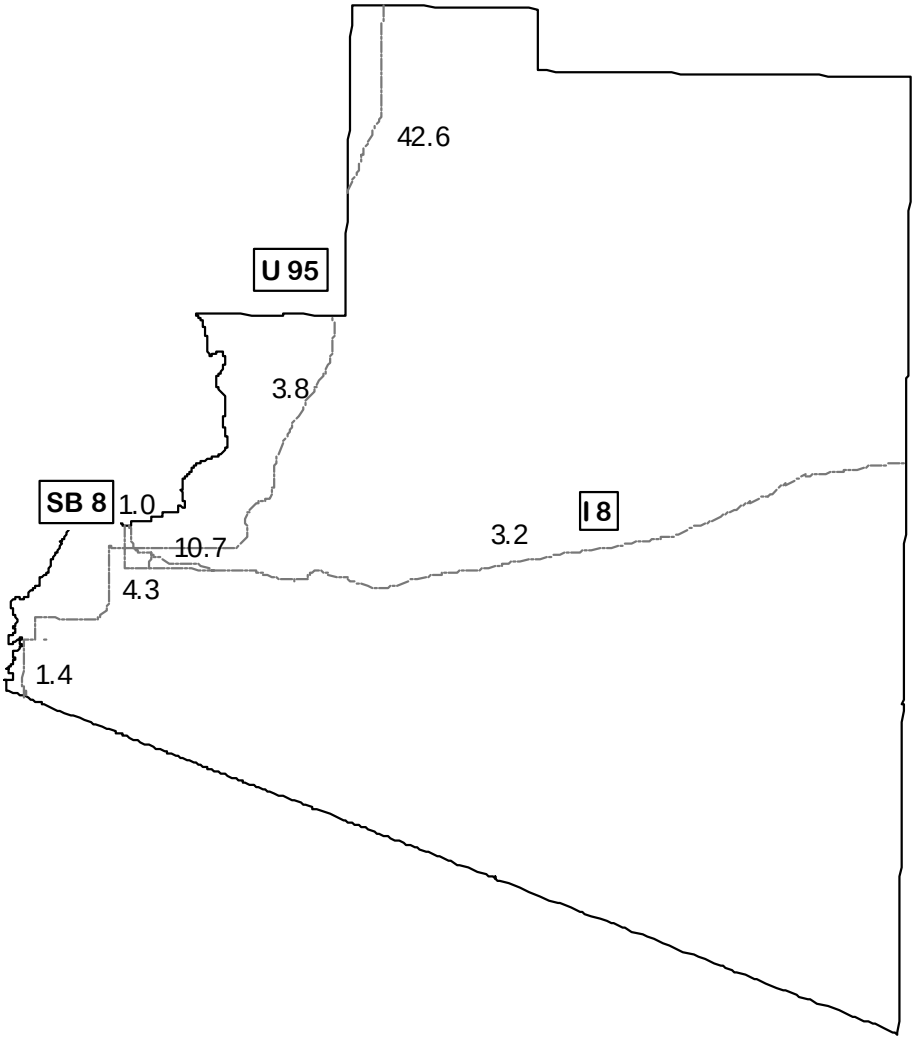
SANTA CRUZ COUNTY

ROUTE	WHERE	Expenditures (thous. $)	VMT (million miles)	Revenue (thous. $)	REV/VMT cents/mile	VMT/EXP mile/$	REV/EXP $/$
SANTA CRUZ	Unassigned	$2					
I 019	SB 19 - S 189	$1,872	122	$3,570	2.93	65	1.91
I 019	S 189 - S 289	$2,954	292	$8,491	2.91	99	2.87
I 019	S 289 - County line	$15,930	1,156	$34,045	2.95	73	2.14
S 082	SB 19 - S 83	$8,360	325	$9,360	2.88	39	1.12
S 082	S 83 - County line	$2,478	101	$2,908	2.87	41	1.17
S 083	S 82 - County line	$98	26	$715	2.73	267	7.29
S 083	S 82 - County line	$701	38	$1,079	2.81	55	1.54
S 189	I 19 - west	$19,870	102	$5,834	5.70	5	0.29
S 189	I 19 - SB 19	$275	47	$1,331	2.83	171	4.83
S 289	I 19 - west	$386	13	$382	2.92	34	0.99
SB019	Nogales	$3,456	629	$17,727	2.82	182	5.13


S66
160.4
1.6
6.1
I40
1.1
S89
8.6
1.2
S179
2.7
SA89
2
3.3
1.7
1.6
14.9
2.7
4.2
1.2
2.0
12.1
S97
0.9
S169
S69
S260
0.5
S96
2.0
4.9
0.3
S89
2.8
U93
4.7
6.7
I17
2.1
4.0
S71
4.6
39.87

YAVAPAI COUNTY

ROUTE	WHERE	Expenditures (thous. $)	VMT (million miles)	Revenue (thous. $)	REV/VMT cents/mile	VMT/EXP mile/$	REV/EXP $/$
YAVAPAI	Unassigned	$189					
I 017	S 260 - S 179	$21,037	1,006	$34,192	3.40	48	1.63
I 017	S 169 - S 260	$6,163	741	$26,009	3.51	120	4.22
I 017	S 69 - S 169	$8,771	1,212	$42,660	3.52	138	4.86
I 017	County line - S 69	$10,759	2,146	$72,207	3.36	199	6.71
I 017	S 179 - County line	$6,905	686	$23,269	3.39	99	3.37
I 040	County line - S 89	$19,692	2,648	$119,290	4.51	134	6.06
I 040	S 89 - County line	$4,072	101	$4,390	4.33	25	1.08
S 066	I 40 - north	$4	18	$620	3.38	4,741	160.44
S 069	S 169 - I 17	$58,932	517	$16,096	3.12	9	0.27
S 069	S 89 - S 169	$28,614	1,239	$33,364	2.69	43	1.17
S 071	U 93 - S 89	$117	20	$544	2.66	175	4.66
S 071	County line - U 93	$243	36	$966	2.66	149	3.97
S 089	SA 89 - I 40	$2,904	729	$25,045	3.44	251	8.62
S 089	S 69 - SA 89	$514	225	$7,628	3.39	438	14.85
S 089	S 71 - S 69	$6,927	525	$13,998	2.67	76	2.02
S 089	U 93 - S 71	$1,269	99	$2,676	2.71	78	2.11
S 096	all	$3,093	73	$2,884	3.96	24	0.93
S 097	U 93 - S 96	$1,802	24	$930	3.90	13	0.52
S 169	S 69 - I 17	$1,838	184	$4,899	2.67	100	2.66
S 179	I 17 - County line	$2,807	259	$7,695	2.97	92	2.74
S 260	SA 89 - I 17	$11,710	588	$19,268	3.28	50	1.65
S 260	I 17 - County line	$3,744	222	$7,283	3.28	59	1.95
SA089	S 89 - S 260	$17,397	687	$20,011	2.91	39	1.15
SA089	S 260 - County line	$22,429	893	$27,395	3.07	40	1.22
SB040	Ash Fork	$514	13	$663	5.03	26	1.29
SB040	Seligman	$652	25	$1,030	4.08	39	1.58
U 093	S 97 - S 71	$8,665	616	$23,999	3.90	71	2.77
U 093	S 71 - S 89	$1,932	224	$8,794	3.93	116	4.55
U 093	County line - S 97	$432	153	$5,236	3.43	354	12.12
U 093	S 89 - County line	$102	118	$4,067	3.45	1,156	39.87


42.6
U 95
3.8
SB 8
1.0
10.7
4.3
I 8
3.2
1.4

YUMA COUNTY

ROUTE	WHERE	Expenditures (thous. $)	VMT (million miles)	Revenue (thous. $)	REV/VMT cents/mile	VMT/EXP mile/$	REV/EXP $/$
YUMA	Unassigned	$261					
I 008	CA st ln - U 95	$4,435	132	$4,389	3.33	30	0.99
I 008	U 95 - SB 8	$1,509	479	$16,179	3.38	317	10.72
I 008	SB 8 - County line	$28,158	2,767	$88,769	3.21	98	3.15
S 280	SB 8 - I 8	$185	71	$1,986	2.80	384	10.74
SB008	Yuma	$6,948	1,055	$29,493	2.80	152	4.25
U 095	SB 8 - I 8	$267	91	$2,810	3.10	338	10.51
U 095	Mexico - SB 8	$24,680	1,106	$34,320	3.10	45	1.39
U 095	County line - County line	$182	230	$7,765	3.38	1,260	42.61
U 095	I 8 - County line	$7,051	818	$26,777	3.27	116	3.80

APPENDIX B: DETAILED LIST OF SEGMENT TRAFFIC DATA

This appendix contains the detailed ADOT segments and the commercial and non-commercial proportions used to estimate revenues for the period of 1986-1998. Because of budgetary constraints, the number of traffic counts used to estimate class proportions declined during the study period. This likely accounts for considerable variance in the estimates from year to year. To compensate for these fluctuations, we used an average to compute an estimated average for the whole period. Digital data were available for the period of 1993 to 1998 but not for the previous years. Resources were not available to construct digital matrices for all the previous year proportions so 1987 was selected as representative of the earlier years. The 1987 class proportion was weighted to represent the six years prior to 1993, and averaged with the 1993-1998 data for an average class proportion by segment for the whole period. This average is reported in commercial and private proportions. The structure of the table includes the route number and type (I = interstate, U = US highway, and S = state highways). Two text descriptors define the start and end of each segment.

ROUTE		BMP	STARTING	LENGTH	ENDING	1986-98 VMT	TRUCK	OTHER
I	8	0	CALIFORNIA ST LINE - YUMA	0.57	EXIT 1 GISS PKWY	31,219,567	14.1%	85.9%
I	8	0.57	EXIT 1 GISS PKWY	1.66	EXIT 2 US 95	100,502,451	14.1%	85.9%
I	8	2.23	EXIT 2 US 95	1.75	EXIT 3 SR 280 / AVENUE 3E	134,515,001	14.1%	85.9%
I	8	3.98	EXIT 3 SR 280 / AVENUE 3E	3.65	EXIT 7 ARABY RD	240,620,337	15.1%	84.9%
I	8	7.63	EXIT 7 ARABY RD	1.77	EXIT 9 SB 8 - EAST YUMA	103,882,902	15.1%	84.9%
I	8	9.4	EXIT 9 SB 8 - EAST YUMA	2.81	EXIT 12 FORTUNA RD	216,920,872	12.5%	87.5%
I	8	12.21	EXIT 12 FORTUNA RD	2.03	EXIT 14 FOOTHILLS BLVD	152,313,387	12.5%	87.5%
I	8	14.24	EXIT 14 FOOTHILLS BLVD	6.79	EXIT 21 DOME VALLEY RD	284,678,151	12.5%	87.5%
I	8	21.03	EXIT 21 DOME VALLEY RD	9.77	EXIT 30 WELLTON	392,376,048	12.5%	87.5%
I	8	30.8	EXIT 30 WELLTON	7.15	EXIT 37 ROLL RD	255,317,062	12.5%	87.5%
I	8	37.95	EXIT 37 ROLL RD	4.11	EXIT 42 TACNA	148,475,846	12.5%	87.5%
I	8	42.06	EXIT 42 TACNA	12.9	EXIT 54 MOHAWK AV	483,299,274	12.5%	87.5%
I	8	54.96	EXIT 54 MOHAWK AV	12.45	EXIT 67 DATELAND RD - DATELAND	446,440,753	12.5%	87.5%
I	8	67.41	EXIT 67 DATELAND RD - DATELAND	6.07	EXIT 73 AZTEC RD	194,682,594	12.5%	87.5%
I	8	73.48	EXIT 73 AZTEC RD	4.98	EXIT 78 SPOT RD	160,541,082	12.5%	87.5%
I	8	78.46	EXIT 78 SPOT RD	8.58	EXIT 87 SENTINEL RD - SENTINEL	274,875,572	12.5%	87.5%
I	8	87.04	EXIT 87 SENTINEL RD - SENTINEL	15.19	EXIT 102 PAINTED ROCK	517,814,568	12.5%	87.5%
I	8	102.23	EXIT 102 PAINTED ROCK	4.28	EXIT 106 PALOMA RD	147,026,453	12.5%	87.5%
I	8	106.51	EXIT 106 PALOMA RD	4.91	EXIT 111 CITRUS VALLEY RD	173,213,090	12.5%	87.5%
I	8	111.42	EXIT 111 CITRUS VALLEY RD	3.72	EXIT 115 SB 8 - W GILA BEND	117,480,929	29.3%	70.7%
I	8	115.14	EXIT 115 SB 8 - W GILA BEND	0.48	EXIT 116 SR 85	7,740,686	29.3%	70.7%
I	8	115.62	EXIT 116 SR 85	3.8	EXIT 119 SB 8 - E GILA BEND	69,437,381	29.3%	70.7%
I	8	119.42	EXIT 119 SB 8 - E GILA BEND	21.39	EXIT 140 FREEMAN RD	522,202,412	40.7%	59.3%
I	8	140.81	EXIT 140 FREEMAN RD	3.76	EXIT 144 VEKOL RD	97,052,011	40.7%	59.3%
I	8	144.57	EXIT 144 VEKOL RD	7.11	EXIT 151 SR 84 / MARICOPA RD	172,722,803	40.7%	59.3%
I	8	151.68	EXIT 151 SR 84 / MARICOPA RD	9.85	EXIT 161 STANFIELD RD	238,210,479	44.5%	55.5%
I	8	161.53	EXIT 161 STANFIELD RD	6	EXIT 167 MONTGOMERY RD	126,579,810	44.5%	55.5%
I	8	167.53	EXIT 167 MONTGOMERY RD	2.01	EXIT 169 BIANCO RD	45,046,110	44.5%	55.5%
I	8	169.54	EXIT 169 BIANCO RD	2.99	EXIT 172 THORNTON RD-CASA GRAND	69,995,915	44.5%	55.5%
I	8	172.53	EXIT 172 THORNTON RD-CASA GRAND	2.01	EXIT 174 TREKELL RD-CASA GRANDE	49,676,175	44.5%	55.5%
I	8	174.54	EXIT 174 TREKELL RD-CASA GRANDE	3.79	EXIT 178 I-10 (EXIT 199)	91,292,800	44.5%	55.5%

SB	8	0	CALIFORNIA ST LINE - YUMA	1.12	8TH ST	75,876,550	6.9%	93.1%
SB	8	1.12	8TH ST	1	US 95	92,964,040	6.9%	93.1%
SB	8	2.12	US 95	2.1	32ND ST	253,763,622	6.9%	93.1%
SB	8	4.22	32ND ST	1.3	AVENUE 2E	158,472,087	7.8%	92.2%
SB	8	5.52	AVENUE 2E	1.48	SR 280 / AVENUE 3E	179,171,375	7.8%	92.2%
SB	8	7	SR 280	3.49	ARABY RD	208,720,323	7.8%	92.2%
SB	8	10.49	ARABY RD	1.89	I-8 (EXIT 9) - E YUMA/FOOTHILLS	85,750,425	7.8%	92.2%
SB	8	117.79	I-8 (EXIT 115) - W GILA BEND	0.58	SR 85 SOUTH	11,184,746	38.0%	62.0%
SB	8	118.37	SR 85 SOUTH	1.97	SR 85 NORTH	55,952,876	38.0%	62.0%
SB	8	120.34	SR 85 NORTH	2.49	I-8 (EXIT 119) - E GILA BEND	54,409,214	38.0%	62.0%
I	10	0	CALIFORNIA ST LINE - EHRENBERG	0.7	EXIT 1 POSTON RD	64,343,076	34.2%	65.8%
I	10	0.7	EXIT 1 POSTON RD	5.14	EXIT 5 TOM WELLS RD	393,361,887	34.2%	65.8%
I	10	5.84	EXIT 5 TOM WELLS RD	6.07	EXIT 11 DOME ROCK RD	439,977,212	34.2%	65.8%
I	10	11.91	EXIT 11 DOME ROCK RD	5.56	EXIT 17 SB 10 - W QUARTZSITE	402,444,226	34.2%	65.8%
I	10	17.47	EXIT 17 SB 10 - W QUARTZSITE	2.32	EXIT 19 SB 10 - E QUARTZSITE	132,143,140	41.8%	58.2%
I	10	19.79	EXIT 19 SB 10 - E QUARTZSITE	6.86	EXIT 26 GOLD NUGGET RD	426,076,144	41.8%	58.2%
I	10	26.65	EXIT 26 GOLD NUGGET RD	4.52	EXIT 31 US 60	280,797,610	41.8%	58.2%
I	10	31.17	EXIT 31 US 60	14.19	EXIT 45 VICKSBURG RD	855,354,114	41.8%	58.2%
I	10	45.36	EXIT 45 VICKSBURG RD	8.6	EXIT 53 HOVATTER RD	548,879,262	41.8%	58.2%
I	10	53.96	EXIT 53 HOVATTER RD	15.7	EXIT 69 AVENUE 75E	1,056,847,463	41.8%	58.2%
I	10	69.66	EXIT 69 AVENUE 75E	11.56	EXIT 81 SALOME RD	733,690,369	41.8%	58.2%
I	10	81.22	EXIT 81 SALOME RD	12.93	EXIT 94 TONOPAH	876,283,879	41.8%	58.2%
I	10	94.15	EXIT 94 TONOPAH	4.14	EXIT 98 WINTERSBURG RD	266,431,108	41.8%	58.2%
I	10	98.29	EXIT 98 WINTERSBURG RD	5.16	EXIT 103 339TH AV	361,993,247	41.8%	58.2%
I	10	103.45	EXIT 103 339TH AV	6.23	EXIT 109 PALO VERDE RD	493,503,999	41.8%	58.2%
I	10	109.68	EXIT 109 PALO VERDE RD	3.07	EXIT 112 SR 85 / OGELSBY RD	246,792,173	41.8%	58.2%
I	10	112.75	EXIT 112 SR 85 / OGELSBY RD	2.1	EXIT 114 MILLER RD	177,251,592	41.8%	58.2%
I	10	114.85	EXIT 114 MILLER RD	6.83	EXIT 121 JACKRABBIT TRL	638,023,186	41.8%	58.2%
I	10	121.68	EXIT 121 JACKRABBIT TRL	3.02	EXIT 124 COTTON LN	311,503,366	41.8%	58.2%
I	10	124.7	EXIT 124 COTTON LN	1.99	EXIT 126 REEMS RD/ESTRELLA PKWY	239,450,720	41.8%	58.2%
I	10	126.69	EXIT 126 REEMS RD/ESTRELLA PKWY	2	EXIT 128 LITCHFIELD RD-GOODYEAR	244,995,300	41.8%	58.2%
I	10	128.69	EXIT 128 LITCHFIELD RD-GOODYEAR	1.01	EXIT 129 DYSART RD - AVONDALE	167,786,255	41.8%	58.2%
I	10	129.7	EXIT 129 DYSART RD - AVONDALE	1.98	EXIT 131 115TH AV	414,215,505	41.8%	58.2%

