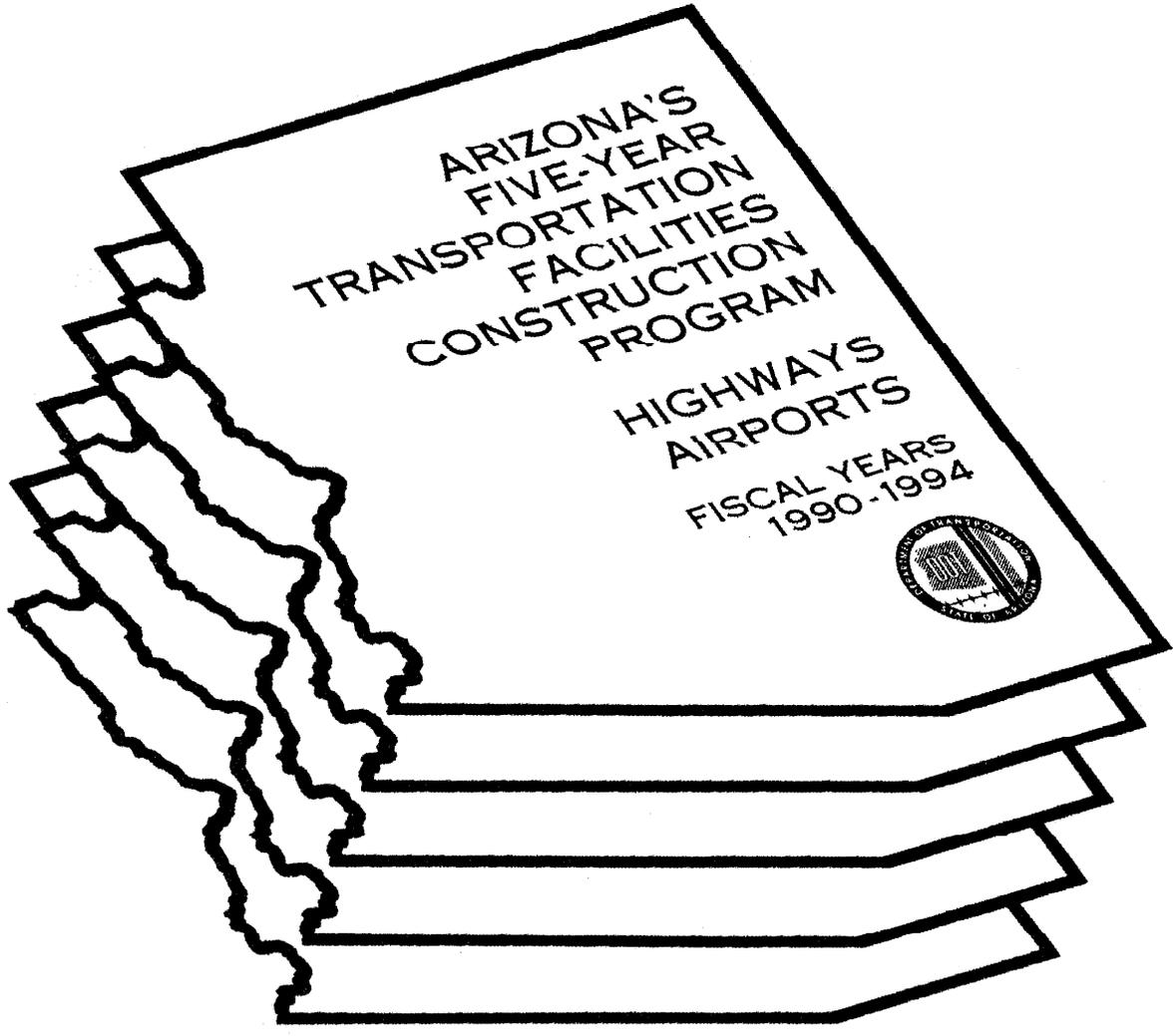


ARIZONA'S
FIVE-YEAR
TRANSPORTATION
FACILITIES
CONSTRUCTION
PROGRAM

HIGHWAYS
AIRPORTS

FISCAL YEARS
1990-1994





GOVERNOR
ROSE MOFFORD

**TRANSPORTATION
FACILITIES
CONSTRUCTION PROGRAM
FY 1990-94**

We are proud to present the 1990 update of the transportation facilities construction program.

The five-year construction program is basically a budget spelling out what Arizona expects to receive in funds from various sources and how it proposes to spend them project by project.

Each year, the program is evaluated and updated through a comprehensive review process. Public hearings are held to help determine the final program. All citizens are invited to attend the

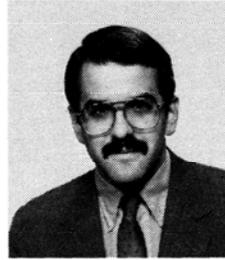
hearings and present any questions or comments on the program to the State Transportation Board.

These are exciting times for our state, and our highway and airport construction programs and will result in a better quality life for all our citizens. The improvements in this document will help us face the challenges and the growth that tomorrow will bring.