I	10	131.68	EXIT 131 115TH AV	2	EXIT 133 99TH AV	434,335,400	41.8%	58.2%
I	10	133.68	EXIT 133 99TH AV	0.99	EXIT 134 91ST AV - TOLLESON	267,161,954	41.8%	58.2%
I	10	134.67	EXIT 134 91ST AV - TOLLESON	0.99	EXIT 135 83RD AV	306,327,958	41.8%	58.2%
I	10	135.66	EXIT 135 83RD AV	0.44	EXIT 136A 79TH AV WB (HOV ONLY)	115,934,089	50.1%	49.9%
I	10	136.1	EXIT 136A 79TH AV WB (HOV ONLY)	0.58	EXIT 136B 75TH AV	179,019,024	50.1%	49.9%
I	10	136.68	EXIT 136B 75TH AV	0.97	EXIT 137 67TH AV	340,733,117	50.1%	49.9%
I	10	137.65	EXIT 137 67TH AV	1.01	EXIT 138 59TH AV	412,546,999	50.1%	49.9%
I	10	138.66	EXIT 138 59TH AV	1	EXIT 139 51ST AV	484,164,835	50.1%	49.9%
I	10	139.66	EXIT 139 51ST AV	0.99	EXIT 140 43RD AV	540,331,714	50.1%	49.9%
I	10	140.65	EXIT 140 43RD AV	1.03	EXIT 141 35TH AV	598,493,227	50.1%	49.9%
I	10	141.68	EXIT 141 35TH AV	0.97	EXIT 142 27TH AV EB	548,426,282	50.1%	49.9%
I	10	142.65	EXIT 142 27TH AV EB	0.53	EXIT 143 I-17 (EXIT 200A)	284,857,253	10.3%	89.7%
I	10	143.18	EXIT 143 I-17 (EXIT 200A)	0.6	EXIT 143C 19TH AV WB	334,187,868	10.3%	89.7%
I	10	143.78	EXIT 143C 19TH AV WB	1.04	EXIT 144A 7TH AV	612,077,669	10.3%	89.7%
I	10	144.82	EXIT 144A 7TH AV	0.13	EXIT 144B 3RD AV EB (HOV ONLY)	78,406,570	10.3%	89.7%
I	10	144.95	EXIT 144B 3RD AV EB (HOV ONLY)	0.49	EXIT 145A 3RD ST WB (HOV ONLY)	302,346,283	10.3%	89.7%
I	10	145.44	EXIT 145A 3RD ST WB (HOV ONLY)	0.5	EXIT 145B 7TH ST	303,783,113	10.3%	89.7%
I	10	145.94	EXIT 145B 7TH ST	1.02	EXIT 146 16TH ST EB	626,502,345	10.3%	89.7%
I	10	146.96	EXIT 146 16TH ST EB	0.51	EXIT 147 SR 51 / SL 202	302,757,711	10.3%	89.7%
I	10	147.47	EXIT 147 SR 51 /SL 202	0.95	EXIT 148 WASHINGTON ST	610,663,159	10.3%	89.7%
I	10	148.42	EXIT 148 WASHINGTON ST	0.75	EXIT 149 SKY HARBOR BLVD EB	371,929,890	10.3%	89.7%
I	10	149.17	EXIT 149 SKY HARBOR BLVD	0.69	EXIT 150A I-17 (EXIT 193)	367,886,110	50.1%	49.9%
I	10	149.86	EXIT 150A I-17 (EXIT 193)	-0.19	EXIT 150B 24TH ST WB	147,394,964	50.1%	49.9%
I	10	149.67	EXIT 150B 24TH ST	1.51	EXIT 151A 32ND ST/UNIVERSITY DR	965,104,986	50.1%	49.9%
I	10	151.18	EXIT 151A 32ND ST/UNIVERSITY DR	0.92	EXIT 151B 40TH ST	755,333,409	50.1%	49.9%
I	10	152.1	EXIT 151B 40TH ST	1	EXIT 152 48TH ST	809,737,900	50.1%	49.9%
I	10	153.1	EXIT 152 48TH ST	0.37	EXIT 153 BROADWAY RD	299,186,934	50.1%	49.9%
I	10	153.47	EXIT 153 BROADWAY RD	1.43	EXIT 154 US 60 (EXIT 172)	1,213,704,950	50.1%	49.9%
I	10	154.9	EXIT 154 US 60 (EXIT 172)	0.74	EXIT 155 BASELINE RD	322,301,417	50.1%	49.9%
I	10	155.64	EXIT 155 BASELINE RD	2.1	EXIT 157 ELLIOT RD	912,328,158	50.1%	49.9%
I	10	157.74	EXIT 157 ELLIOT RD	0.95	EXIT 158 WARNER RD	340,425,973	23.4%	76.6%
I	10	158.69	EXIT 158 WARNER RD	1.01	EXIT 159 RAY RD	318,138,683	23.4%	76.6%
I	10	159.7	EXIT 159 RAY RD	1.19	EXIT 160 CHANDLER BLVD	294,321,207	23.4%	76.6%

I	10	160.89	EXIT 160 CHANDLER BLVD	1.49	EXIT 162 MARICOPA RD	261,768,601	23.4%	76.6%
I	10	162.38	EXIT 162 MARICOPA RD	2.12	EXIT 164 QUEEN CREEK RD	270,269,769	23.4%	76.6%
I	10	164.5	EXIT 164 QUEEN CREEK RD	2.97	EXIT 167 RIGGS RD	432,753,844	23.4%	76.6%
I	10	167.47	EXIT 167 RIGGS RD	8.34	EXIT 175 SR 587	1,168,374,286	23.4%	76.6%
I	10	175.81	EXIT 175 SR 587	9.45	EXIT 185 SR 387	1,339,385,166	23.4%	76.6%
I	10	185.26	EXIT 185 SR 387	5.39	EXIT 190 MC CARTNEY RD	662,577,904	25.9%	74.1%
I	10	190.65	EXIT 190 MC CARTNEY RD	4.25	EXIT 194 SR 287 - CASA GRANDE	528,613,258	25.9%	74.1%
I	10	194.9	EXIT 194 SR 287 - CASA GRANDE	3.15	EXIT 198 SR 84 - CASA GRANDE	412,262,408	25.9%	74.1%
I	10	198.05	EXIT 198 SR 84 - CASA GRANDE	1.03	EXIT 199 I-8 (EXIT 178)	129,414,396	25.9%	74.1%
I	10	199.08	EXIT 199 I-8 (EXIT 178)	1.04	EXIT 200 SUNLAND GIN RD	142,257,378	27.2%	72.8%
I	10	200.12	EXIT 200 SUNLAND GIN RD	3.72	EXIT 203 TOLTEC RD	522,967,532	27.2%	72.8%
I	10	203.84	EXIT 203 TOLTEC RD	4.95	EXIT 208 SUNSHINE BLVD - ELOY	691,777,474	27.2%	72.8%
I	10	208.79	EXIT 208 SUNSHINE BLVD - ELOY	2.18	EXIT 211 SR 84	290,292,844	27.2%	72.8%
I	10	210.97	EXIT 211 SR 84	1.24	EXIT 212 PICACHO RD	165,070,914	32.3%	67.7%
I	10	212.21	EXIT 212 PICACHO RD	7.62	EXIT 219 PICACHO PEAK	1,015,207,876	32.3%	67.7%
I	10	219.83	EXIT 219 PICACHO PEAK	6.61	EXIT 226 RED ROCK RD	864,606,905	32.3%	67.7%
I	10	226.44	EXIT 226 RED ROCK RD	5.58	EXIT 232 MARANA AFB	743,990,216	32.3%	67.7%
I	10	232.02	EXIT 232 MARANA AFB PIMA AIR ST	4.4	EXIT 236 MARANA RD - MARANA	599,437,894	32.3%	67.7%
I	10	236.42	EXIT 236 MARANA RD - MARANA	4	EXIT 240 TANGERINE RD	578,268,040	32.3%	67.7%
I	10	240.42	EXIT 240 TANGERINE RD	2.53	EXIT 242 AVRA VALLEY RD	369,969,161	32.3%	67.7%
I	10	242.95	EXIT 242 AVRA VALLEY RD	3.78	EXIT 246 CORTARO RD	585,935,135	32.3%	67.7%
I	10	246.73	EXIT 246 CORTARO RD	1.99	EXIT 248 INA RD	363,642,043	32.3%	67.7%
I	10	248.72	EXIT 248 INA RD	1.32	EXIT 250 ORANGE GROVE RD	319,608,293	32.3%	67.7%
I	10	250.04	EXIT 250 ORANGE GROVE RD	1.14	EXIT 251 SUNSET RD	358,523,411	32.3%	67.7%
I	10	251.18	EXIT 251 SUNSET RD	1.25	EXIT 252 CAMINO DEL CERRO	358,831,956	32.3%	67.7%
I	10	252.43	EXIT 252 CAMINO DEL CERRO	1.87	EXIT 254 PRINCE RD	601,032,371	32.3%	67.7%
I	10	254.3	EXIT 254 PRINCE RD	0.96	EXIT 255 SR 77 / MIRACLE MILE	367,181,006	32.3%	67.7%
I	10	255.26	EXIT 255 SR 77 / MIRACLE MILE	0.92	EXIT 256 GRANT RD	383,671,984	24.2%	75.8%
I	10	256.18	EXIT 256 GRANT RD	1.1	EXIT 257 SPEEDWAY BLVD	489,489,528	20.5%	79.5%
I	10	257.28	EXIT 257 SPEEDWAY BLVD	0.47	EXIT 257A ST MARYS RD	215,219,940	24.2%	75.8%
I	10	257.75	EXIT 257A ST MARYS RD	0.61	EXIT 258 CONGRESS ST	289,417,391	24.2%	75.8%
I	10	258.36	EXIT 258 CONGRESS ST	0.97	EXIT 259 22ND & 29TH ST	441,108,771	24.2%	75.8%
I	10	259.33	EXIT 259 22ND & 29TH ST	1.03	EXIT 260 I-19 (EXIT 101)	413,176,193	24.2%	75.8%

I	10	260.36	EXIT 260 I-19 (EXIT 101)	0.63	EXIT 261A SB 19 / 4TH AV	218,911,710	24.2%	75.8%
I	10	260.99	EXIT 261A SB 19 / 4TH AV	0.25	EXIT 261B 4TH AV SLIP RAMPS	60,920,781	24.2%	75.8%
I	10	261.24	EXIT 261B 4TH AV SLIP RAMPS	0.5	EXIT 262 SB 10 / PARK AV	108,193,483	24.2%	75.8%
I	10	261.74	EXIT 262 SB 10 / PARK AV	0.83	EXIT 263 KINO PKWY/CAMPBELL AV	157,623,976	24.2%	75.8%
I	10	262.57	EXIT 263 KINO PKWY/CAMPBELL AV	1.86	EXIT 264 PALO VERDE RD	317,326,686	24.2%	75.8%
I	10	264.43	EXIT 264 PALO VERDE RD	0.59	EXIT 265 ALVERNON RD	80,731,915	24.2%	75.8%
I	10	265.02	EXIT 265 ALVERNON RD	2.08	EXIT 267 SB 10 / VALENCIA RD	190,540,979	24.2%	75.8%
I	10	267.1	EXIT 267 SB 10 / VALENCIA RD	0.98	EXIT 268 CRAYCROFT RD	112,939,483	24.2%	75.8%
I	10	268.08	EXIT 268 CRAYCROFT RD	1.26	EXIT 269 WILMOT RD	140,252,024	24.2%	75.8%
I	10	269.34	EXIT 269 WILMOT RD	1.24	EXIT 270 KOLB RD	143,280,035	23.2%	76.8%
I	10	270.58	EXIT 270 KOLB RD	2.56	EXIT 273 RITA RD	230,179,162	23.2%	76.8%
I	10	273.14	EXIT 273 RITA RD	2.35	EXIT 275 HOUGHTON RD	251,325,039	23.2%	76.8%
I	10	275.49	EXIT 275 HOUGHTON RD	3.91	EXIT 279 VAIL RD	420,011,672	24.1%	75.9%
I	10	279.4	EXIT 279 VAIL RD	2.28	EXIT 281 SR 83 / MTN VIEW RD	235,272,926	24.1%	75.9%
I	10	281.68	EXIT 281 SR 83 / MTN VIEW RD	7.77	EXIT 289 MARSH STATION RD	753,986,581	27.6%	72.4%
I	10	289.45	EXIT 289 MARSH STATION RD	3.05	EXIT 292 BELL RD / EMPIRITA RD	283,834,220	27.6%	72.4%
I	10	292.5	EXIT 292 BELL RD / EMPIRITA RD	4.67	EXIT 297 MESCAL RD	424,932,383	27.6%	72.4%
I	10	297.17	EXIT 297 MESCAL RD	2.18	EXIT 299 SKYLINE RD	199,143,818	27.6%	72.4%
I	10	299.35	EXIT 299 SKYLINE RD	3.04	EXIT 302 SR 90 / WHETSTONE RD	283,544,965	27.6%	72.4%
I	10	302.39	EXIT 302 SR 90 / WHETSTONE RD	1.48	EXIT 303 SB 10 - W BENSON	127,756,220	27.6%	72.4%
I	10	303.87	EXIT 303 SB 10 - W BENSON	1.05	EXIT 304 SS 10 / OCOTILLO RD	65,839,667	27.6%	72.4%
I	10	304.92	EXIT 304 SS 10 / OCOTILLO RD	1.71	EXIT 306 SB 10 / POMERENE RD	109,960,875	35.7%	64.3%
I	10	306.63	EXIT 306 SB 10 / POMERENE RD	6.14	EXIT 312 SIBYL RD	410,031,656	35.7%	64.3%
I	10	312.77	EXIT 312 SIBYL RD	6.08	EXIT 318 DRAGOON RD	390,084,318	35.7%	64.3%
I	10	318.85	EXIT 318 DRAGOON RD	3.75	EXIT 322 JOHNSON RD	217,560,075	35.7%	64.3%
I	10	322.6	EXIT 322 JOHNSON RD	9.02	EXIT 331 US 191 SOUTH	509,944,347	35.7%	64.3%
I	10	331.62	EXIT 331 US 191 SOUTH	5.28	EXIT 336 SB 10 - W WILLCOX	314,744,522	35.7%	64.3%
I	10	336.9	EXIT 336 SB 10 - W WILLCOX	3.64	EXIT 340 SR 186 / FT GRANT RD	207,633,608	35.7%	64.3%
I	10	340.54	EXIT 340 SR 186 / FT GRANT RD	3.95	EXIT 344 SB 10 - E WILLCOX	214,173,404	35.7%	64.3%
I	10	344.49	EXIT 344 SB 10 - E WILLCOX	7.91	EXIT 352 US 191 NORTH	420,989,777	35.7%	64.3%
I	10	352.4	EXIT 352 US 191 NORTH	3.57	EXIT 355 US 191 WYE-LUZENA	173,824,264	35.8%	64.2%
I	10	355.97	EXIT 355 US 191 WYE-LUZENA	6.91	EXIT 362 SB 10 - W BOWIE	372,438,324	35.8%	64.2%
I	10	362.88	EXIT 362 SB 10 - W BOWIE	3.94	EXIT 366 SB 10 - E BOWIE	209,614,580	35.8%	64.2%

I	10	366.82	EXIT 366 SB 10 - E BOWIE	12.13	EXIT 378 SB 10 - W SAN SIMON	646,381,135	35.8%	64.2%
I	10	378.95	EXIT 378 SB 10 - W SAN SIMON	3.4	EXIT 382 SB 10 - E SAN SIMON	168,593,573	35.8%	64.2%
I	10	382.35	EXIT 382 SB 10 - E SAN SIMON	8.4	EXIT 390 CAVOT RD	428,050,392	35.8%	64.2%
I	10	390.75	EXIT 390 CAVOT RD	0.48	NEW MEXICO ST LINE	24,908,184	35.8%	64.2%
SB	10	17.5	I-10 (EXIT 17) - W QUARTZSITE	1.47	SR 95	54,767,805	16.5%	83.5%
SB	10	18.97	SR 95	0.93	I-10 (EXIT 19) - E QUARTZSITE	31,021,317	16.5%	83.5%
SB	10	247.6	I-10 (EXIT 262)	0.85	AJO WAY	55,140,112	24.2%	75.8%
SB	10	248.45	AJO WAY	0.66	KINO PKWY / CAMPBELL AV	29,140,709	24.2%	75.8%
SB	10	249.11	KINO PKWY / CAMPBELL AV	1.3	COUNTRY CLUB RD	48,423,199	24.2%	75.8%
SB	10	250.41	COUNTRY CLUB RD	1.24	ALVERNON WAY	30,204,261	24.2%	75.8%
SB	10	251.65	ALVERNON WAY	1.7	I-10 (EXIT 267)	46,875,672	24.2%	75.8%
SB	10	303.77	I-10 EXIT #303 NEAR BENSON	1.03	SS 10 / OCOTILLO RD	25,376,625	27.6%	72.4%
SB	10	304.8	SS 10 / OCOTILLO RD	0.99	SR 80 SOUTH	44,209,004	27.6%	72.4%
SB	10	305.79	SR 80 SOUTH	1.13	I-10 (EXIT 306)	12,248,528	27.6%	72.4%
SS	10	304.93	I-10 (EXIT 304) - BENSON	0.55	SB 10 - BENSON	6,099,990	27.6%	72.4%
SB	10	336.49	I-10 (EXIT 336) - W WILLCOX	3.05	ARIZONA AV	19,822,530	35.7%	64.3%
SB	10	339.54	JCT ARIZONA AV	0.5	SR 186 SOUTH	6,029,253	35.7%	64.3%
SB	10	340.04	JCT SR 186 SOUTH	0.71	SR 186 NORTH	14,432,323	35.7%	64.3%
SB	10	340.75	JCT SR 186 NORTH	3.7	I-10 (EXIT 344) - E WILLCOX	16,902,858	35.7%	64.3%
SB	10	362.68	I-10 (EXIT 362) - W BOWIE	3.96	I-10 (EXIT 366) - E BOWIE	11,976,584	35.7%	64.3%
SB	10	378.92	I-10 (EXIT 378) - W SAN SIMON	3.52	I-10 (EXIT 382) - E SAN SIMON	12,689,970	35.7%	64.3%
I	15	0	NEVADA ST LINE	8.61	EXIT 8 - LITTLEFIELD	478,606,739	32.4%	67.6%
I	15	8.61	EXIT 8 - LITTLEFIELD	9.72	EXIT 18 CEDAR POCKET	568,162,431	32.4%	67.6%
I	15	18.33	EXIT 18 CEDAR POCKET	9.14	EXIT 27 BLACK ROCK	532,848,564	32.4%	67.6%
I	15	27.47	EXIT 27 BLACK ROCK	1.93	UTAH ST LINE	112,865,570	32.4%	67.6%
I	17	193.89	EXIT 150A I-10	1.16	EXIT 195A 16TH ST SB	589,283,039	9.6%	90.4%
I	17	195.05	EXIT 195A 16TH ST SB	0.95	EXIT 195B 7TH ST NB	529,180,723	9.6%	90.4%
I	17	196	EXIT 195B 7TH ST NB	0.94	EXIT 196 7TH AV SB	481,522,666	9.6%	90.4%
I	17	196.94	EXIT 196 7TH AV SB	1	EXIT 197 19TH AV	515,330,725	9.6%	90.4%
I	17	197.94	EXIT 197 19TH AV	1.2	EXIT 199A GRANT ST	627,788,466	9.6%	90.4%
I	17	199.14	EXIT 199A GRANT ST	0.55	EXIT 199B ADAMS ST	292,137,021	9.6%	90.4%
I	17	199.69	EXIT 199B ADAMS ST	0.84	EXIT 200A I-10 (EXIT 143A)	337,034,649	9.6%	90.4%
I	17	200.53	EXIT 200A I-10 (EXIT 143A)	0.35	EXIT 200B MCDOWELL RD	112,158,112	9.6%	90.4%

I	17	200.88	EXIT 200B MCDOWELL RD	1.05	EXIT 201 THOMAS RD	550,468,107	10.1%	89.9%
I	17	201.93	EXIT 201 THOMAS RD	0.97	EXIT 202 INDIAN SCHOOL RD	662,733,449	10.1%	89.9%
I	17	202.9	EXIT 202 INDIAN SCHOOL RD	1	EXIT 203 CAMELBACK RD	735,274,615	10.1%	89.9%
I	17	203.9	EXIT 203 CAMELBACK RD	1.01	EXIT 204 BETHANY HOME RD	759,545,078	10.1%	89.9%
I	17	204.91	EXIT 204 BETHANY HOME RD	1	EXIT 205 GLENDALE AV	760,271,640	10.1%	89.9%
I	17	205.91	EXIT 205 GLENDALE AV	0.99	EXIT 206 NORTHERN AV	758,017,265	10.1%	89.9%
I	17	206.9	EXIT 206 NORTHERN AV	1.06	EXIT 207 DUNLAP AV	778,776,308	10.1%	89.9%
I	17	207.96	EXIT 207 DUNLAP AV	0.97	EXIT 208 PEORIA AV	703,919,024	10.1%	89.9%
I	17	208.93	EXIT 208 PEORIA AV	1.01	EXIT 209 CACTUS RD	709,511,532	10.1%	89.9%
I	17	209.94	EXIT 209 CACTUS RD	1	EXIT 210 THUNDERBIRD RD	656,345,555	10.1%	89.9%
I	17	210.94	EXIT 210 THUNDERBIRD RD	0.99	EXIT 211 GREENWAY RD	585,601,642	10.1%	89.9%
I	17	211.93	EXIT 211 GREENWAY RD	1.01	EXIT 212 BELL RD	496,829,236	10.1%	89.9%
I	17	212.94	EXIT 212 BELL RD	1.02	EXIT 214 UNION HILLS RD	344,078,543	10.1%	89.9%
I	17	213.96	EXIT 214 UNION HILLS RD	0.5	EXIT 214A YORKSHIRE RD	107,043,550	10.1%	89.9%
I	17	214.46	EXIT 214A YORKSHIRE RD	1.5	EXIT 215 DEER VALLEY RD	240,581,355	10.1%	89.9%
I	17	215.96	EXIT 215 DEER VALLEY RD	1.14	EXIT 217 PINNACLE PEAK RD	184,230,355	10.1%	89.9%
I	17	217.1	EXIT 217 PINNACLE PEAK RD	0.91	EXIT 218 HAPPY VALLEY RD	151,300,304	10.1%	89.9%
I	17	218.01	EXIT 218 HAPPY VALLEY RD	5.98	EXIT 223 SR 74 / CAREFREE HWY	936,631,493	10.1%	89.9%
I	17	223.99	EXIT 223 SR 74 / CAREFREE HWY	1.53	EXIT 225 PIONEER RD	202,588,907	10.1%	89.9%
I	17	225.52	EXIT 225 PIONEER RD	3.57	EXIT 229 ANTHEM WAY	454,946,877	10.1%	89.9%
I	17	229.09	EXIT 229 ANTHEM WAY	2.91	EXIT 232 NEW RIVER	361,236,153	10.1%	89.9%
I	17	232	EXIT 232 NEW RIVER	4	EXIT 236 TABLE MESA RD	481,522,600	13.8%	86.2%
I	17	236	EXIT 236 TABLE MESA RD	6.1	EXIT 242 ROCK SPRINGS	710,200,064	14.6%	85.5%
I	17	242.1	EXIT 242 ROCK SPRINGS	2.84	EXIT 244 BLACK CANYON CITY	309,668,701	14.6%	85.5%
I	17	244.94	EXIT 244 BLACK CANYON CITY	3.46	EXIT 248 BUMBLE BEE RD	380,168,261	14.6%	85.5%
I	17	248.4	EXIT 248 BUMBLE BEE RD	4.12	EXIT 252 SUNSET POINT REST AREA	437,297,521	14.6%	85.5%
I	17	252.52	EXIT 252 SUNSET POINT REST AREA	3.53	EXIT 256 BADGER SPRINGS RD	347,708,848	14.6%	85.5%
I	17	256.05	EXIT 256 BADGER SPRINGS RD	3.38	EXIT 259 BLOODY BASIN RD	343,402,862	14.6%	85.5%
I	17	259.43	EXIT 259 BLOODY BASIN RD	3.22	EXIT 262 SR 69 / CORDES JCT RD	327,929,855	14.6%	85.5%
I	17	262.65	EXIT 262 SR 69 / CORDES JCT RD	6.29	EXIT 268 DUGAS RD / ORME RD	479,981,880	16.3%	83.7%
I	17	268.94	EXIT 268 DUGAS RD / ORME RD	9.46	EXIT 278 SR 169 / CHERRY RD	732,508,565	16.3%	83.7%
I	17	278.4	EXIT 278 SR 169 / CHERRY RD	7.13	EXIT 285 GENERAL CROOK TRL	597,460,061	16.3%	83.7%
I	17	285.53	EXIT 285 GENERAL CROOK TRL	1.76	EXIT 287 SR 260 - CAMP VERDE	143,814,088	16.3%	83.7%

I	17	287.29	EXIT 287 SR 260 - CAMP VERDE	2.69	EXIT 289 MIDDLE VERDE RD	212,371,209	15.0%	85.0%
I	17	289.98	EXIT 289 MIDDLE VERDE RD	3.28	EXIT 293 CORNVILLE/MCGUIREVILLE	304,076,828	15.0%	85.0%
I	17	293.26	EXIT 293 CORNVILLE/MCGUIREVILLE	5.73	EXIT 298 SR 179	489,334,465	15.0%	85.0%
I	17	298.99	EXIT 298 SR 179	7.31	EXIT 306 STONEMAN LAKE RD	430,538,020	15.0%	85.0%
I	17	306.3	EXIT 306 STONEMAN LAKE RD	9.28	EXIT 315 ROCKY PARK	495,858,982	15.0%	85.0%
I	17	315.58	EXIT 315 ROCKY PARK	2.29	EXIT 317 WOODS CANYON	129,897,777	15.0%	85.0%
I	17	317.87	EXIT 317 WOODS CANYON	2.63	EXIT 320 SCHNEBLY HILL RD	144,328,483	15.0%	85.0%
I	17	320.5	EXIT 320 SCHNEBLY HILL RD	2.22	EXIT 322 PINEWOOD	132,163,982	15.0%	85.0%
I	17	322.72	EXIT 322 PINEWOOD	3.48	EXIT 326 WILLARD SPRINGS	217,933,295	15.0%	85.0%
I	17	326.2	EXIT 326 WILLARD SPRINGS	2.56	EXIT 328 NEWMAN PARK	169,883,264	15.0%	85.0%
I	17	328.76	EXIT 328 NEWMAN PARK	2.34	EXIT 331 KELLY CANYON	165,364,009	15.0%	85.0%
I	17	331.1	EXIT 331 KELLY CANYON	2.75	EXIT 333 KACHINA BLVD	186,714,564	15.0%	85.0%
I	17	333.85	EXIT 333 KACHINA BLVD	3.54	EXIT 337 SR 89A / AIRPORT RD	320,222,435	15.0%	85.0%
I	17	337.39	EXIT 337 SR 89A / AIRPORT RD	2.37	EXIT 339 LAKE MARY RD	257,205,317	15.0%	85.0%
I	17	339.76	EXIT 339 LAKE MARY RD	0.29	EXIT 340 JCT I-40 (EXIT 195)	28,840,738	15.0%	85.0%
I	19	0	SB 19 - NOGALES	1.16	EXIT 1 WESTERN AV	40,950,825	9.0%	91.0%
I	19	1.16	EXIT 1 WESTERN AV	1.79	EXIT 4 SR 189 / MARIPOSA RD	80,972,279	9.0%	91.0%
I	19	2.95	EXIT 4 SR 189 / MARIPOSA RD	2.35	EXIT 8 SB 19	108,478,785	9.0%	91.0%
I	19	5.3	EXIT 8 SB 19	2.41	EXIT 12 SR 289 / PENA BLANCA RD	183,039,331	9.0%	91.0%
I	19	7.71	EXIT 12 SR 289 / PENA BLANCA RD	3.17	EXIT 17 RIO RICO RD	219,743,465	9.0%	91.0%
I	19	10.88	EXIT 17 RIO RICO RD	3.08	EXIT 22 PECK CANYON RD	154,902,394	9.4%	90.6%
I	19	13.96	EXIT 22 PECK CANYON RD	1.67	EXIT 25 PALO PARADO RD	84,799,377	9.4%	90.6%
I	19	15.63	EXIT 25 PALO PARADO RD	2.5	EXIT 29 TUMACACORI	125,164,888	9.4%	90.6%
I	19	18.13	EXIT 29 TUMACACORI	3.49	EXIT 34 TUBAC	161,296,161	9.4%	90.6%
I	19	21.62	EXIT 34 TUBAC	3.2	EXIT 40 CHAVEZ RD	145,430,016	9.4%	90.6%
I	19	24.82	EXIT 40 CHAVEZ RD	1.72	EXIT 42 AGUA LIND RD	90,233,066	9.4%	90.6%
I	19	26.54	EXIT 42 AGUA LIND RD	3.44	EXIT 48 ARIVACA RD	174,450,553	9.4%	90.6%
I	19	29.98	EXIT 48 ARIVACA RD	4.89	EXIT 56 CANOA RANCH RD	271,980,798	9.4%	90.6%
I	19	34.87	EXIT 56 CANOA RANCH RD	4.57	EXIT 63 CONTINENTAL RD	280,455,919	9.4%	90.6%
I	19	39.44	EXIT 63 CONTINENTAL RD	1.3	EXIT 65 ESPERANZA BLVD	103,285,364	9.4%	90.6%
I	19	40.74	EXIT 65 ESPERANZA BLVD	2.5	EXIT 69 SB 19 / DUVAL MINE RD	218,682,450	9.4%	90.6%
I	19	43.24	EXIT 69 SB 19 / DUVAL MINE RD	3.56	EXIT 75 HELMET PEAK RD	292,510,533	10.2%	89.8%
I	19	46.8	EXIT 75 HELMET PEAK RD	2.82	EXIT 80 PIMA MINE RD	233,855,931	10.2%	89.8%

I	19	49.62	EXIT 80 PIMA MINE RD	4.77	EXIT 87 PAPAGO RD	404,754,081	10.2%	89.8%
I	19	54.39	EXIT 87 PAPAGO RD	2.51	EXIT 92 SAN XAVIER	217,709,305	9.7%	90.3%
I	19	56.9	EXIT 92 SAN XAVIER	1.92	EXIT 95 VALENCIA RD	184,177,248	9.2%	90.8%
I	19	58.82	EXIT 95 VALENCIA RD	2.02	EXIT 98 IRVINGTON RD	327,470,320	9.2%	90.8%
I	19	60.84	EXIT 98 IRVINGTON RD	1.01	EXIT 99 SR 86 / AJO WAY	173,006,708	9.2%	90.8%
I	19	61.85	EXIT 99 SR 86 / AJO WAY	1.24	EXIT 100 I-10 (EXIT 260)	289,904,331	9.2%	90.8%
SB	19	0	INTL BORDER & POE - NOGALES	1.66	SR 82	162,856,832	7.8%	92.2%
SB	19	1.66	SR 82	1.11	SR 189 / MARIPOSA RD	128,404,595	7.8%	92.2%
SB	19	2.77	JCT SR 189 / MARIPOSA RD	3.11	I-19 (EXIT 8)	338,079,454	7.8%	92.2%
SB	19	43.88	I-19 (EXIT 69) / DUVAL MINE RD	2.23	OLD TUCSON - NOGALES HWY	52,592,565	5.0%	95.0%
SB	19	46.11	OLD TUCSON - NOGALAS HWY	2.04	SAHUARITA RD	54,963,394	5.0%	95.0%
SB	19	48.15	SAHUARITA RD	2.98	PIMA MINE RD	71,283,507	5.0%	95.0%
SB	19	51.13	PIMA MINE RD	5.31	OLD NOGALES HWY	134,046,330	5.0%	95.0%
SB	19	56.44	OLD NOGALES HWY	1.01	HUGHES ACCESS RD	44,300,302	8.3%	91.7%
SB	19	57.45	HUGHES ACCESS RD	2.96	VALENCIA RD	243,245,578	8.3%	91.7%
SB	19	60.41	VALENCIA RD	2.09	IRVINGTON RD	123,191,121	8.3%	91.7%
SB	19	62.5	IRVINGTON RD	1	SR 86 / AJO WAY	101,187,490	8.3%	91.7%
SB	19	63.5	SR 86 (AJO WAY)	0.63	I-10 (EXIT 261)	33,127,977	5.0%	95.0%
I	40	0	CALIFORNIA ST LINE - TOPOCK	0.54	EXIT 1 TOPOCK RD (EX SR 95 N)	24,994,054	33.6%	66.4%
I	40	0.54	EXIT 1 TOPOCK RD (EX SR 95 N)	2.45	EXIT 2 NEEDLE MOUNTAIN	129,431,062	33.6%	66.4%
I	40	2.99	EXIT 2 NEEDLE MOUNTAIN	6.8	EXIT 9 SR 95 SOUTH	324,767,218	33.6%	66.4%
I	40	9.79	EXIT 9 SR 95 SOUTH	3.37	EXIT 13 FRANCONIA RD	162,146,421	40.6%	59.4%
I	40	13.16	EXIT 13 FRANCONIA RD	6.97	EXIT 20 GEM ACRES RD	335,427,904	40.6%	59.4%
I	40	20.13	EXIT 20 GEM ACRES RD	5.05	EXIT 25 W YUCCA	238,555,258	40.6%	59.4%
I	40	25.18	EXIT 25 W YUCCA	0.99	EXIT 26 E YUCCA / FORD PG	45,635,614	40.6%	59.4%
I	40	26.17	EXIT 26 E YUCCA / FORD PG	2.58	EXIT 28 OLD TRAILS RD	115,499,505	40.6%	59.4%
I	40	28.75	EXIT 28 OLD TRAILS RD	8.28	EXIT 37 GRIFFITH RD	367,275,877	40.6%	59.4%
I	40	37.03	EXIT 37 GRIFFITH RD	7.28	EXIT 44 MCCONNICO RD	335,939,167	40.6%	59.4%
I	40	44.31	EXIT 44 MCCONNICO RD	4.54	EXIT 48 US 93/SB 40 - W KINGMAN	229,770,172	26.0%	74.0%
I	40	48.85	EXIT 48 US 93/SB40 - W KINGMAN	2.83	EXIT 52 STOCKTON HILL RD	290,695,888	26.0%	74.0%
I	40	51.68	EXIT 52 STOCKTON HILL RD	1.4	EXIT 53 SR 66/SB 40 - E KINGMAN	129,151,673	26.0%	74.0%
I	40	53.08	EXIT 53 SR 66/SB 40 - E KINGMAN	6.57	EXIT 59 D W RANCH RD	521,628,632	26.9%	73.1%
I	40	59.65	EXIT 59 D W RANCH RD	6.82	EXIT 66 BLAKE RANCH RD	568,645,735	26.9%	73.1%

I	40	66.47	EXIT 66 BLAKE RANCH RD	5.49	EXIT 71 US 93 S ROUND VALLEY	411,692,986	26.9%	73.1%
I	40	71.96	EXIT 71 US 93 S ROUND VALLEY	7.51	EXIT 79 SILVER SPRINGS RD	381,576,303	26.9%	73.1%
I	40	79.47	EXIT 79 SILVER SPRINGS RD	8.11	EXIT 87 WILLOW RANCH RD	396,618,658	26.9%	73.1%
I	40	87.58	EXIT 87 WILLOW RANCH RD	4.12	EXIT 91 FORT ROCK	206,570,991	26.9%	73.1%
I	40	91.7	EXIT 91 FORT ROCK	4.32	EXIT 96 CROSS MOUNTAIN RD	220,581,706	26.9%	73.1%
I	40	96.02	EXIT 96 CROSS MOUNTAIN RD	7.56	EXIT 103 JOLLY RD	396,142,223	26.9%	73.1%
I	40	103.58	EXIT 103 JOLLY RD	6.07	EXIT 109 ANVIL ROCK RD	299,905,710	26.9%	73.1%
I	40	109.65	EXIT 109 ANVIL ROCK RD	11.43	EXIT 121 SB 40 - W SELIGMAN	560,710,080	26.9%	73.1%
I	40	121.08	EXIT 121 SB 40 - W SELIGMAN	2.24	EXIT 123 SB 40 - E SELIGMAN	98,986,832	26.9%	73.1%
I	40	123.32	EXIT 123 SB 40 - E SELIGMAN	16.53	EXIT 139 CROOKTON RD	846,915,377	26.9%	73.1%
I	40	139.85	EXIT 139 CROOKTON RD	5.09	EXIT 145 SB 40 - W ASH FORK	252,210,569	39.2%	60.8%
I	40	144.94	EXIT 145 SB 40 - W ASH FORK	1.31	EXIT 146 SR 89/SB 40 E ASH FORK	64,993,495	39.2%	60.8%
I	40	146.25	EXIT 146 SR 89/SB 40-E ASH FORK	2.01	EXIT 148 COUNTY LINE RD	101,292,855	25.8%	74.2%
I	40	148.26	EXIT 148 COUNTY LINE RD	0.89	EXIT 149 MONTE CARLO RD	46,575,694	25.8%	74.2%
I	40	149.15	EXIT 149 MONTE CARLO RD	2.67	EXIT 151 WELCH RD	146,569,396	25.8%	74.2%
I	40	151.82	EXIT 151 WELCH RD	5.95	EXIT 157 DEVIL DOG RD	319,394,929	35.8%	64.2%
I	40	157.77	EXIT 157 DEVIL DOG RD	4.19	EXIT 161 W WILLIAMS (EX SB 40)	230,330,815	35.8%	64.2%
I	40	161.96	EXIT 161 W WILLIAMS (EX SB 40)	1.58	EXIT 163 GRAND CANYON BLVD	81,747,802	35.8%	64.2%
I	40	163.54	EXIT 163 GRAND CANYON BLVD	2.46	EXIT 165 SR 64 N - E WILLIAMS	123,338,238	35.8%	64.2%
I	40	166	EXIT 165 SR 64 - E WILLIAMS	1.52	EXIT 167 GARLAND PRAIRIE RD	87,647,304	33.0%	67.0%
I	40	167.52	EXIT 167 GARLAND PRAIRIE RD	4.13	EXIT 171 PITTMAN VALLEY RD	223,702,565	33.0%	67.0%
I	40	171.65	EXIT 171 PITTMAN VALLEY RD	6.53	EXIT 178 PARKS	388,028,043	33.0%	67.0%
I	40	178.18	EXIT 178 PARKS	6.93	EXIT 185 TRANSWESTERN RD	407,365,393	33.0%	67.0%
I	40	185.11	EXIT 185 TRANSWESTERN RD	5.43	EXIT 190 A-1 MOUNTAIN RD	347,824,297	33.0%	67.0%
I	40	190.54	EXIT 190 A-1 MOUNTAIN RD	1.13	EXIT 191 SB 40 - W FLAGSTAFF	70,746,311	33.0%	67.0%
I	40	191.67	EXIT 191 SB 40 - W FLAGSTAFF	0.89	EXIT 192 DAIRY ROAD	51,647,577	33.0%	67.0%
I	40	192.56	EXIT 192 DAIRY ROAD	2.86	EXIT 195 JCT I-17 (EXIT 345)	175,261,415	33.0%	67.0%
I	40	195.42	EXIT 195 I-17 (EXIT 345)	2.91	EXIT 198 BUTLER AV	256,460,366	33.9%	66.1%
I	40	198.33	EXIT 198 BUTLER AV	2.79	EXIT 201 SB 40 - E FLAGSTAFF	252,833,901	33.9%	66.1%
I	40	201.12	EXIT 201 SB 40 - E FLAGSTAFF	3.73	EXIT 204 WALNUT CANYON	258,076,462	33.9%	66.1%
I	40	204.85	EXIT 204 WALNUT CANYON	2.39	EXIT 207 COSNINO RD	148,448,672	33.6%	66.4%
I	40	207.24	EXIT 207 COSNINO RD	3.92	EXIT 211 WINONA	253,823,920	33.9%	66.1%
I	40	211.16	EXIT 211 WINONA	8.39	EXIT 219 TWIN ARROWS RD	493,911,120	33.9%	66.1%