STATE TRANSPORTATION BOARD

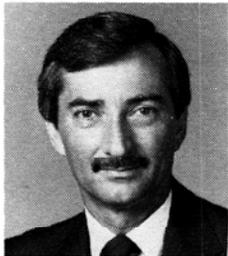


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JIM PATTERSON
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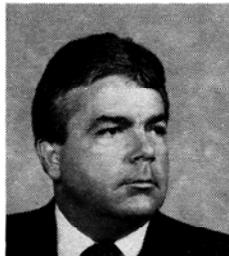


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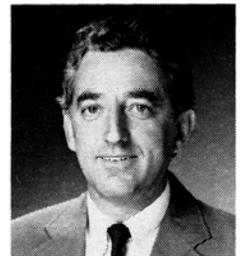
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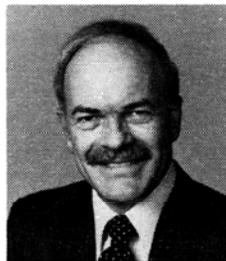


VERNE D. SEIDEL
FLAGSTAFF



JAMES A. SOTO
NOGALES

ARIZONA DEPARTMENT OF
TRANSPORTATION



DIRECTOR
CHARLES L. MILLER

DEPUTY DIRECTOR
JAMES S. CREEDON

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TRANSPORTATION PLANNING DIVISION