I	40	219.55	EXIT 219 TWIN ARROWS RD	5.5	EXIT 225 BUFFALO RANGE RD	345,960,505	33.9%	66.1%
I	40	225.05	EXIT 225 BUFFALO RANGE RD	5.38	EXIT 230 TWO GUNS	352,764,959	33.9%	66.1%
I	40	230.43	EXIT 230 TWO GUNS	3.45	EXIT 233 METEOR CRATER	221,440,372	33.9%	66.1%
I	40	233.88	EXIT 233 METEOR CRATER RD	5.79	EXIT 239 DENNISON RD	387,241,801	33.9%	66.1%
I	40	239.67	EXIT 239 DENNISON RD	5.72	EXIT 245 SR 99 / LEUPP RD	368,672,075	33.9%	66.1%
I	40	245.39	EXIT 245 SR 99 / LEUPP RD	6.73	EXIT 252 SB 40 - W WINSLOW	499,366,808	33.9%	66.1%
I	40	252.12	EXIT 252 SB 40 - W WINSLOW	1.5	EXIT 253 N PARK DR	102,555,510	33.9%	66.1%
I	40	253.62	EXIT 253 N PARK DR	2.13	EXIT 255 SB 40/SR 87-E WINSLOW	127,424,832	35.0%	65.0%
I	40	255.75	EXIT 255 SB 40 - E WINSLOW	2.07	EXIT 257 SR 87 NORTH	127,091,066	35.0%	65.0%
I	40	257.82	EXIT 257 SR 87 NORTH	6.95	EXIT 264 HIBBARD RD	478,086,052	35.0%	65.0%
I	40	264.77	EXIT 264 HIBBARD RD	5.2	EXIT 269 JACKRABBIT RD	335,763,792	35.0%	65.0%
I	40	269.97	EXIT 269 JACKRABBIT RD	4.77	EXIT 274 SB 40 - W JOSEPH CITY	312,633,384	35.0%	65.0%
I	40	274.74	EXIT 274 SB 40 - W JOSEPH CITY	2.34	EXIT 277 SB 40 - E JOSEPH CITY	147,280,150	35.0%	65.0%
I	40	277.08	EXIT 277 SB 40 - E JOSEPH CITY	3.54	EXIT 280 HUNT RD	241,300,967	35.0%	65.0%
I	40	280.62	EXIT 280 HUNT RD	3.02	EXIT 283 PERKINS VALLEY	204,788,601	35.0%	65.0%
I	40	283.64	EXIT 283 PERKINS VALLEY	1.53	EXIT 285 SB 40 - W HOLBROOK	109,158,546	35.0%	65.0%
I	40	285.17	EXIT 285 SB 40 - W HOLBROOK	1.7	EXIT 286 SB 40 - HOLBROOK	102,940,950	35.0%	65.0%
I	40	286.87	EXIT 286 SB 40 - HOLBROOK	2.62	EXIT 289 SB 40 - E HOLBROOK	157,249,191	35.0%	65.0%
I	40	289.49	EXIT 289 SB 40/SR 77-E HOLBROOK	3.33	EXIT 292 SR 77 NORTH	221,665,263	35.0%	65.0%
I	40	292.82	EXIT 292 SR 77 NORTH	1.71	EXIT 294 SUN VALLEY RD	110,028,283	34.1%	65.9%
I	40	294.53	EXIT 294 SUN VALLEY RD	5.87	EXIT 300 GOODWATER RD	360,878,267	34.1%	65.9%
I	40	300.4	EXIT 300 GOODWATER RD	3.2	EXIT 303 ADAMANA RD	194,505,872	34.1%	65.9%
I	40	303.6	EXIT 303 ADAMANA RD	7.96	EXIT 311 PETRIFIED FOREST RD	487,258,823	34.1%	65.9%
I	40	311.56	EXIT 311 PETRIFIED FOREST RD	8.44	EXIT 320 PINTA RD	492,674,197	34.1%	65.9%
I	40	320	EXIT 320 PINTA RD	5.92	EXIT 325 NAVAJO RD	353,988,738	34.1%	65.9%
I	40	325.92	EXIT 325 NAVAJO RD	4.08	EXIT 330 MCCARROLL RD	242,094,776	34.1%	65.9%
I	40	330	EXIT 330 MCCARROLL RD	3.41	EXIT 333 US 191 N - CHAMBERS	216,063,772	34.1%	65.9%
I	40	333.41	EXIT 333 US 191 N - CHAMBERS	6.11	EXIT 339 US 191 S - SANDERS	368,786,525	34.1%	65.9%
I	40	339.52	EXIT 339 US 191 SOUTH - SANDERS	2.29	EXIT 341 CEDAR POINT	144,101,376	34.1%	65.9%
I	40	341.81	EXIT 341 CEDAR POINT	2.02	EXIT 343 QUERINO	127,933,347	34.1%	65.9%
I	40	343.83	EXIT 343 QUERINO RD	2.72	EXIT 346 BIG ARROW RD	177,911,746	34.1%	65.9%
I	40	346.55	EXIT 346 BIG ARROW	1.61	EXIT 348 HOUCK	97,427,669	34.1%	65.9%
I	40	348.16	EXIT 348 HOUCK	3.19	EXIT 351 ALLENTOWN RD	200,558,123	34.1%	65.9%

I	40	351.35	EXIT 351 ALLENTOWN RD	3.26	EXIT 354 HAWTHORNE RD	190,576,764	34.1%	65.9%
I	40	354.61	EXIT 354 HAWTHORNE	2.92	EXIT 357 WINDOW ROCK	170,821,095	34.1%	65.9%
I	40	357.53	EXIT 357 WINDOW ROCK	1.65	EXIT 359 LUPTON	101,344,823	34.1%	65.9%
I	40	359.18	EXIT 359 LUPTON	0.45	NEW MEXICO STATE LINE	25,956,920	34.1%	65.9%
SB	40	52.61	I-40 (EXIT 48) - W KINGMAN	0.32	BEALE STREET	14,042,630	11.3%	88.7%
SB	40	52.93	BEALE STREET	1.66	STOCKTON HILL RD	100,693,309	11.3%	88.7%
SB	40	54.59	STOCKTON HILL RD	2.08	I-40 (EXIT 53) - E KINGMAN	134,220,486	11.3%	88.7%
SB	40	138.86	I-40 (EXIT 121) - W SELIGMAN	1.09	SR 66	5,567,513	23.2%	76.8%
SB	40	139.95	SR 66	0.6	MAIN ST - SELIGMAN	5,484,198	23.2%	76.8%
SB	40	140.55	MAIN ST - SELIGMAN	2.45	I-40 (EXIT 123) - E SELIGMAN	14,189,065	23.2%	76.8%
SB	40	144.87	I-40 (EXIT 145) - W ASH FORK	0.41	BEG DIV HWY EB NEAR 8TH ST	1,633,579	35.8%	64.2%
SB	40	145.28	BEG DIV HWY EB NEAR 8TH ST	1.09	I-40 (EXIT 146) - E ASH FORK	11,541,629	35.8%	64.2%
SB	40	191.44	I-40 (EXIT 191) - W FLAGSTAFF	4.09	SR 89A SOUTH (MILTON RD)	79,692,812	23.0%	77.0%
SB	40	195.53	SR 89A SOUTH	0.64	US 180 NORTH	87,860,698	5.5%	94.5%
SB	40	196.17	US 180 NORTH	0.93	SWITZER CANYON DR	123,013,625	4.8%	95.2%
SB	40	197.1	SWITZER CANYON DR	3.39	US 89 NORTH	447,566,818	4.8%	95.2%
SB	40	200.49	US 89 NORTH	0.46	I-40 (EXIT 201) - E FLAGSTAFF	7,302,643	6.9%	93.1%
SB	40	251.9	I-40 (EXIT 252) - W WINSLOW	1.96	SR 87 SOUTH - WINSLOW	59,235,120	29.5%	70.5%
SB	40	253.86	SR 87 SOUTH - WINSLOW	1.33	SR 87 NORTH - E WINSLOW	41,959,871	29.5%	70.5%
SB	40	255.19	SR 87 NORTH	0.32	I-40 (EXIT 255) - E WINSLOW	3,534,018	29.5%	70.5%
SB	40	274.6	I-40 (EXIT 274)-W JOSEPH CITY	2.7	I-40 (EXIT 277) - E JOSEPH CITY	7,663,248	35.0%	65.0%
SB	40	285.04	I-40 (EXIT 285) - W HOLBROOK	1.62	SR 77 / US 180 - HOLBROOK	31,828,496	35.0%	65.0%
SB	40	286.66	SR 77 / US 180 - HOLBROOK	0.79	I-40 (EXIT 286) - HOLBROOK	33,908,518	35.6%	64.4%
SB	40	287.45	I-40 (EXIT 286) - HOLBROOK	2.48	I-40 (EXIT 289) - E HOLBROOK	78,985,942	35.6%	64.4%
SS	40	0	SB 40 - WINSLOW	1.44	NAVAJO/COCONINO COUNTY LINE	8,518,399	23.9%	76.1%
S	51	0	I-10 (EXIT 147)	0.22	EXIT 1A SL 202	89,079,922	10.3%	89.7%
S	51	0.22	EXIT 1A SL 202	0.3	EXIT 1B MCDOWELL RD	127,111,761	10.3%	89.7%
S	51	0.52	EXIT 1B MCDOWELL RD	1.05	EXIT 2 THOMAS RD	421,506,398	10.3%	89.7%
S	51	1.57	EXIT 2 THOMAS RD	1	EXIT 3 INDIAN SCHOOL RD	418,054,575	10.3%	89.7%
S	51	2.57	EXIT 3 INDIAN SCHOOL RD	0.75	EXIT 4A HIGHLAND AV	319,813,913	10.3%	89.7%
S	51	3.32	EXIT 4A HIGHLAND AV	0.52	EXIT 4B COLTER ST	205,592,119	10.3%	89.7%
S	51	3.84	EXIT 4B COLTER ST	0.73	EXIT 5 BETHANY HOME RD	289,574,396	10.3%	89.7%
S	51	4.57	EXIT 5 BETHANY HOME RD	1	EXIT 6 GLENDALE AV / LINCOLN DR	363,262,235	10.3%	89.7%

S	51	5.57	EXIT 6 GLENDALE AV / LINCOLN DR	1.42	EXIT 7 NORTHERN AV	457,826,311	10.3%	89.7%
S	51	6.99	EXIT 7 NORTHERN AV	2.12	EXIT 8 32ND ST	602,280,266	10.3%	89.7%
S	51	9.11	EXIT 8 32ND ST	0.43	EXIT 9 SHEA BLVD	62,896,300	10.1%	89.9%
U	60	31.26	I-10 (EXIT 31)	18.3	SR 72	89,685,647	41.8%	58.2%
U	60	49.56	SR 72	6.84	NAVAJO ST - SALOME	61,990,578	41.8%	58.2%
U	60	56.4	NAVAJO ST - SALOME	5.11	2ND ST - WENDEN	55,117,048	41.8%	58.2%
U	60	61.51	2ND ST - WENDEN	24.3	SR 71 - E AGUILA	160,582,298	41.8%	58.2%
U	60	85.81	SR 71 - E AGUILA	19.83	WICKENBURG AIRPORT RD	112,456,029	41.8%	58.2%
U	60	105.64	WICKENBURG AIRPORT RD	2.15	VULTURE MINE RD	23,324,340	41.8%	58.2%
U	60	107.79	VULTURE MINE RD	0.6	COUNTRY CLUB DR	21,629,097	41.8%	58.2%
U	60	108.39	COUNTRY CLUB DR	1.94	US 93 - WICKENBURG	101,396,380	41.8%	58.2%
U	60	110.33	US 93 - WICKENBURG	0.43	JACK BURDEN ROAD	32,246,790	16.9%	83.1%
U	60	110.76	JACK BURDEN RD	2.14	MOCKINGBIRD RD	134,184,388	16.9%	83.1%
U	60	112.9	MOCKINGBIRD RD	7.21	SR 74 - MORRISTOWN	334,324,816	16.9%	83.1%
U	60	120.11	SR 74 - MORRISTOWN	22.67	BELL ROAD	741,416,229	16.9%	83.1%
U	60	142.78	BELL ROAD	0.62	DYSART RD (SURPRISE AV)	33,217,446	16.9%	83.1%
U	60	143.4	DYSART RD (SURPRISE AV)	0.9	GREENWAY RD	57,859,691	9.5%	90.5%
U	60	144.3	GREENWAY RD	1.49	WADDELL RD	137,732,188	9.5%	90.5%
U	60	145.79	WADDELL RD	3.13	SL 101 (EXIT 11)	343,029,752	9.5%	90.5%
U	60	148.92	SL 101 (EXIT 11)	0.33	91ST AV	39,508,323	9.5%	90.5%
U	60	149.25	91ST AV	1.31	83RD AV	138,613,772	9.5%	90.5%
U	60	150.56	83RD AV	1.39	75TH AV / OLIVE AV	138,856,114	9.5%	90.5%
U	60	151.95	75TH AV / OLIVE AV	1.4	67TH AV / NORTHERN AV	136,489,633	9.5%	90.5%
U	60	153.35	67TH AV / NORTHERN AV	1.4	59TH AV / GLENDALE AV	135,191,693	9.5%	90.5%
U	60	154.75	59TH AV / GLENDALE AV	2.85	43RD AV / CAMELBACK RD	347,148,069	9.5%	90.5%
U	60	157.6	43RD AV / CAMELBACK RD	2.81	27TH AV / THOMAS RD	382,174,626	9.5%	90.5%
U	60	160.41	27TH AV / THOMAS RD	1.42	19TH AV / MCDOWELL RD	140,204,815	9.0%	91.0%
U	60	172	EXIT 172 I-10 (EXIT 154)	1.65	EXIT 173 MILL AV	910,780,868	10.1%	89.9%
U	60	173.65	EXIT 173 MILL AV	0.76	EXIT 174 RURAL RD	433,947,084	10.1%	89.9%
U	60	174.41	EXIT 174 RURAL RD	1	EXIT 175 MCCLINTOCK DR	619,071,025	10.1%	89.9%
U	60	175.41	EXIT 175 MCCLINTOCK DR	0.97	EXIT 176 SL 101 (EXIT 55) PRICE	598,748,117	8.1%	91.9%
U	60	176.38	EXIT 176 SL 101 (EXIT 55) PRICE	1.03	EXIT 177 DOBSON RD	663,771,305	8.1%	91.9%
U	60	177.41	EXIT 177 DOBSON RD	1	EXIT 178 ALMA SCHOOL RD	637,850,640	8.1%	91.9%

U	60	178.41	EXIT 178 ALMA SCHOOL RD	0.99	EXIT 179 SR 87(COUNTRY CLUB DR)	572,744,086	8.1%	91.9%
U	60	179.4	EXIT 179 SR 87(COUNTRY CLUB DR)	1	EXIT 180 MESA DR	588,468,330	8.1%	91.9%
U	60	180.4	EXIT 180 MESA DR	1	EXIT 181 STAPLEY DR	570,933,730	9.6%	90.4%
U	60	181.4	EXIT 181 STAPLEY DR	1	EXIT 182 GILBERT RD	502,366,290	9.6%	90.4%
U	60	182.4	EXIT 182 GILBERT RD	1.99	EXIT 184 VAL VISTA DR	809,615,859	9.6%	90.4%
U	60	184.39	EXIT 184 VAL VISTA DR	1	EXIT 185 GREENFIELD RD	337,197,585	9.6%	90.4%
U	60	185.39	EXIT 185 GREENFIELD RD	1	EXIT 186 HIGLEY RD	310,450,750	9.6%	90.4%
U	60	186.39	EXIT 186 HIGLEY RD	1.5	EXIT 187 SUPERSTITION SPINGS	254,162,093	9.6%	90.4%
U	60	187.89	EXIT 187 SUPERSTITION SPINGS RD	0.5	EXIT 188 POWER RD	96,337,188	9.6%	90.4%
U	60	188.39	EXIT 188 POWER RD	1	EXIT 189 SOSSAMAN RD	127,512,020	9.6%	90.4%
U	60	189.39	EXIT 189 SOSSAMAN RD	2.01	EXIT 191 ELLSWORTH RD	214,988,796	9.6%	90.4%
U	60	191.4	EXIT 191 ELLSWORTH RD	0.99	EXIT 192 CRISMON RD	88,853,074	9.6%	90.4%
U	60	192.39	EXIT 192 CRISMON RD	1.01	EXIT 193 SIGNAL BUTTE RD	85,462,286	9.6%	90.4%
U	60	193.4	EXIT 193 SIGNAL BUTTE RD	2.01	EXIT 195 IRONWOOD DR	152,531,704	9.6%	90.4%
U	60	195.41	EXIT 195 IRONWOOD DR	1	EXIT 196 IDAHO RD	62,516,835	9.6%	90.4%
U	60	196.41	EXIT 196 SR 88 / IDAHO RD	1	EXIT 197 TOMAHAWK RD	42,792,965	10.1%	89.9%
U	60	197.41	EXIT 197 TOMAHAWK RD	1	EXIT 198 GOLDFIELD RD	40,852,625	10.1%	89.9%
U	60	198.41	EXIT 198 GOLDFIELD RD	13.76	SR 79 - FLORENCE JCT	545,302,058	10.1%	89.9%
U	60	212.17	SR 79 - FLORENCE JCT	2.08	QUEEN VALLEY RD	78,713,856	10.1%	89.9%
U	60	214.25	QUEEN VALLEY RD	11.45	MAIN ST - SUPERIOR	389,301,317	10.1%	89.9%
U	60	225.7	MAIN ST - SUPERIOR	1.15	SR 177	45,113,891	10.1%	89.9%
U	60	226.85	SR 177	15.97	BLUEBIRD MINE RD - W MIAMI	445,141,232	11.8%	88.2%
U	60	242.82	BLUEBIRD MINE RD - W MIAMI	0.85	TURNER ST	32,164,858	11.8%	88.2%
U	60	243.67	JCT TURNER ST	0.7	KEYSTONE AV	29,067,469	11.8%	88.2%
U	60	244.37	JCT KEYSTONE AV	0.67	MILL ST - E MIAMI	44,667,791	11.8%	88.2%
U	60	245.04	MILL ST - E MIAMI	2.02	SR 88 - CLAYPOOL	143,066,429	11.8%	88.2%
U	60	247.06	SR 88 - CLAYPOOL	2.44	COLLINS ST - W GLOBE	203,451,336	11.8%	88.2%
U	60	249.5	COLLINS ST - W GLOBE	0.55	BROAD ST	53,320,204	11.8%	88.2%
U	60	250.05	BROAD ST	0.42	OAK ST	27,962,533	11.8%	88.2%
U	60	250.47	OAK ST	0.64	HILL ST	37,249,389	11.8%	88.2%
U	60	251.11	HILL ST	1.12	US 70	75,886,770	11.8%	88.2%
U	60	252.23	US 70	3.71	FAIRGROUNDS ACCESS RD - E GLOBE	66,112,311	14.7%	85.3%
U	60	255.94	FAIRGROUNDS ACCESS RD - E GLOBE	37.15	ROAD TO SALT RIVER FALLS	461,248,456	14.7%	85.3%

U	60	293.09	ROAD TO SALT RIVER FALLS	25.06	SR 73	315,010,089	14.7%	85.3%
U	60	318.15	SR 73	20.53	ROAD TO FOOLS HOLLOW	265,275,623	14.7%	85.3%
U	60	338.68	ROAD TO FOOLS HOLLOW	1.03	SR 260 WEST - S SHOW LOW	17,636,190	14.7%	85.3%
U	60	339.71	SR 260 WEST - S SHOW LOW	1.12	MCNEIL ST	65,893,246	14.7%	85.3%
U	60	340.83	MCNEIL ST	0.81	SR 260 EAST	78,050,122	14.7%	85.3%
U	60	341.64	SR 260 EAST	0.78	SR 77 - E SHOW LOW	46,876,994	14.7%	85.3%
U	60	342.42	SR 77 - E SHOW LOW	0.93	SHOW LOW AIRPORT ACCESS RD	20,220,697	15.7%	84.3%
U	60	343.35	SHOW LOW AIRPORT ACCESS RD	9.56	SR 61	132,715,840	15.7%	84.3%
U	60	352.91	SR 61	31.54	US 180 / US 191 NORTH	228,906,596	15.7%	84.3%
U	60	384.45	US 180 / US 191 NORTH	3.39	SS 260 - SPRINGERVILLE	49,022,570	15.7%	84.3%
U	60	387.84	SS 260 - SPRINGERVILLE	0.87	US 180 / US 191 SOUTH	28,550,285	15.7%	84.3%
U	60	388.71	US 180 / US 191 SOUTH	0.64	C ST - E SPRINGERVILLE	7,063,830	15.7%	84.3%
U	60	389.35	C ST - E SPRINGERVILLE	12.62	NEW MEXICO STATE LINE	46,201,189	15.7%	84.3%
S	61	352.88	US 60	16.03	CONCHO VALLEY SUBDIVISION RD	98,582,657	12.7%	87.3%
S	61	368.91	CONCHO VALLEY SUBDIVISION RD	3.38	SR 180A - CONCHO	24,211,363	12.7%	87.3%
S	61	372.29	SR 180A - CONCHO	9.57	US 180	68,334,537	12.7%	87.3%
S	61	416.49	US 191 - WITCH WELL	13.77	NEW MEXICO STATE LINE	23,356,054	12.7%	87.3%
U	64	465.4	US 160 - TEEC NOS POS	4.17	NEW MEXICO STATE LINE	40,863,998	6.3%	93.7%
S	64	185.51	I-40 (EXIT 167) - E WILLIAMS	28.07	US 180 - VALLE	336,299,933	12.6%	87.4%
S	64	213.58	US 180 - VALLE	21.03	SS 64 - GRAND CANYON AIRPORT	393,131,455	7.1%	92.9%
S	64	234.61	SS 64 - GRAND CANYON AIRPORT	7.09	ROAD TO GRAND CANYON PARK HQ	199,168,700	7.1%	92.9%
S	64	241.7	ROAD TO GRAND CANYON PARK HQ	8.8	ROAD TO GRANDVIEW POINT	128,232,676	3.0%	97.0%
S	64	250.5	ROAD TO GRANDVIEW POINT	13.72	RD TO CEDAR CANYON/DESERT VIEW	139,171,770	3.0%	97.0%
S	64	264.22	RD TO CEDAR CANYON/DESERT VIEW	31.61	US 89	267,615,792	3.0%	97.0%
SS	64	234.61	SR 64 - TUSYAN / MOQUI	0.36	GRAND CANYON AIRPORT	6,209,438	7.1%	92.9%
S	66	56.67	I-40 (EXIT 53) - E KINGMAN	1.58	N CASTLE ROCK RD	97,497,479	15.2%	84.8%
S	66	58.25	N CASTLE ROCK RD	45.1	RD TO PEACH SPRINGS POST OFFICE	1,569,324,180	15.2%	84.8%
S	66	103.35	RD TO PEACH SPRINGS POST OFFICE	19.82	COCONINO/YAVAPAI COUNTY LINE	134,753,306	15.2%	84.8%
S	67	579.36	US 89A - JACOB LAKE	30.9	GC NATL PARK - N RIM ENTRANCE	210,998,178	6.2%	93.8%
S	68	0	NEVADA ST LINE - DAVIS DAM	1.23	SR 95 SOUTH - N BULLHEAD CITY	17,269,311	8.6%	91.4%
S	68	1.23	SR 95 SOUTH - N BULLHEAD CITY	16.02	ESTRELLA RD	581,554,916	8.4%	91.6%
S	68	17.25	ESTRELLA RD	4.58	VERDE RD	183,081,241	8.7%	91.3%
S	68	21.83	VERDE RD	5.24	US 93	237,409,125	8.7%	91.3%

S	69	262.85	I-17 (EXIT 262) - CORDES JCT	2.72	SPRING LN - SPRING VALLEY	88,356,222	11.5%	88.5%
S	69	265.57	SPRING LANE - SPRING VALLEY	4.04	SOUTH JCT MAIN ST - MAYER	95,091,056	11.5%	88.5%
S	69	269.61	SOUTH JCT MAIN ST - MAYER	2.42	NORTH JCT MAIN ST - MAYER	70,178,185	11.5%	88.5%
S	69	272.03	NORTH JCT MAIN ST - MAYER	7.08	MAIN ST - HUMBOLT	209,092,790	11.5%	88.5%
S	69	279.11	MAIN ST - HUMBOLT	1.96	SR 169 - DEWEY	53,847,443	11.5%	88.5%
S	69	281.07	SR 169 - DEWEY	2.53	FAIN RD / COUNTRY CLUB RD	143,948,309	6.5%	93.5%
S	69	283.6	FAIN RD / COUNTRY CLUB RD	3.89	ROBERT RD - PRESCOTT VALLEY	244,583,361	6.5%	93.5%
S	69	287.49	ROBERT RD - PRESCOTT VALLEY	2.01	PRESCOTT EAST HWY	173,141,400	6.5%	93.5%
S	69	289.5	PRESCOTT EAST HWY	2.6	YAVAPAI HILLS RD	241,684,677	6.5%	93.5%
S	69	292.1	YAVAPAI HILLS RD	3.3	FRONTIER VILLAGE CENTER	343,611,328	6.5%	93.5%
S	69	295.4	FRONTIER VILLAGE CENTER	0.94	SR 89 - PRESCOTT	92,201,606	6.5%	93.5%
U	70	252.14	US 60 NORTH - GLOBE	0.71	CRESTLINE DR	27,080,657	11.8%	88.2%
U	70	252.85	CRESTLINE DR	1.26	SR 77 - E GLOBE	32,878,711	11.8%	88.2%
U	70	254.11	SR 77 - E GLOBE	4.75	BIA RTE 6 - CUTTER	93,064,233	10.4%	89.6%
U	70	258.86	BIA RTE 6 - CUTTER	12.2	SR 170 - PERIDOT	142,874,505	10.4%	89.6%
U	70	271.06	SR 170 - PERIDOT	1.49	NEW PERIDOT SIDING	35,384,513	10.4%	89.6%
U	70	272.55	NEW PERIDOT SIDING	20.83	COOLIDGE DAM RD	198,885,569	10.4%	89.6%
U	70	293.38	COOLIDGE DAM RD	8.16	GERONIMO RD	102,576,096	10.4%	89.6%
U	70	301.54	GERONIMO RD	11.91	FORT GRANT RD	161,583,566	10.4%	89.6%
U	70	313.45	FORT GRANT RD	16.75	COTTONWOOD DR	217,148,173	10.4%	89.6%
U	70	330.2	COTTONWOOD DR	0.5	MAIN ST - PIMA	8,493,368	10.4%	89.6%
U	70	330.7	MAIN ST - PIMA	1.3	4TH ST EAST	36,757,143	10.4%	89.6%
U	70	332	4TH ST EAST	3.52	MAIN ST - THATCHER	112,441,842	10.4%	89.6%
U	70	335.52	MAIN ST - THATCHER	1.08	1ST AV	57,280,019	10.4%	89.6%
U	70	336.6	1ST AV	1.18	11TH AV	68,672,531	10.4%	89.6%
U	70	337.78	11TH AV	1.19	8TH AV - SAFFORD	85,225,117	10.4%	89.6%
U	70	338.97	8TH AV - SAFFORD	0.49	US 191 SOUTH	28,823,824	10.4%	89.6%
U	70	339.46	US 191 SOUTH	0.6	HOLLYWOOD DR	19,535,238	10.4%	89.6%
U	70	340.06	HOLLYWOOD DR	1.79	LONE STAR LN	48,267,538	10.4%	89.6%
U	70	341.85	LONE STAR LN	2.5	BOWIE AV	61,131,113	10.4%	89.6%
U	70	344.35	BOWIE AV	5.14	US 191 NORTH	74,775,718	10.4%	89.6%
U	70	349.49	US 191 NORTH	28.98	WILSON ST	130,391,308	10.4%	89.6%
U	70	378.47	WILSON ST	0.44	SR 75 - DUNCAN	3,057,985	10.4%	89.6%

U	70	378.91	SR 75 - DUNCAN	0.99	7TH ST	9,881,838	10.4%	89.6%
U	70	379.9	7TH ST	5.35	NEW MEXICO STATE LINE	28,158,655	10.4%	89.6%
S	71	85.81	US 60 - E AGUILA	17.09	US 93	49,210,399	5.7%	94.3%
S	71	102.9	US 93	6.78	SR 89 - CONGRESS	20,448,446	5.7%	94.3%
S	72	13.11	SR 95	13.94	PALOMOSA RD - BOUSE	120,359,006	11.8%	88.2%
S	72	27.05	PALOMOSA RD BOUSE	22.86	US 60	159,443,585	11.8%	88.2%
S	73	310.38	US 60 - N CARRIZO	9.17	CEDAR CREEK RD	32,014,533	5.6%	94.4%
S	73	319.55	CEDAR CREEK RD	15.17	ROAD TO FORT APACHE	73,144,431	5.6%	94.4%
S	73	334.72	ROAD TO FORT APACHE	3.53	WHITE RIVER HIGH SCHOOL ENT	66,722,383	5.6%	94.4%
S	73	338.25	WHITE RIVER HIGH SCHOOL ENT	0.75	WHITE RIVER RESERVATION HQ ENT	43,221,293	5.6%	94.4%
S	73	339	WHITE RIVER RESERVATION HQ ENT	2.95	WHITE RIVER HOSPITAL ENTRANCE	94,603,255	5.6%	94.4%
S	73	341.95	WHITE RIVER HOSPITAL ENTRANCE	15.77	JCT SR 260 - HONDAH	248,960,675	5.6%	94.4%
S	74	0.09	US 60 - MORRISTOWN	20.8	LAKE PLEASANT REGIONAL PARK RD	282,035,208	11.0%	89.0%
S	74	20.89	LAKE PLEASANT REGIONAL PARK RD	1.4	99TH AV - SUN CITY	22,546,853	11.0%	89.0%
S	74	22.29	99TH AV - SUN CITY	8.55	I-17 (EXIT 225) / CAREFREE HWY	173,267,161	11.0%	89.0%
S	75	378.92	US 70 - DUNCAN	0.51	VIRDEN HWY	6,717,037	10.4%	89.6%
S	75	379.43	VIRDEN HWY	12.42	APACHE GROVE RD	67,206,173	10.4%	89.6%
S	75	391.85	APACHE GROVE RD	6.58	US 191 / SR 78	56,139,737	10.4%	89.6%
S	77	68.1	I-10 (EXIT (255)	1.45	ORACLE RD (EX SB 10 EAST)	259,152,555	12.3%	87.8%
S	77	69.55	ORACLE RD (EX SB 10)	1.24	ROGER RD	244,118,409	12.3%	87.8%
S	77	70.79	ROGER RD	1.3	RIVER RD	243,364,407	12.3%	87.8%
S	77	72.09	RIVER RD	2.75	INA RD	568,776,945	12.3%	87.8%
S	77	74.84	INA RD	2.56	CALLE CONCORDIA	382,151,846	12.3%	87.8%
S	77	77.4	CALLE CONCORDIA	1.6	TANGERINE RD	195,244,632	12.3%	87.8%
S	77	79	TANGERINE RD	9.05	GOODMAN RD	699,060,191	12.3%	87.8%
S	77	88.05	GOODMAN RD	3.09	SR 79 NORTH - ORACLE JUNCTION	180,433,443	12.3%	87.8%
S	77	91.14	SR 79 NORTH - ORACLE JUNCTION	9.12	SOUTH JCT ORACLE RD - ORACLE	377,432,659	11.6%	88.4%
S	77	100.26	SOUTH JCT ORACLE RD - ORACLE	3.06	NORTH JCT ORACLE RD - ORACLE	90,845,295	11.6%	88.4%
S	77	103.32	NORTH JCT ORACLE RD - ORACLE	5.83	ROAD TO SAN MANUEL	219,449,100	11.6%	88.4%
S	77	109.15	ROAD TO SAN MANUEL	4.47	ROAD TO MAMMOTH	109,618,950	11.6%	88.4%
S	77	113.62	ROAD TO MAMMOTH	1.71	OWENS PLACE	45,686,532	11.6%	88.4%
S	77	115.33	OWENS PLACE	19.48	SR 177 - WINKLEMAN	315,116,954	13.1%	86.9%
S	77	134.81	SR 177 - WINKLEMAN	36.12	SR 70 - E GLOBE	296,015,861	17.6%	82.4%

S	77	342.2	US 60 - E SHOW LOW	7.45	WHITE MOUNTAIN LAKES RD	182,173,435	12.7%	87.3%
S	77	349.65	WHITE MOUNTAIN LAKES RD	7.6	PINEDALE RD	189,109,128	12.7%	87.3%
S	77	357.25	PINEDALE RD	0.62	BULL DUCK LN - TAYLOR	26,580,972	12.7%	87.3%
S	77	357.87	BULL DUCK LN - TAYLOR	1.68	SNOWFLAKE JR HIGH SCHOOL ENT	92,230,799	12.7%	87.3%
S	77	359.55	SNOWFLAKE JR HIGH SCHOOL ENT	1.52	SR 277	85,469,159	12.7%	87.3%
S	77	361.07	SR 277	4.03	SNOWFLAKE (NORTH CITY LIMITS)	69,242,029	12.7%	87.3%
S	77	365.1	SNOWFLAKE (NORTH CITY LIMITS)	21.11	SR 377	331,483,258	12.7%	87.3%
S	77	386.21	SR 377	1.59	US 180 - S HOLBROOK	37,873,641	12.7%	87.3%
S	77	387.8	US 180 - S HOLBROOK	0.87	SB 40 - HOLBROOK	36,433,147	12.7%	87.3%
S	77	395.18	I-40 (EXIT 292) KEAMS CANYON	13.75	NAVAJO RESERVATION BOUNDARY	107,637,131	5.9%	94.2%
S	78	154.55	US 191/SR 75 SOUTH OF CLIFTON	20.18	NEW MEXICO STATE LINE	24,564,610	14.3%	85.7%
S	79	91.14	SR 77	36.48	CACTUS FOREST RD	399,056,544	10.6%	89.4%
S	79	127.62	CACTUS FOREST RD	4.59	SR B79	66,980,493	10.6%	89.4%
S	79	132.21	SR 789	2.01	SR B79 / BUTTE ST	34,125,730	10.6%	89.4%
S	79	134.22	SR 79 / BUTTE ST	0.52	DIVERSON DAM RD	14,892,467	10.6%	89.4%
S	79	134.74	DIVERSON DAM RD	1.65	FLORENCE GARDENS	43,944,978	10.6%	89.4%
S	79	136.39	FLORENCE GARDENS	13.89	US 60 - FLORENCE JUNCTION	261,137,834	10.6%	89.4%
S	80	293.27	SR B-10 IN BENSON	1.39	JCT ROAD TO COUNTRY CLUB	52,709,606	7.1%	92.9%
S	80	294.66	ROAD TO COUNTRY CLUB	3.68	JCT APACHE POWDER RD	98,962,946	7.1%	92.9%
S	80	298.34	APACHE POWDER RD	1.44	SYBIL DR - ST DAVID	35,002,858	7.1%	92.9%
S	80	299.78	SYBIL DR - ST DAVID	0.92	ADOT MAINTENANCE YARD ENTRANCE	23,398,208	7.1%	92.9%
S	80	300.7	ADOT MAINTENANCE YARD ENTRANCE	1	GOLDEN BELL RD	19,746,865	7.1%	92.9%
S	80	301.7	GOLDEN BELL RD	12.18	SR 82	169,927,991	9.4%	90.6%
S	80	313.88	SR 82	2.66	BOOT HILL ACCESS RD	42,443,864	7.1%	92.9%
S	80	316.54	BOOT HILL ACCESS RD	1.48	GLEESON RD - TOMBSTONE	31,602,240	7.1%	92.9%
S	80	318.02	GLEESON RD - TOMBSTONE	14.83	SR 90	102,802,746	7.1%	92.9%
S	80	332.85	SR 90	6.96	WEST BLVD - BISBEE	127,045,404	7.1%	92.9%
S	80	339.81	WEST BLVD - BISBEE	1.68	BREWERY GULCH	29,689,918	7.1%	92.9%
S	80	341.49	BREWERY GULCH	2.23	SR 92 / BISBEE RD	96,787,608	7.1%	92.9%
S	80	343.72	SR 92 / BISBEE RD	0.53	EAST STREET	12,317,735	16.0%	84.0%
S	80	344.25	EAST ST	3.78	DOUBLE ADOBE RD	79,643,182	16.0%	84.0%
S	80	348.03	DOUBLE ADOBE RD	8.47	PAUL SPUR	148,097,611	16.0%	84.0%
S	80	356.5	PAUL SPUR	8.16	US 191	143,937,137	16.0%	84.0%

S	80	364.66	JCT US 191	0.98	PIRTLEVILLE RD - W DOUGLAS	36,117,684	16.0%	84.0%
S	80	365.64	PIRTLEVILLE RD - W DOUGLAS	0.86	10TH ST	58,799,434	16.0%	84.0%
S	80	366.5	10TH ST	0.56	A AV	29,421,336	16.0%	84.0%
S	80	367.06	A AV	0.86	22ND ST	31,012,692	16.0%	84.0%
S	80	367.92	22ND ST	1.48	WASHINGTON ST - W DOUGLAS	19,376,434	16.0%	84.0%
S	80	369.4	WASHINGTON STREET - E DOUGLAS	45.99	NEW MEXICO STATE LINE	135,214,049	16.0%	84.0%
S	81	380.16	US 180	1.65	LYMAN LAKE STATE PARK	1,482,739	5.5%	94.5%
S	82	1.19	SB 19 - NOGALES	0.53	THELMA ST	14,359,213	8.6%	91.4%
S	82	1.72	THELMA ST	1.34	OLD PATAGONIA RD	34,878,699	8.6%	91.4%
S	82	3.06	OLD PATAGONIA RD	2.77	RIVER RD	41,147,713	8.6%	91.4%
S	82	5.83	RIVER RD	13.05	MCKEOWN AV - PATAGONIA	117,833,279	8.6%	91.4%
S	82	18.88	MCKEOWN AV - PATAGONIA	1.62	PATAGONIA HIGH SCHOOL	14,187,652	8.6%	91.4%
S	82	20.5	PATAGONIA HIGH SCHOOL	11.88	SR 83 - SONOITA	102,260,605	8.6%	91.4%
S	82	32.38	SR 83 - SONOITA	17.52	JCT MUSTANG HEIGHTS RD	141,926,191	8.6%	91.4%
S	82	49.9	MUSTANG HEIGHTS RD	1.69	SR 90	16,540,216	8.6%	91.4%
S	82	51.59	JCT SR90	15.95	SR 80	55,399,773	8.6%	91.4%
S	83	3.19	PARKER CANYON LAKE	20.31	FRAZIER RANCH ROAD	11,660,885	8.6%	91.4%
S	83	23.5	FRAZIER RANCH ROAD	3.48	ELGIN RD	5,345,002	8.6%	91.4%
S	83	26.98	ELGIN RD	5.37	SR 82 - SONOITA	23,489,239	7.1%	92.9%
S	83	32.35	SR 82	26.23	I-10 (EXIT 281)	163,350,735	7.1%	92.9%
S	84	155.16	I-8 (EXIT 151)	5.72	MARICOPA RD	32,454,851	10.5%	89.5%
S	84	160.88	MARICOPA RD	5.04	JCT STANFIELD RD	59,685,822	10.5%	89.5%
S	84	165.92	STANFIELD RD	10.08	JCT BURRIS ROAD - CASA GRANDE	191,395,663	10.5%	89.5%
S	84	176	BURRIS RD - CASA GRANDE	1.97	SR 387 / SR 287	109,777,364	10.5%	89.5%
S	84	177.97	SR 387 / SR 287	0.78	2ND ST / CASA GRANDE AV	31,063,332	9.2%	90.8%
S	84	178.75	2ND ST / CASA GRANDE AV	0.84	EARLEY RD	32,018,545	9.2%	90.8%
S	84	179.59	EARLEY RD	3.35	I-10 (EXIT 198)	138,238,001	9.2%	90.8%
S	84	182.94	I-10 (EXIT 198)	8.85	11 MILE CORNER RD	193,172,180	9.2%	90.8%
S	84	191.79	11 MILE CORNER RD	1.25	SUNSHINE BLVD - ELOY	29,586,900	9.2%	90.8%
S	84	193.04	SUNSHINE BLVD - ELOY	2.32	SR 87	26,540,406	9.2%	90.8%
S	84	195.36	SR 87	0.72	I-10 (EXIT 211)	7,508,984	9.2%	90.8%
S	85	0	SB 8 - GILA BEND	0.57	I-8 (EXIT 116)	5,690,376	7.9%	92.2%
S	85	0.57	I-8 (EXIT 116)	2.77	GILA BEND AIR BASE ENTRANCE	26,547,140	7.9%	92.2%

S	85	3.34	GILA BEND AIR BASE ENTRANCE	34.79	HAYWARD ST	188,037,167	7.9%	92.2%
S	85	38.13	HAYWARD ST	2.96	6TH ST - AJO	65,558,672	7.9%	92.2%
S	85	41.09	6TH ST - AJO	1.29	LA MINA AV	28,105,507	7.9%	92.2%
S	85	42.38	LA MINA AV	0.23	AJO WELL RD	3,423,145	7.9%	92.2%
S	85	42.61	AJO WELL RD	10.7	SR 86 - WHY	76,083,046	9.4%	90.6%
S	85	53.31	SR 86 - WHY	21.86	ORGAN PIPE NATL MON HQ ENTRANCE	101,124,579	7.6%	92.4%
S	85	75.17	ORGAN PIPE NATL MON HQ ENTRANCE	5.52	INTL BORDER & POE - LUKEVILLE	26,065,468	7.6%	92.4%
S	85	120.32	SB 8 - GILA BEND	30.16	MC 85 (EX SR 85 EAST) - BUCKEYE	1,063,290,348	31.1%	68.9%
S	85	150.48	MC 85 (EX SR 85 EAST) - BUCKEYE	4.04	I-10 (EXIT 112)	113,533,878	31.6%	68.4%
S	86	53.06	SR 85 - WHY	39	BIA RTE 15 - QUIJOTOA	152,684,610	6.1%	93.9%
S	86	92.06	BIA RTE 15 - QUIJOTOA	22	SELLS RD SOUTH	137,345,120	6.1%	93.9%
S	86	114.06	SELLS RD SOUTH	20.13	SR 386	178,300,569	6.1%	93.9%
S	86	134.19	SR 386	16.16	SR 286 - ROBLES JCT	147,365,626	5.9%	94.1%
S	86	150.35	SR 286 - ROBLES JCT	9.15	VALENCIA RD	228,158,361	5.2%	94.8%
S	86	159.5	VALENCIA RD	3.93	SAN JOAQUIN RD	102,772,605	5.2%	94.8%
S	86	163.43	SAN JOAQUIN RD	2.87	KINNEY RD	143,623,295	5.2%	94.8%
S	86	166.3	JCT KINNEY RD	3.56	LA CHOLLA BLVD	370,960,508	5.2%	94.8%
S	86	169.86	LA CHOLLA BLVD	0.25	MISSION ROAD	34,545,151	5.2%	94.8%
S	86	170.11	JCT MISSION ROAD	1.26	I-19 (EXIT 99)	204,443,026	5.2%	94.8%
S	86	171.37	I-19 (EXIT 99)	0.49	12TH AV	76,740,064	5.2%	94.8%
S	86	171.86	S 12TH AV	0.53	SB 19	76,018,886	5.2%	94.8%
S	87	115.77	SR 84 - PICACHO	10.15	SR 287	95,919,682	5.9%	94.1%
S	87	125.92	SR 287	5.56	MARTIN RD - COOLIDGE	128,260,109	5.9%	94.1%
S	87	131.48	MARTIN RD - COOLIDGE	1.22	COOLIDGE AV	59,086,412	5.9%	94.1%
S	87	132.7	COOLIDGE AV	0.3	CENTRAL AV	18,248,175	5.9%	94.1%
S	87	133	CENTRAL AV	0.93	PADRE KINO DR	39,119,915	5.9%	94.1%
S	87	133.93	PADRE KINO DR	0.82	SR 287	21,691,169	5.9%	94.1%
S	87	134.75	SR287	6.75	SR 387	141,564,611	5.9%	94.1%
S	87	141.5	SR387	4.55	SR 187	70,566,928	5.9%	94.1%
S	87	146.05	SR187	5.23	SACATON RD	61,664,812	5.9%	94.1%
S	87	151.28	SACATON RD	8.54	SR587	142,716,424	5.9%	94.1%
S	87	159.82	SR 587	2.85	OCOTILLO RD	121,198,487	5.9%	94.1%
S	87	162.67	OCOTILLO RD	3.04	PECOS RD	149,467,558	5.9%	94.1%

S	87	165.71	PECOS RD	1	CHANDLER BLVD	75,642,600	5.9%	94.1%
S	87	166.71	CHANDLER BLVD	1.44	KNOX RD	195,041,225	5.9%	94.1%
S	87	168.15	KNOX RD	1.55	ELLIOT RD	233,277,395	5.9%	94.1%
S	87	169.7	ELLIOT RD	2.02	BASELINE RD	298,768,706	5.9%	94.1%
S	87	171.72	BASELINE RD	0.5	US 60 (EXIT 179)	90,006,628	5.9%	94.1%
S	87	172.22	US 60 (EXIT 179)	0.53	SOUTHERN AV	98,143,569	5.9%	94.1%
S	87	172.75	SOUTHERN AV	1.02	BROADWAY RD	177,158,583	5.9%	94.1%
S	87	173.77	BROADWAY RD	0.46	MAIN ST (EX US 60 / US 89)	71,049,068	5.9%	94.1%
S	87	174.23	MAIN ST (EX US 60 / US 89)	1.38	BROWN RD	205,995,671	3.7%	96.3%
S	87	175.61	BROWN RD	1.13	MCKELLIPS RD	136,153,045	3.7%	96.3%
S	87	176.74	MCKELLIPS RD	1.05	MCDOWELL RD	166,930,669	3.7%	96.3%
S	87	177.79	MCDOWELL RD	1.87	NORTH MESA DR	103,541,470	3.9%	96.1%
S	87	179.66	NORTH MESA DR	9.17	SHEA BLVD	886,533,134	3.7%	96.3%
S	87	188.83	SHEA BLVD	2.07	FORT MCDOWELL RD	113,548,587	3.9%	96.1%
S	87	190.9	FORT MCDOWELL RD	8.24	SAGUARO LAKE TURNOFF (USFS 206)	284,275,344	3.7%	96.3%
S	87	199.14	SAGUARO LAKE TURNOFF (USFS 206)	19.31	SUNFLOWER TOWNSITE	561,660,025	3.7%	96.3%
S	87	218.45	SUNFLOWER TOWNSITE	17.22	SR 188	493,484,044	3.7%	96.3%
S	87	235.67	SR 188	3.78	GISELA RD	128,372,807	3.9%	96.1%
S	87	239.45	GISELA RD	11.35	ROUND VALLEY RD	437,039,411	3.9%	96.1%
S	87	250.8	ROUND VALLEY RD	0.95	MAIN ST - PAYSON	46,088,276	3.7%	96.3%
S	87	251.75	MAIN ST - PAYSON	0.83	SR 260	77,630,029	3.7%	96.3%
S	87	252.58	SR 260	1.95	HOUSTON MESA RD	163,848,409	16.9%	83.1%
S	87	254.53	HOUSTON MESA RD	13.1	HARDSCRABBLE RD - PINE	251,234,355	16.9%	83.1%
S	87	267.63	HARDSCRABBLE RD (PINE)	3.07	STRAWBERRY RANCH RD	51,391,785	16.9%	83.1%
S	87	270.7	STRAWBERRY RANCH RD	7.8	SR 260	54,323,607	16.9%	83.1%
S	87	278.5	SR 260 WEST	11.95	CLINTS WELL RD	67,074,992	16.9%	83.1%
S	87	290.45	CLINTS WELL RD	50.39	SR 99	168,308,395	16.9%	83.1%
S	87	340.84	SR 99	1.33	SB 40	14,936,326	16.9%	83.1%
S	87	343.56	SB40 - E WINSLOW	2.25	I-40 (EXIT 257) POLACA TI	13,066,909	16.9%	83.1%
S	87	345.81	I-40 (EXIT 257) POLACA TI	35.35	BIA RTE 15	198,986,211	5.9%	94.1%
S	87	381.16	BIA RTE 15	24.88	SR 264 - SECOND MESA	66,992,012	5.9%	94.1%
S	88	193.91	US 60 (EXIT 196)	0.47	SOUTHERN AV	6,568,993	5.5%	94.5%
S	88	194.38	SOUTHERN AVENUE	0.99	BROADWAY AV	16,313,868	5.5%	94.5%

S	88	195.37	BROADWAY AVENUE	0.36	OLD WEST HWY/W.APACHE TR	5,909,452	5.5%	94.5%
S	88	195.73	OLD WEST HWY / W APACHE TRL	0.41	N APACHE TRL / IDAHO RD	5,210,813	5.5%	94.5%
S	88	196.14	N APACHE TRL / IDAHO RD	2.86	MOUNTAIN VIEW RD	70,743,015	5.5%	94.5%
S	88	199	MOUNTAIN VIEW RD	12.04	BOULDER CREEK CAMP ACCESS RD	191,160,705	5.5%	94.5%
S	88	211.04	BOULDER CREEK CAMP ACCESS RD	2.28	TORTILLA FLAT	21,100,431	3.7%	96.3%
S	88	213.32	TORTILLA FLAT	15.92	APACHE LAKE REC AREA ACCESS RD	38,171,145	3.7%	96.3%
S	88	229.24	APACHE LAKE REC AREA ACCESS RD	13.42	SR 188 - ROOSEVELT DAM	16,673,813	3.9%	96.1%
S	88	242.66	SR 188 - ROOSEVELT DAM	8.76	SCHOOLHOUSE RD	100,666,942	3.7%	96.3%
S	88	251.42	SCHOOLHOUSE RD	6.66	SR 288	62,158,113	3.7%	96.3%
S	88	258.08	SR 288	6.92	HORSESHOE BEND WASH RD	72,439,944	3.7%	96.3%
S	88	265	HORSESHOE BEND WASH RD	5.4	INSPIRATION MINE RD	110,782,026	3.7%	96.3%
S	88	270.4	INSPIRATION MINE RD	2.62	US 60 - CLAYPOOL	89,835,778	3.7%	96.3%
U	89	418.37	SB 40 / COUNTRY CLUB DR	2.33	TOWNSEND - WINONA RD	143,968,428	10.8%	89.2%
U	89	420.7	TOWNSEND - WINONA RD	36.41	GRAY MOUNTAIN TRADING POST	1,279,461,054	10.8%	89.2%
U	89	457.11	GRAY MOUNTAIN TRADING POST	8.1	SR 64	176,177,835	10.8%	89.2%
U	89	465.21	SR 64	15.59	US 160	391,359,512	9.7%	90.3%
U	89	480.8	US 160	17.22	OLD RD TO KAIBITO GAP	248,602,471	12.2%	87.8%
U	89	498.02	ROAD TO KAIBITO GAP	26.01	US 89A - BITTER SPRINGS	428,106,653	12.2%	87.8%
U	89	524.03	US 89A - BITTER SPRINGS	22.22	SR 98 - PAGE	272,124,896	25.4%	74.6%
U	89	546.25	SR 98 - PAGE	0.93	SR 89L (SOUTH LEG)	10,578,620	25.4%	74.6%
U	89	547.18	SR 89L (SOUTH LEG)	1.37	SR 89L (NORTH LEG)	19,709,471	17.1%	82.9%
U	89	548.55	SR 89L (NORTH LEG)	1.29	WAHWEAP RD & VISITOR CENTER	37,918,963	17.1%	82.9%
U	89	549.84	WAHWEAP RD & VISITOR CENTER	7.15	UTAH STATE LINE	97,920,430	17.1%	82.9%
S	89	258.23	US 93	9.83	SR 71	98,862,374	6.7%	93.3%
S	89	268.06	SR 71	9.27	ROAD TO ST JOSEPH SHRINE	83,671,808	6.7%	93.3%
S	89	277.33	ROAD TO ST JOSEPH SHRINE	11.69	KIRKLAND RD - KIRKLAND JCT	80,302,117	6.7%	93.3%
S	89	289.02	KIRKLAND RD - KIRKLAND JCT	18.53	PONDEROSA PARK RD	95,946,302	5.7%	94.3%
S	89	307.55	PONDEROSA PARK RD	1.42	HIDDEN VALLEY RD	9,308,668	5.7%	94.3%
S	89	308.97	JCT HIDDEN VALLEY ROAD	1.7	COPPER BASIN RD	61,783,185	5.7%	94.3%
S	89	310.67	COPPER BASIN RD-PRESCOTT	0.7	GURLEY ST - PRESCOTT	49,912,436	5.7%	94.3%
S	89	311.37	GURLEY ST - PRESCOTT	0.21	MONTEZUMA & SHELDON STREETS	14,918,543	5.7%	94.3%
S	89	311.58	MONTEZUMA & SHELDON STREETS	0.87	SHELDON & GURLEY STREETS	104,376,780	5.7%	94.3%
S	89	312.45	SHELDON & GURLEY STREETS	0.25	SR 69	24,281,443	5.7%	94.3%

S	89	312.7	SR 69	4.83	SR 89A	224,719,711	15.4%	84.6%
S	89	317.53	SR 89A	2.49	WILLOW CREEK RD	88,641,958	15.4%	84.6%
S	89	320.02	WILLOW CREEK RD	7.23	CENTER ST - CHINO VALLEY	274,089,264	15.4%	84.6%
S	89	327.25	CENTER ST - CHINO VALLEY	1.95	ROAD 3 NORTH	72,720,209	15.4%	84.6%
S	89	329.2	ROAD 3 NORTH	34.64	I-40 (EXIT 146) - E ASH FORK	293,167,153	15.4%	84.6%
UA	89	524.07	US 89 - BITTER SPRINGS	13.89	MARBLE CANYON	76,514,176	8.6%	91.4%
UA	89	537.96	MARBLE CANYON	41.34	SR 67 - JACOB LAKE	149,502,803	8.4%	91.6%
UA	89	579.3	SR 67 - JACOB LAKE	28.35	RYAN RD	149,028,296	10.0%	90.0%
UA	89	607.65	RYAN RD	1.58	SR 389 - FREDONIA	13,009,775	10.0%	90.0%
UA	89	609.23	SR 389 - FREDONIA	3.8	UTAH STATE LINE	59,882,338	10.0%	90.0%
SA	89	317.85	SR 89	7.05	COYOTE SPRING RD	147,822,919	9.7%	90.3%
SA	89	324.9	COYOTE SPRING RD	19.43	GIROUX ST - JEROME	110,350,742	9.7%	90.3%
SA	89	344.33	GIROUX ST - JEROME	2.17	DUNDEE MINE RD	27,019,202	9.7%	90.3%
SA	89	346.5	DUNDEE MINE RD	1.9	VERDE VALLEY TOWER RD	22,607,406	9.7%	90.3%
SA	89	348.4	VERDE VALLEY TOWER RD	4.68	PALO VERDE NORTH	148,382,793	8.6%	91.4%
SA	89	353.08	PALO VERDE NORTH	2.13	SR 260 - COTTONWOOD	230,933,748	8.6%	91.4%
SA	89	355.21	SR 260 - COTTONWOOD	1.91	CORNVILLE RD	154,219,340	11.6%	88.4%
SA	89	357.12	CORNVILLE RD	5.56	PAGE SPRINGS RD	304,657,587	11.6%	88.4%
SA	89	362.68	PAGE SPRINGS RD	9.53	COFFEE POT RD	334,651,239	10.2%	89.8%
SA	89	372.21	COFFEE POT RD	1.93	SR 179 - SEDONA	192,001,370	11.6%	88.4%
SA	89	374.14	SR 179 - SEDONA	1.53	WILSON CANYON RD	51,634,845	11.6%	88.4%
SA	89	375.67	WILSON CANYON RD	22.88	I-17 (EXIT 337) / AIRPORT RD	624,277,254	11.6%	88.4%
SA	89	401.75	I-17 / I-40 - FLAGSTAFF	0.49	FOREST MEADOW ST	37,819,621	11.1%	88.9%
SA	89	402.24	FOREST MEADOW ST	1.03	SB 40 (EX US 66 WEST)	114,929,043	11.5%	88.5%
SB	79	131.86	SR 79 - FLORENCE	0.94	SR 287	6,205,650	15.7%	84.3%
SB	79	132.8	SR 287	0.76	BUTTE ST	22,332,919	15.7%	84.3%
SB	79	133.56	BUTTE ST	0.46	SR 79	9,305,354	15.7%	84.3%
SL	89	547.24	US 89	1.53	SR 98	28,006,267	17.1%	82.9%
SL	89	548.77	SR 98	1.88	US 89	65,074,405	17.1%	82.9%
UT	89	466.75	US 89 MP 466.75	1.12	US 89 MP 466.87	358,926	24.5%	75.5%
S	90	289.59	I-10 (EXIT 302)	17.21	CAMINO DE TUNDRA	484,654,424	7.1%	92.9%
S	90	306.8	CAMINO DE TUNDRA	1.6	SR 82 - HUACHUCA CITY	51,682,248	7.1%	92.9%
S	90	308.4	SR 82 - HUACHUCA CITY	3.53	YUMA ST	159,824,492	7.1%	92.9%

S	90	311.93	YUMA ST	1.67	FT HUACHUCA (NORTH GATE)	87,694,739	7.1%	92.9%
S	90	313.6	FT HUACHUCA (NORTH GATE)	3.58	FT HUACHUCA (EAST GATE)	198,726,856	7.1%	92.9%
S	90	317.18	FT HUACHUCA (EAST GATE)	1.82	WINROW AV	126,228,293	7.1%	92.9%
S	90	319	WINROW AV	2.5	SR 92 / FRY BLVD - SIERRA VISTA	137,940,800	7.1%	92.9%
S	90	321.5	SR 92 / FRY BLVD - SIERRA VISTA	1.03	GIULIO CESARE AV	58,325,259	7.1%	92.9%
S	90	322.53	GIULIO CESARE AV	13.87	SR 80	356,727,523	7.1%	92.9%
S	92	321.21	SR 90 / FRY BLVD - SIERRA VISTA	0.66	EAST FOOTHILL DR	46,166,317	7.1%	92.9%
S	92	321.87	JCT EAST FOOTHILL DR	1.36	GREENBRIER RD	76,018,200	7.1%	92.9%
S	92	323.23	GREENBRIER RD	1.62	GOLDEN ACRE ESTATES RD	74,312,219	7.1%	92.9%
S	92	324.85	GOLDEN ACRE ESTATES RD	2.39	RAMSEY CANYON RD	133,472,167	7.1%	92.9%
S	92	327.24	RAMSEY CANYON RD	2.18	HEREFORD RD - NICKSVILLE	57,526,723	7.1%	92.9%
S	92	329.42	HEREFORD RD - NICKSVILLE	10.23	PALOMINOS RD	119,919,538	7.1%	92.9%
S	92	339.65	PALOMINOS RD	11.85	MELODY LN	132,711,646	7.1%	92.9%
S	92	351.5	MELODY LN	0.97	NACO RD	27,970,658	7.1%	92.9%
S	92	352.47	NACO RD	2.64	SR 80 / BISBEE RD - BISBEE	121,036,832	7.1%	92.9%
U	93	0	NEVADA ST LINE - HOOVER DAM	41.82	PIERCE FERRY RD	1,296,335,942	13.7%	86.3%
U	93	41.82	PIERCE FERRY RD	10.94	CHLORIDE RD	356,216,465	13.7%	86.3%
U	93	52.76	CHLORIDE RD	14.35	SR 68	486,539,835	13.7%	86.3%
U	93	67.11	SR 68	3.93	I-40 (EXIT 5X) / SB 40	308,882,987	12.4%	87.6%
U	93	91.2	I-40 (EXIT 71) ROUND VALLEY	32.46	CHICKEN SPRINGS RD - WICKIEUP	691,443,444	15.2%	84.8%
U	93	123.66	CHICKEN SPRINGS RD - WICKIEUP	31.55	SR 97	730,950,716	15.2%	84.8%
U	93	155.21	SR 97	27.67	SR 71	616,022,052	20.9%	79.1%
U	93	182.88	SR 71	10.85	SR 89	223,872,933	20.9%	79.1%
U	93	193.73	SR 89	5.21	ROSE LN - WICKENBURG HOSPITAL	191,393,466	15.3%	84.7%
U	93	198.94	ROSE LN - WICKENBURG HOSPITAL	0.75	US 60 - WICKENBURG	23,193,743	15.5%	84.5%
U	95	0	INTL BORDER & POE - SAN LUIS	4.7	COUNTY 19TH ST	197,857,193	11.1%	88.9%
U	95	4.7	COUNTY 19TH ST	6.76	AVENUE F	195,366,265	11.1%	88.9%
U	95	11.46	AVENUE F	0.59	SOMERTON AV - SOMERTON	24,402,816	11.1%	88.9%
U	95	12.05	SOMERTON AV - SOMERTON	7.83	32ND ST	336,589,345	11.1%	88.9%
U	95	19.88	32ND ST	1.98	16TH ST	185,239,573	11.1%	88.9%
U	95	21.86	16TH ST	1.02	AVENUE A	104,178,848	11.1%	88.9%
U	95	22.88	AVENUE A	0.48	SB 8 - YUMA	58,105,606	11.1%	88.9%
U	95	23.36	SB 8 - YUMA	0.8	I-8 (EXIT 2)	90,512,116	11.1%	88.9%

U	95	24.16	I-8 (EXIT 2)	5.69	LAGUNA DAM RD	281,369,561	11.1%	88.9%
U	95	29.85	LAGUNA DAM RD	10.65	DOME VALLEY RD	286,501,987	14.4%	85.6%
U	95	40.5	DOME VALLEY RD	3.6	IMPERIAL DAM / YUMA PROVING GR	97,342,434	14.4%	85.6%
U	95	44.1	IMPERIAL DAM / YUMA PROVING GR	10.8	CASTLE DOME RD - KOFA RANGE RD	108,629,694	14.4%	85.6%
U	95	54.9	CASTLE DOME RD - KOFA RANGE RD	43.67	COUNTY 53RD ST	385,976,203	14.4%	85.6%
U	95	98.57	COUNTY 53RD ST	5.94	SB 10 / SR 95 - QUARTZSITE	93,961,118	14.4%	85.6%
S	95	104.51	US 95 SOUTH/SB 10 - QUARTZSITE	6.09	TYSON DR	123,357,061	16.5%	83.5%
S	95	110.6	TYSON DR	21.09	SR 72	248,886,886	16.5%	83.5%
S	95	131.69	SR 72	11.21	EHRENBERG RD	233,444,999	16.5%	83.5%
S	95	142.9	EHRENBERG RD	1.03	SS 95 - PARKER	43,214,701	16.5%	83.5%
S	95	143.93	SR 95S - PARKER	0.56	BRONCO AV	34,823,424	16.5%	83.5%
S	95	144.49	BRONCO AV	3.81	BEACON RD / SB 95 (SOUTH END)	142,089,664	16.6%	83.4%
S	95	148.3	BEACON RD / SB 95 (SOUTH END)	3.22	GOLF COURSE DR	51,239,554	16.5%	83.5%
S	95	151.52	GOLF COURSE DR	2.02	RESORT RD	29,029,713	16.5%	83.5%
S	95	153.54	RESORT RD	1.19	SB 95 (NORTH END)	17,608,549	16.5%	83.5%
S	95	154.73	SB 95 (NORTH) END	4.02	SR 95S - PARKER DAM ACCESS	72,962,960	16.5%	83.5%
S	95	158.75	SR 95S - PARKER DAM ACCESS	8.92	SR 95S - CAT TAIL COVE ACCESS	171,935,542	16.5%	83.5%
S	95	167.67	SR 95S - CAT TAIL COVE ACCESS	11.32	ACOMA BLVD	226,298,686	11.8%	88.2%
S	95	178.99	ACOMA BLVD	3.37	MCCULLOUCH BLVD SOUTH	152,226,068	11.8%	88.2%
S	95	182.36	MCCULLOUCH BLVD SOUTH	0.14	MESQUITE AV	8,268,798	11.8%	88.2%
S	95	182.5	MESQUITE AV	0.59	PALO VERDE BLVD SOUTH	41,509,574	11.8%	88.2%
S	95	183.09	PALO VERDE BLVD SOUTH	0.75	INDUSTRIAL BLVD	57,762,345	11.8%	88.2%
S	95	183.84	INDUSTRIAL BLVD	1.66	PALO VERDE BLVD N	92,742,689	11.8%	88.2%
S	95	185.5	PALO VERDE BLVD NORTH	2.01	CHENOWETH DR	88,043,869	11.8%	88.2%
S	95	187.51	CHENOWETH DR	14.5	I-40 (EXIT 9)	368,971,930	11.8%	88.2%
S	95	225.56	CALIFORNIA ST LINE NEAR NEEDLES	1.72	MOHAVE VALLEY RD (EX SR 95 S)	35,277,965	8.8%	91.2%
S	95	227.28	MOHAVE VALLEY RD (EX SR 95 S)	4.05	KING RD	206,688,915	7.9%	92.1%
S	95	231.33	KING RD	4.87	CHAPARRAL DR	267,611,930	7.9%	92.1%
S	95	236.2	CHAPARRAL DR	6.58	MOHAVE DR	674,181,207	7.9%	92.1%
S	95	242.78	MOHAVE DR	0.65	RIVER VIEW DR	67,903,085	7.9%	92.1%
S	95	243.43	RIVER VIEW DR	1.07	HANCOCK RD - BULLHEAD CITY	111,954,282	7.9%	92.1%
S	95	244.5	HANCOCK RD - BULLHEAD CITY	1.6	ENTRANCE TO MOHAVE COUNTY YARD	210,850,280	7.9%	92.1%
S	95	246.1	ENTRANCE TO MOHAVE COUNTY YARD	2.38	7TH ST	346,242,971	7.9%	92.1%

S	95	248.48	7TH ST	2.86	SR 68	172,021,149	7.9%	92.1%
SB	95	148.3	SR 95 (MP 148.30)	3.11	GOLF COURSE DR	30,390,236	16.1%	83.9%
SB	95	151.41	GOLF COURSE DR	1.92	RESORT RD	5,956,099	16.1%	83.9%
SB	95	153.33	RESORT RD	1.4	SR 95 (MP 154.73)	1,922,893	16.1%	83.9%
SS	95	143.93	SR 95 - PARKER	0.9	CALIFORNIA ST LINE	26,964,923	16.5%	83.5%
SS	95	158.75	SR 95	0.86	PARKER DAM	4,871,414	16.5%	83.5%
SS	95	167.67	SR 95	1.04	CAT TAIL COVE	1,948,487	16.5%	83.5%
UT	95	0	INTL BORDER & POE - SAN LUIS	0.15	A ST	684,101	49.8%	50.2%
UT	95	0.15	A ST	0.31	US 95	3,359,084	49.8%	50.2%
S	96	0	BAGDAD MINE - BAGDAD	4.02	SR 97	17,824,760	20.9%	79.1%
S	96	4.02	SR 97	17.98	SKULL VALLEY RD	54,962,613	20.9%	79.1%
S	97	155.27	US 93	11.7	SR 96	23,855,013	20.9%	79.1%
S	98	294.7	US 89 - PAGE	2.7	BIA RTE 20 / COPPER MINE RD	45,513,346	3.0%	97.0%
S	98	297.4	BIA RTE 20 / COPPER BASIN RD	3.89	GLEN CANYON POWER STATION RD	48,005,129	3.0%	97.0%
S	98	301.29	GLEN CANYON POWER STATION RD	47.96	INSCRIPTION HOUSE RD	389,565,172	2.5%	97.5%
S	98	349.25	INSCRIPTION HOUSE RD	12.31	US 160	99,738,944	2.5%	97.5%
S	99	27.5	15 MILES SOUTH OF WINSLOW	8.75	JOSEPH CITY RD	6,419,438	26.4%	73.6%
S	99	36.25	JOSEPH CITY RD	6.4	JCT SR 87 - WINSLOW	10,953,504	26.4%	73.6%
S	99	52.56	I-40 (EXIT 245)	19.66	BIA RTE 15 - SUNRISE	48,013,947	10.8%	89.2%
SL	101	7.53	99TH & GLENDALE AV (TEMP BEG)	0.54	EXIT 8 NORTHERN AV	61,907,139	9.8%	90.2%
SL	101	8.07	EXIT 8 NORTHERN AV	1.2	EXIT 9 OLIVE AV	138,973,020	9.8%	90.2%
SL	101	9.27	EXIT 9 OLIVE AV	1	EXIT 10 PEORIA AV	132,035,100	9.8%	90.2%
SL	101	10.27	EXIT 10 PEORIA AV	0.93	EXIT 11 US 60	101,158,816	9.8%	90.2%
SL	101	11.2	EXIT 11 US 60	1.45	EXIT 12 THUNDERBIRD RD	148,834,097	9.8%	90.2%
SL	101	12.65	EXIT 12 THUNDERBIRD RD	2.09	EXIT 14 BELL RD	204,539,156	9.8%	90.2%
SL	101	14.74	EXIT 14 BELL ROAD	1.05	EXIT 15 UNION HILLS DR	66,974,471	9.8%	90.2%
SL	101	15.79	EXIT 15 UNION HILLS DR	1.43	EXIT 17 75TH AV	58,175,503	9.8%	90.2%
SL	101	17.22	EXIT 17 75TH AV	1.01	EXIT 18 67TH AV	48,099,240	12.2%	87.8%
SL	101	18.23	EXIT 18 67TH AV	0.94	EXIT 19 59TH AV	52,171,443	12.2%	87.8%
SL	101	19.17	EXIT 19 59TH AV	1	EXIT 20 51ST AV	57,979,155	12.2%	87.8%
SL	101	20.17	EXIT 20 51ST AV	2.02	EXIT 22 35TH AV	119,901,938	12.2%	87.8%
SL	101	48.02	EXIT 48 THOMAS RD	1.03	EXIT 49 MCDOWELL RD	61,216,314	14.6%	85.4%
SL	101	49.05	EXIT 49 MCDOWELL RD	1	EXIT 50 MCKELIPS RD	67,696,185	14.6%	85.4%

SL	101	50.05	EXIT 50 MCKELLIPS RD	1.2	EXIT 51 SL 202 (EXIT (XX)	91,190,286	14.6%	85.4%
SL	101	51.25	EXIT 51 SL 202 (EXIT 10)	0.81	EXIT 52 UNIVERSITY DR	92,430,538	11.7%	88.3%
SL	101	52.06	EXIT 52 UNIVERSITY DR	1.05	EXIT 53 BROADWAY RD	172,227,568	8.9%	91.1%
SL	101	53.11	EXIT 53 BROADWAY RD	1	EXIT 54 SOUTHERN AV/BASELINE RD	168,224,850	8.9%	91.1%
SL	101	54.12	EXIT 54 SOUTHERN AV/BASELINE RD	0.6	EXIT 55 US 60 (EXIT XXX)	43,936,875	8.9%	91.1%
S	143	0	I-10 (EXIT 152)	0.76	EXIT 1 UNIVERSITY DR	294,882,303	5.0%	95.0%
S	143	0.76	EXIT 1 UNIVERSITY DR	0.99	EXIT 2 SKY HARBOR BLVD	345,616,460	5.0%	95.0%
S	143	1.75	EXIT 2 SKY HARBOR BLVD	0.78	EXIT 3 WASHINGTON STREET	144,098,058	5.0%	95.0%
S	143	2.53	EXIT 3 WASHINGTON ST	0.73	EXIT 4 SL 202	123,193,690	5.0%	95.0%
S	143	3.26	EXIT 4 SL 202 (EXIT XXX)	0.55	MCDOWELL RD	44,688,155	5.0%	95.0%
S	153	1.28	UNIVERSITY DR	1.19	EXIT 2A SKY HARBOR BLVD	111,046,790	6.1%	93.9%
S	153	2.47	EXIT 2A SKY HARBOR BLVD	0.19	EXIT 2B AIR LANE	44,243,358	6.1%	93.9%
S	153	2.66	EXIT 2B AIR LANE	0.78	WASHINGTON ST	40,046,471	9.0%	91.0%
U	160	311.46	US 89	10.4	SR 264 - TUBA CITY	205,891,244	5.7%	94.3%
U	160	321.86	SR 264 - TUBA CITY	39.75	SR 98	566,087,899	4.9%	95.1%
U	160	361.61	SR 98	12.67	SR 564	208,483,963	7.3%	92.7%
U	160	374.28	SR 564	5.72	SR 87 (SURVEY ALIGNMENT)	110,037,499	7.3%	92.7%
U	160	380	SR 87 (SURVEY ALIGNMENT)	13.57	US 163 - KAYENTA	264,146,157	7.3%	92.7%
U	160	393.57	US 163 - KAYENTA	41.25	US 191 - MEXICAN WATER	446,493,094	9.6%	90.4%
U	160	434.82	US 191 - MEXICAN WATER	0.4	BIA RTE 12 - RED MESA	4,737,408	9.6%	90.4%
U	160	435.22	BIA RTE 12 - RED MESA	30.2	JCT US 64	520,572,198	9.6%	90.4%
U	160	465.42	US 64 - TEEC NOS POS	5.41	NEW MEXICO STATE LINE	48,074,829	9.6%	90.4%
U	163	393.52	US 160 - KAYENTA	1.28	BIA RTE 6485 - KAYENTA	63,210,291	2.5%	97.5%
U	163	394.8	BIA RTE 6485 - KAYENTA	21.91	UTAH STATE LINE	211,996,449	2.5%	97.5%
S	169	0	SR 69 - DEWEY	5.18	ORME RD	77,420,384	6.5%	93.5%
S	169	5.18	ORME RD	9.94	I-17 (EXIT 278)	106,292,446	6.5%	93.5%
S	170	271.06	US 70 - PERIDOT	4.01	SAN CARLOS RESERVATION HQ ENT	66,850,750	10.4%	89.6%
S	177	136.31	SR 77 - WINKELMAN	1.19	KENNECOTT AV	31,147,673	7.6%	92.4%
S	177	137.5	KENNECOTT AV	2.09	COPPER BASIN RR YARD ACCESS RD	38,814,571	7.6%	92.4%
S	177	139.59	COPPER BASIN RR YARD ACCESS RD	6.21	UPTON DR - KEARNY	93,506,112	7.6%	92.4%
S	177	145.8	UPTON DR - KEARNY	6.38	KELVIN RD	95,914,496	7.6%	92.4%
S	177	152.18	KELVIN RD	14.92	SUNSET DR	145,059,775	7.6%	92.4%
S	177	167.1	SUNSET DR	0.51	US 60 - SUPERIOR	7,802,477	7.6%	92.4%

S	179	298.95	I-17 (EXIT 298)	7.25	JACK CANYON RD	198,571,954	10.2%	89.8%
S	179	306.2	JACK CANYON RD	0.8	BELL ROCK BLVD	24,812,408	10.2%	89.8%
S	179	307	BELL ROCK BLVD	3.5	CHAPEL ROAD	123,617,288	10.2%	89.8%
S	179	310.5	CHAPEL RD	2.81	SCHNEBLY HILL RD	112,237,905	10.2%	89.8%
S	179	313.31	SCHNEBLY HILL RD	0.13	SR 89A - SEDONA	8,075,136	10.2%	89.8%
U	180	215.44	SB 40 - FLAGSTAFF	0.63	COLUMBUS AV	29,237,453	4.2%	95.8%
U	180	216.07	COLUMBUS AV	2.48	SCHULTZ PASS RD	121,579,222	4.2%	95.8%
U	180	218.55	SCHULTZ PASS RD	4.39	SNOW BOWL RD	66,926,955	2.1%	97.9%
U	180	222.94	SNOW BOWL RD	15.64	CURLEY SEEP SPRING	189,879,453	2.1%	97.9%
U	180	238.58	CURLEY SEEP SPRING	27.24	SR 64 - VALLE	212,513,132	2.1%	97.9%
U	180	307.3	SR 77 - HOLBROOK	3.11	LITTLE COLORADO RIVER BRIDGE	64,342,572	9.5%	90.5%
U	180	310.41	LITTLE COLORADO RIVER BRIDGE	14.45	PETRIFIED FOREST NATL PARK RD	91,576,803	12.7%	87.3%
U	180	324.86	PETRIFIED FOREST NATL PARK RD	18.28	SR 180A	38,898,926	12.7%	87.3%
U	180	343.14	SR 180A	15.3	SR 61	33,635,444	12.7%	87.3%
U	180	363.96	SR 61	2.49	ROAD TO MOON MEAD	17,808,007	12.7%	87.3%
U	180	366.45	ROAD TO MOON MEAD	1.82	4TH ST - ST JOHNS	23,633,801	12.7%	87.3%
U	180	368.27	4TH ST - ST JOHNS	0.66	US 191	16,304,835	12.7%	87.3%
U	180	368.93	US 191	0.48	7TH ST WEST	4,976,906	12.7%	87.3%
U	180	369.41	7TH ST WEST	10.87	SR 81	85,453,092	12.7%	87.3%
U	180	380.28	SR 81	14.08	US 60	116,433,715	12.7%	87.3%
U	180	400.61	US 60 - SPRINGERVILLE	2.1	SR 260	18,934,083	11.6%	88.4%
U	180	402.71	SR 260	23.68	US 191 SOUTH	172,993,648	11.6%	88.4%
U	180	426.39	US 191 SOUTH	6.87	NEW MEXICO STATE LINE	27,036,404	11.6%	88.4%
SA	180	343.1	US 180	11.17	SR 61 - CONCHO	7,530,311	11.6%	88.4%
S	181	38.25	US 191 - SUNIZONA	22.79	SR 186	33,065,441	6.1%	93.9%
S	181	61.04	SR 186	4	CHIRICAHUA NATL MONUMENT ENT	3,696,720	6.1%	93.9%
S	186	326.32	I-10 (EXIT 340) - WILLCOX	1.17	SB 10	32,638,577	6.1%	93.9%
S	186	328.2	WILLCOX CITY LIMITS	5.93	KANSAS SETTLEMENT RD	40,858,323	6.1%	93.9%
S	186	334.13	KANSAS SETTLEMENT RD	25.29	SR 181	36,618,782	6.1%	93.9%
S	187	186.77	SR 387 NEAR I-10	5.42	SR 87	11,286,202	9.8%	90.2%
S	188	244.14	SR 88 - ROOSEVELT DAM	16.14	RIVERSIDE ACRES RD	107,170,891	3.7%	96.3%
S	188	260.28	RIVERSIDE ACRES RD	16.5	SR 87	123,708,173	3.7%	96.3%
S	189	0	INTL BORDER & POE - NOGALES	2.5	NOGALES HIGH SCHOOL ENTRANCE	89,106,538	43.5%	56.5%

S	189	2.5	NOGALES HIGH SCHOOOL ENTRANCE	0.36	I-19 (EXIT 4) / MARIPOSA RD	13,278,627	43.5%	56.5%
S	189	2.86	I-19 (EXIT 4) / MARIPOSA RD	0.89	SB 19 - NOGALES	47,084,734	7.8%	92.2%
U	191	0	SR 80	7.39	DOUBLE ADOBE RD	70,007,022	16.0%	84.0%
U	191	7.39	DOUBLE ADOBE RD	17.27	ELFRIDA POST OFFICE	137,146,337	16.0%	84.0%
U	191	24.66	ELFRIDA POST OFFICE	13.46	SR 181	72,779,701	16.0%	84.0%
U	191	38.12	SR 181	7.57	PEARCE RD	44,145,250	13.1%	86.9%
U	191	45.69	PEARCE RD	7.81	RICHLAND WAY	70,465,217	13.1%	86.9%
U	191	53.5	RICHLAND WAY	13.34	JCT I-10	71,765,665	13.1%	86.9%
U	191	87.48	I-10 (EXIT 352)	2.65	EAST WYE LEG US 191	18,813,980	14.3%	85.7%
U	191	90.13	EAST WYE LEG US 191	14.24	SR 266	111,784,783	14.3%	85.7%
U	191	104.37	SR 266	9.32	SR 366	97,713,303	14.3%	85.7%
U	191	113.69	SR 366	5.21	ADOT YARD ENTRANCE - SAFFORD	103,735,008	14.3%	85.7%
U	191	118.9	ADOT YARD ENTRANCE - SAFFORD	1.17	24TH ST	39,986,400	14.3%	85.7%
U	191	120.07	24TH ST	0.95	US 70 (MP XXX.XX) - SAFFORD	35,849,789	14.3%	85.7%
U	191	130.64	US 70 (MP 349.49) E OF SAFFORD	23.88	SR 75 / SR 78 - GUTHRIE	219,221,146	14.3%	85.7%
U	191	154.52	SR 75 / SR 78 - GUTHRIE	8.43	CLIFTON HIGH SCHOOL ENTRANCE	133,361,167	14.3%	85.7%
U	191	162.95	CLIFTON HIGH SCHOOL ENTRANCE	1	US 191T	23,830,485	14.3%	85.7%
U	191	173.18	NEAR GRANVILLE	34.26	ROSE PEAK RANGER STATION RD	22,646,374	14.3%	85.7%
U	191	207.44	ROSE PEAK RANGER STATION RD	46.3	US 180 - ALPINE	56,985,114	14.3%	85.7%
U	191	315.55	NEAR ST JOHNS	5.03	CORONADO POWER PLANT ENTRANCE	37,429,513	12.7%	87.3%
U	191	320.58	CORONADO GEN PLANT ENTRANCE	24.04	SR 61 - WITCH WELL	71,635,834	12.7%	87.3%
U	191	344.62	SR 61 - WITCH WELL	23.85	I-40 (EXIT 339)	99,466,187	12.7%	87.3%
U	191	374	I-40 (EXIT 333) - CHAMBERS	0.51	CHAMBERS RD	2,650,962	7.7%	92.3%
U	191	374.51	CHAMBERS RD	22.66	BIA RTE 28	116,388,105	7.7%	92.3%
U	191	397.17	BIA RTE 28	14.46	SR 264 - E GANADO	69,441,330	7.7%	92.3%
U	191	417.55	SR 264 / BIA RTE 15 - W GANADO	29.13	ROAD TO CHINLE HOSPITAL	271,935,541	7.7%	92.3%
U	191	446.68	ROAD TO CHINLE HOSPITAL	1.24	BIA RTE 7 - CHINLE	36,316,171	7.7%	92.3%
U	191	447.92	BIA RTE 7 - CHINLE	13.83	BIA RTE 59 - MANY FARMS	214,648,930	7.7%	92.3%
U	191	461.75	BIA RTE 59 - MANY FARMS	16.28	BIA RTE 12 - ROUND ROCK	59,837,954	7.7%	92.3%
U	191	478.03	BIA RTE 12 - ROUND ROCK	17.11	BIA RTE 35 - ROCK POINT	75,016,742	7.7%	92.3%
U	191	495.14	BIA RTE 35 - ROCK POINT	15.2	US 160 - MEXICAN WATER	57,726,940	7.7%	92.3%
UB	191	0	INTL BORDER & POE - DOUGLAS	0.55	8TH ST	19,117,824	16.0%	84.0%
UB	191	0.55	8TH ST	0.55	SR 80	15,265,833	16.0%	84.0%

UX	191	163.95	US 191	0.95	CHASE CREEK ST	30,805,270	14.3%	85.7%
UX	191	164.9	CHASE CREEK ST	2.45	ROAD TO MORENCI (MOUNTAIN VIEW)	73,168,429	14.3%	85.7%
UX	191	167.35	ROAD TO MORENCI (MOUNTAIN VIEW)	1.72	MINE HEADQUARTERS ENTRANCE	36,789,080	14.3%	85.7%
UX	191	169.07	MINE HEADQUARTERS ENTRANCE	1.83	STARGO RD	6,693,527	14.3%	85.7%
UX	191	170.9	STARGO RD	8.67	US 191	13,544,274	14.3%	85.7%
UY	191	86.67	I-10 (EXIT 355)	3.46	US 191 (MP 90.13)	2,857,943	14.3%	85.7%
SS	202	4.6	SR 153 / SKY HARBOR BLVD	1.1	SL 202 / PRIEST DR (EXIT 6)	31,445,480	9.0%	91.0%
SL	202	0	EXIT 1A I-10 / SR 51	0.74	EXIT 1B 24TH ST	185,430,943	6.1%	93.9%
SL	202	0.74	EXIT 1B 24TH ST	1.01	EXIT 1C 32ND ST	363,071,220	6.1%	93.9%
SL	202	1.75	EXIT 1C 32ND ST	0.95	EXIT 2 40TH ST / 44TH ST	319,608,491	6.1%	93.9%
SL	202	2.7	EXIT 2 40TH ST / 44TH ST	0.8	EXIT 3 SR 143 / MCDOWELL RD	221,547,992	6.1%	93.9%
SL	202	3.5	EXIT 3 SR 143 / MCDOWELL RD	1	EXIT 4 52ND ST / VAN BUREN ST	200,548,520	6.1%	93.9%
SL	202	4.5	EXIT 4 52ND ST / VAN BUREN ST	1.2	EXIT 6 PRIEST DR / CENTER PKWY	179,283,036	6.1%	93.9%
SL	202	5.7	EXIT 6 PRIEST DR	2.1	EXIT 7 RURAL RD / SCOTTSDALE RD	195,291,170	9.0%	91.0%
SL	202	7.8	EXIT 7 RURAL RD / SCOTTSDALE RD	1	EXIT 8 MCCLINTOCK DR/HAYDEN RD	91,570,835	9.0%	91.0%
SL	202	8.8	EXIT 8 MCCLINTOCK DR/HAYDEN RD	1.7	EXIT 10 SL 101 (EXIT 51)	131,377,845	9.0%	91.0%
SL	202	10.5	EXIT 10 SL 101 (EXIT 51)	1	DOBSON RD	37,461,045		100.0%
S	210	0	BROADWAY BLVD	1.04	KINO PKWY	25,054,359	25.1%	74.9%
S	210	1.04	KINO PKWY	0.55	22ND ST	36,227,144	25.5%	74.5%
S	210	1.59	22ND ST	1	COUNTRY CLUB RD	46,742,265	25.5%	74.5%
S	210	2.59	COUNTRY CLUB RD	1.19	ALVERNON WAY	59,959,846	25.5%	74.5%
S	238	24	7 MI W OF MOBILE	20.25	MARICOPA RD	66,410,381	3.7%	96.3%
S	260	206.14	SR 89A - COTTONWOOD	2.63	WESTERN DR	193,333,930	13.9%	86.1%
S	260	208.77	WESTERN DR	6.37	CHERRY RD	240,921,681	13.9%	86.1%
S	260	215.14	CHERRY RD	3.24	I-17 (EXIT 287)	153,996,989	13.9%	86.1%
S	260	218.38	I-17 (EXIT 287)	2.24	MONTEZUMA CASTLE HWY	64,247,008	13.9%	86.1%
S	260	220.62	MONTEZUMA CASTLE HWY	0.53	GENERAL CROOK RD W (TO I-17)	19,533,420	13.9%	86.1%
S	260	221.15	GENERAL CROOK RD W (TO I-17)	4.54	VERDE LAKES DR	71,914,826	13.9%	86.1%
S	260	225.69	VERDE LAKES DR	26.26	SR 87 (MP 278.50)	104,207,033	13.9%	86.1%
S	260	251.95	SR 87 (MP 252.58) - PAYSON	0.9	ROAD TO PAYSON RANGER STATION	44,474,958	9.0%	91.0%
S	260	252.85	ROAD TO PAYSON RANGER STATION	3.05	MILKEY WAY - STAR VALLEY	109,194,240	9.0%	91.0%
S	260	255.9	MILKEY WAY - STAR VALLEY	12.57	KOHLS RANCH	264,629,548	9.0%	91.0%
S	260	268.47	KOHLS RANCH	13.5	WOODS CANYON LAKE RD	213,055,245	9.0%	91.0%

S	260	281.97	WOODS CANYON LAKE RD	23.7	SR 277 NORTH - E HEBER	354,514,791	9.0%	91.0%
S	260	305.67	SR 277 NORTH - E HEBER	2.3	MOGOLLON DR - OVERGAARD	39,391,859	8.3%	91.7%
S	260	307.97	MOGOLLON DR - OVERGAARD	25	BURTON RD - LINDEN	232,258,625	8.3%	91.7%
S	260	332.97	BURTON RD - LINDEN	7.1	US 60 (MP XXX.XX) - SHOW LOW	171,629,862	8.3%	91.7%
S	260	341.68	US 60 EAST - SHOW LOW	0.99	S 15TH ST	83,917,756	5.6%	94.4%
S	260	342.67	S 15TH ST	2.93	SHOW LOW LAKES RD	247,298,549	5.6%	94.4%
S	260	345.6	SHOW LOW LAKES RD	5.4	BLUE RIDGE HIGH SCHOOL ENTRANCE	371,559,123	5.6%	94.4%
S	260	351	BLUE RIDGE HIGH SCHOOL ENTRANCE	2.75	PENROD AV	208,809,109	5.6%	94.4%
S	260	353.75	PENROD AV	3.72	SR 73 - HONDAH	114,389,219	5.6%	94.4%
S	260	357.47	SR 73 - HONDAH	3.05	COOLEY AV - MCNARY	34,528,562	5.6%	94.4%
S	260	360.52	COOLEY AV - MCNARY	8.08	SR 473	59,476,516	5.6%	94.4%
S	260	368.6	SR 473	8.86	SR 273	57,288,538	5.6%	94.4%
S	260	377.46	SR 273	8.19	SR 373	29,648,373	5.6%	94.4%
S	260	385.65	SR 373	7.38	SR 261	41,157,042	5.6%	94.4%
S	260	393.03	SR 261	2.72	BURK ST - EAGAR	28,018,802	5.6%	94.4%
S	260	395.75	BURK ST - EAGAR	0.37	SS 260	4,883,813	5.6%	94.4%
S	260	396.12	SS 260	2.55	US 180	33,846,724	11.6%	88.4%
SS	260	396.12	SR 260 - EAGAR	1.64	US 60 - SPRINGERVILLE	68,759,985	11.6%	88.4%
S	261	394.37	SR 273	18.13	SR 260	27,740,350	5.2%	94.8%
S	264	321.97	US 160 - TUBA CITY	1.44	TUBA CITY (EAST URBAN BOUNDRY)	13,752,850	3.7%	96.3%
S	264	323.41	TUBA CITY (EAST URBAN BOUNDRY)	43.69	ROAD TO HOTEVILLA SCHOOL	219,891,115	5.3%	94.7%
S	264	367.1	ROAD TO HOTEVILLA SCHOOL	5.85	BIA RTE 2	41,748,408	5.3%	94.7%
S	264	372.95	BIA RTE 2 TO NEW ORIABI	11.26	SR 87 - SECOND MESA	123,543,594	5.3%	94.7%
S	264	384.21	SR 87 SOUTH - SECOND MESA	7.7	BIA RTE 8 - POLACCA	85,104,751	5.6%	94.4%
S	264	391.91	BIA RTE 8 - POLACCA	19.26	JCT IR 6 TO HOLBROOK	192,042,808	4.3%	95.7%
S	264	411.17	BIA RTE 6 SOUTH	29.84	US 191 NORTH - W GANADO	200,383,657	4.3%	95.7%
S	264	441.01	US 191 NORTH - W GANADO	5.11	ROAD TO GANADO TRADING POST	105,642,096	4.7%	95.3%
S	264	446.12	JCT RD TO GANADO TRADING POST	0.77	US 191 SOUTH - GANADO	17,338,818	4.7%	95.3%
S	264	446.89	US 191 SOUTH - GANADO	1.46	BIA RTE 27	30,132,831	4.7%	95.3%
S	264	448.35	BIA RTE 27	25.27	BIA RTE 12 SOUTH - ST MICHAELS	774,206,340	4.7%	95.3%
S	264	473.62	BIA RTE 12 SOUTH - ST MICHAELS	1.86	BIA RTE 12 NORTH	88,081,165	4.7%	95.3%
S	264	475.48	BIA RTE 12 NORTH	0.64	NEW MEXICO STATE LINE	32,252,685	4.7%	95.3%
S	266	104.6	US 191	19.18	SS 266 (FORT GRANT RD) - BONITA	20,596,059	14.3%	85.7%

SS	266	123.14	SR 266 - BONITA	3.03	FORT GRANT	3,203,937	14.3%	85.7%
S	273	377.46	SR 260	16.91	SR 261	26,355,081	5.6%	94.4%
S	273	394.37	SR 261	2.53	SE OF BIG LAKE / USFS RTE 248	4,754,844	5.6%	94.4%
S	277	305.67	SR 260 - HEBER	6.86	SR 377	69,663,506	10.3%	89.7%
S	277	312.53	SR 377	8.65	SS 277 (PAPER MILL RD)	70,337,216	10.3%	89.7%
S	277	321.18	SS 277 (PAPER MILL RD)	14.47	ENTRANCE TO WESTERN PINE SALES	126,165,666	10.3%	89.7%
S	277	335.65	ENTRANCE TO WESTERN PINE SALES	0.8	SR 77 - SNOWFLAKE	15,420,228	10.3%	89.7%
SS	277	321.18	SR 277	1.2	PAPER MILL ENTRANCE	9,264,138	10.3%	89.7%
S	280	0	SB 8 - YUMA	1.33	I-8 (EXIT 3) - YUMA	71,035,899	7.8%	92.2%
S	286	0	INTL BORDER & POE - SASABEE	45.48	SR 86 - ROBLES JCT	107,868,100	6.1%	93.9%
S	287	111.72	SR 84 / SR 387 - CASA GRANDE	0.56	CAMERON AV	46,665,133	14.4%	85.6%
S	287	112.28	CAMERON AV	1.43	PEART RD	162,585,859	14.4%	85.6%
S	287	113.71	PEART RD	2.09	I-10 (EXIT 194)	108,029,477	14.4%	85.6%
S	287	115.8	I-10 (EXIT 194)	1.98	CENTRAL AV	66,379,272	14.4%	85.6%
S	287	117.78	CENTRAL AV	5.07	11 MILE CORNER RD	101,578,540	15.7%	84.3%
S	287	122.85	11 MILE CORNER RD	2.96	SR 87 (MP 125.92) - LA PALMA	35,760,160	15.7%	84.3%
S	287	134.75	SR 87 (MP 134.75) - COOLIDGE	2.81	ATTAWAY RD	89,075,651	15.7%	84.3%
S	287	137.56	ATTAWAY RD	5.18	SR 79B - FLORENCE	142,486,933	15.7%	84.3%
S	288	258.1	SR 88	53.8	CHAMBERLAIN TRAIL	77,271,595	3.7%	96.3%
S	289	0	I-19 (EXIT 12)	10.83	PENA BLANCA DAM	13,064,500	8.6%	91.4%
SL	303	5.15	THOMAS RD	1.03	INDIAN SCHOOL RD	6,010,313	9.8%	90.2%
SL	303	6.18	INDIAN SCHOOL RD	1	CAMELBACK RD	7,548,930	9.8%	90.2%
SL	303	7.18	CAMELBACK RD	1	BETHANY HOME RD	6,682,055	9.8%	90.2%
SL	303	8.18	BETHANY HOME RD	1	GLENDALE AV	7,604,410	9.8%	90.2%
SL	303	9.18	GLENDALE AV	1	NORTHERN AV	7,953,350	9.8%	90.2%
SL	303	10.18	NORTHERN AV	1.01	OLIVE AV	7,849,664	9.8%	90.2%
SL	303	11.19	OLIVE AV	1	PEORIA AV	7,820,490	9.8%	90.2%
SL	303	12.19	PEORIA AV	1	CACTUS RD	7,866,115	9.8%	90.2%
SL	303	13.19	CACTUS RD	1	WADDELL RD	7,197,800	9.8%	90.2%
SL	303	14.19	WADDELL RD	1	GREENWAY RD	7,970,870	9.8%	90.2%
SL	303	15.19	GREENWAY RD	1.01	BELL RD	7,263,142	9.8%	90.2%
SL	303	16.2	BELL RD	1	UNION HILLS DR	6,771,845	9.8%	90.2%
SL	303	17.2	UNION HILLS DR	1.09	BEARDSLEY RD	6,887,977	9.8%	90.2%

SL	303	18.29	BEARDSLEY RD	1.01	US 60 (GRAND AV)	6,883,064	9.8%	90.2%
S	347	160.89	SR 84	12.72	CASA GRANDE RD - MARICOPA	66,392,040	10.9%	89.1%
S	347	173.61	CASA GRANDE RD - MARICOPA	1.05	SR 238	15,831,291	10.9%	89.1%
S	347	174.66	SR 238	12.95	MARICOPA RD NORTH	226,562,581	10.9%	89.1%
S	347	187.61	MARICOPA RD NORTH	1.7	I-10 (EXIT 164)	20,488,289	10.9%	89.1%
S	366	113.69	US 191 - SWIFT TRAIL JCT	2.11	FEDERAL PRISON CAMP RD	8,906,785	14.3%	85.7%
S	366	115.8	FEDERAL PRISON CAMP RD	27.4	COLUMBINE RANGER STATION	25,912,591	14.3%	85.7%
S	373	385.65	SR 260	4.56	GREER	20,125,925	5.6%	94.4%
S	377	0	SR 277	33.83	SR 77	158,362,459	10.3%	89.7%
S	386	0	SR 86	12.05	KITT PEAK OBSERVATORY	17,052,015	6.1%	93.9%
S	387	0	SR 84 / SR 287 - CASA GRANDE	1	COTTONWOOD LN	64,448,415	7.5%	92.5%
S	387	1	COTTONWOOD LN	2.04	RODEO RD	118,566,381	7.5%	92.5%
S	387	3.04	RODEO RD	3.54	HOPI DR	170,999,098	11.4%	88.6%
S	387	6.58	HOPI DR	2	I-10 (EXIT 185)	68,587,150	11.4%	88.6%
S	387	8.58	I-10 (EXIT 185)	0.22	SR 187	3,579,935	9.8%	90.2%
S	387	8.8	SR 187	6.92	SR 87	45,035,014	15.7%	84.3%
S	389	0	UTAH ST LINE - COLORADO CITY	32.45	PRATT ST	156,592,829	10.0%	90.0%
S	389	32.45	PRATT ST	0.14	US 89A - FREDONIA	1,298,860	10.0%	90.0%
S	473	0	SR 260	10.03	HAWLEY LAKE DAM	13,043,965	5.6%	94.4%
S	564	374.28	US 160 NEAR MARSH PASS	9.18	NAVAJO NATIONAL MONUMENT	18,512,618	7.3%	92.7%
S	587	218.64	SR 87 S OF CHANDLER	6.5	I-10 (EXIT XXX)	173,887,643	9.8%	90.2%
S	989	0	1ST AV - ORO VALLEY	1.59	SR 77 - ORO VALLEY	15,517,979	7.9%	92.1%

APPENDIX C: REVENUE ESTIMATION COEFFICIENTS

Revenue estimations are covered by three different estimation periods of 1986-1992, 1993-1997, and 1998 estimated by averaging the estimations for the 1999-2003 period with the 1993-97 calculation. The estimation data includes diasaggregated classes within the private and commercial categories used in this study. The autos and pick-ups within the private class were summed and weighted averages computed for a cents per mile of VMT for all the years covered by each period. The weighted average for these vehicles for the 1986-98 period was approximately 1.9 cents per vehicle mile. A similar calculation was computed for the two commercial classes. The weighted average for these vehicles for the 1986-98 period was approximately 9.1 cents per vehicle mile. These coefficients were then multiplied by total commercial VMT and the inflation adjusting coefficient and total private VMT and the inflation adjusting coefficient for each year. These estimates were then summed for each year to revenue estimates for each segment to derive the total revenues generated by segment.

APPENDIX D: INFLATION ADJUSTMENT

This table contains the federal aid highway construction composite index showing the cumulative relationship between 1986 to 1998 dollars and all the intervening years. The adjusting coefficient is calculated by dividing each years index number into the terminal year value of 130.6. Each year's revenue and expenditure dollars were multiplied by the appropriate coefficient to express money in current (1998) dollars.

YEAR	index	coef
1986	100.2	1.303393
1987	104.2	1.253359
1988	108.4	1.204797
1989	110.7	1.179765
1990	111.0	1.176577
1991	102.9	1.269193
1992	105.2	1.241445
1993	109.5	1.192694
1994	120.2	1.086522
1995	122.9	1.062653
1996	125.6	1.039809
1997	124.7	1.047314
1998	130.6	1