HARRY A. REED

MOTOR VEHICLE DIVISION
LEE PRINS

DISTRICT ENGINEERS

DISTRICT 1
DAN POWELL
2120 W. HILTON AVENUE
PHOENIX, ARIZONA 85009

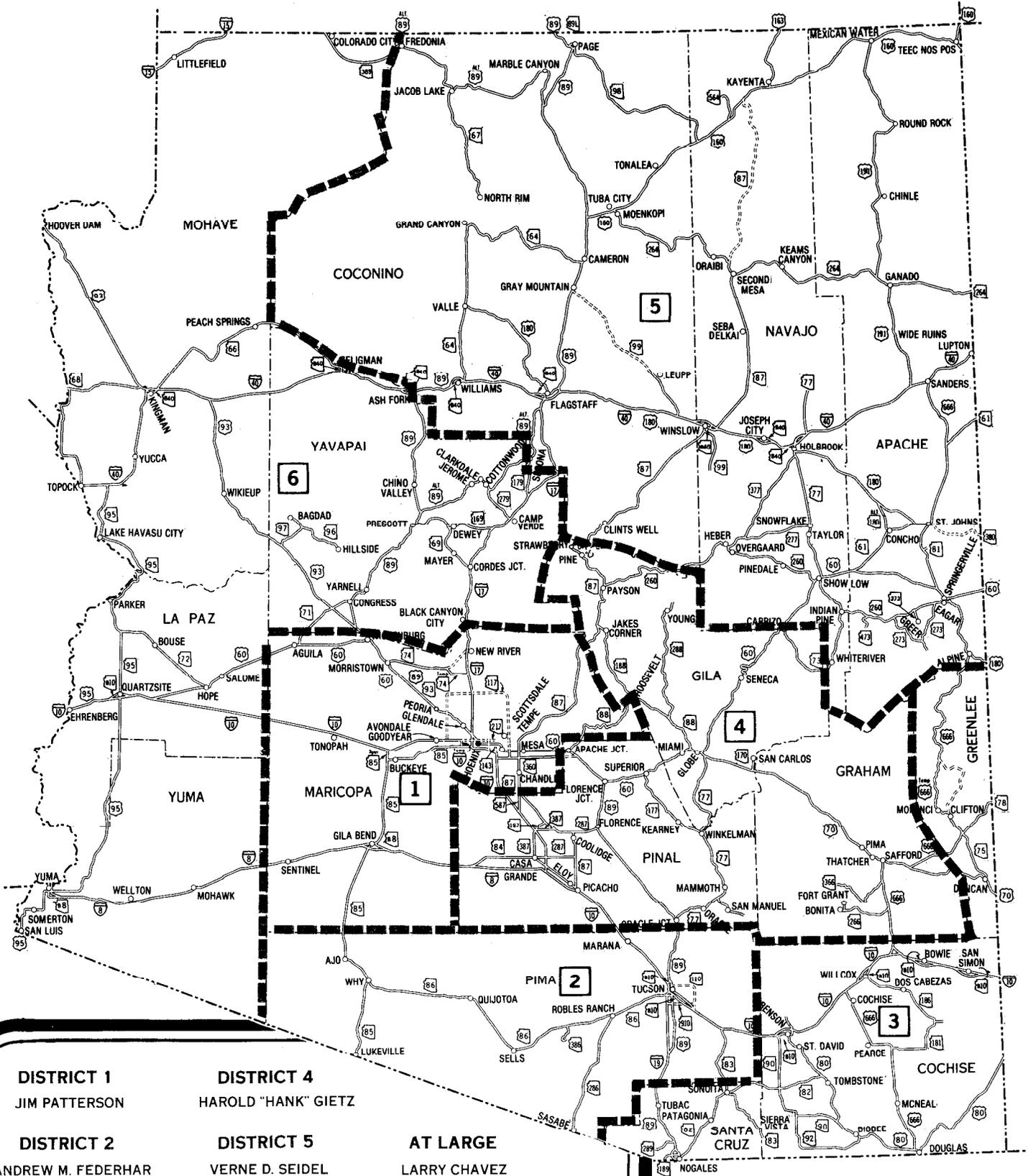
DISTRICT 2
THOMAS G. SCHMITT
1221 S. 2ND AVENUE
TUCSON, ARIZONA 85726

DISTRICT 3
DON SMITH
1210 E. SHELDON
PRESCOTT, ARIZONA 86302

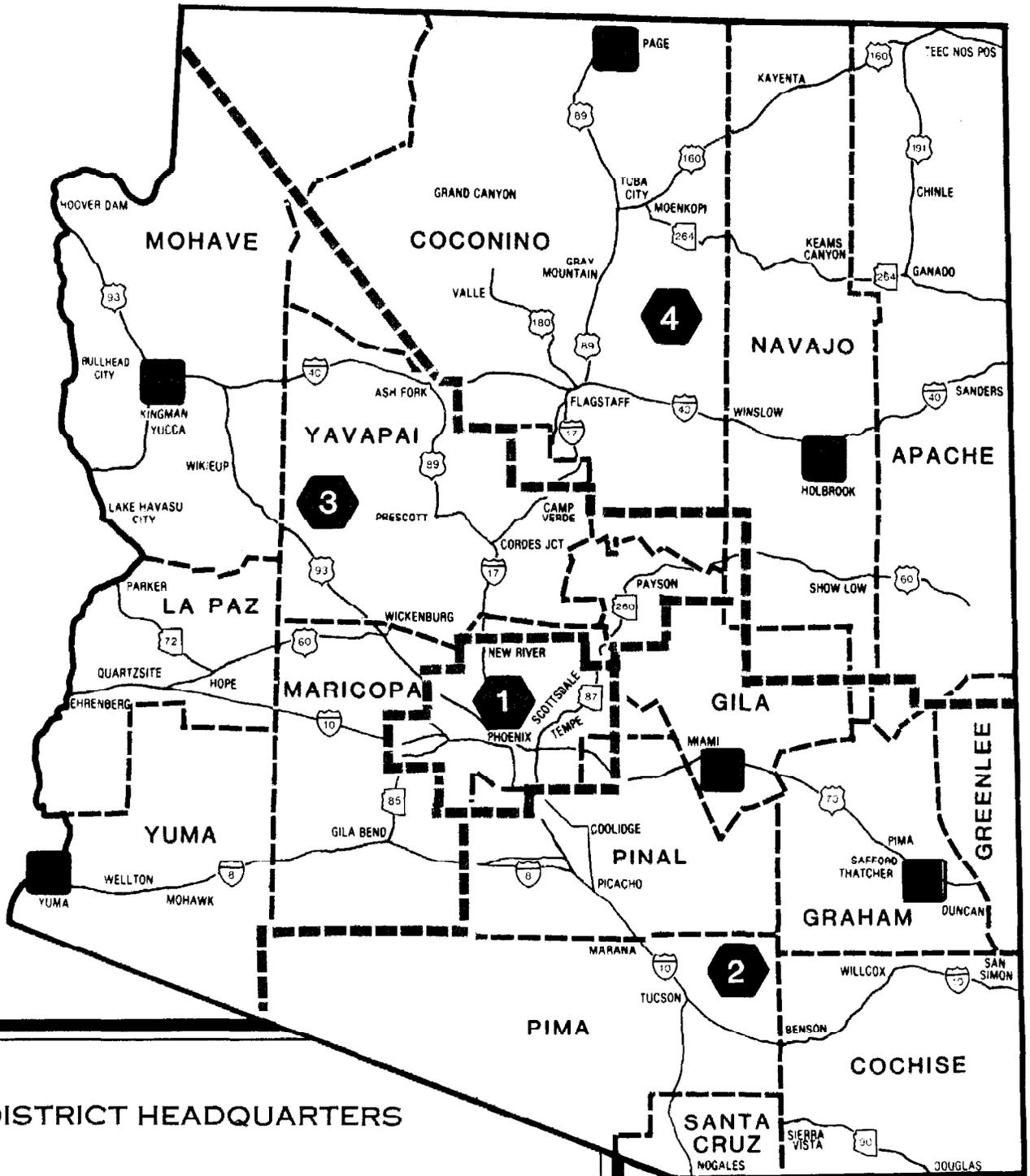
DISTRICT 4
RICHARD GENTEMAN
1801 S. MILTON ROAD
FLAGSTAFF, ARIZONA 86001

ADMINISTRATIVE HEADQUARTERS
ARIZONA DEPARTMENT OF TRANSPORTATION
206 SOUTH 17TH AVENUE
PHOENIX, ARIZONA 85007

TRANSPORTATION BOARD DISTRICTS



ENGINEERING DISTRICTS

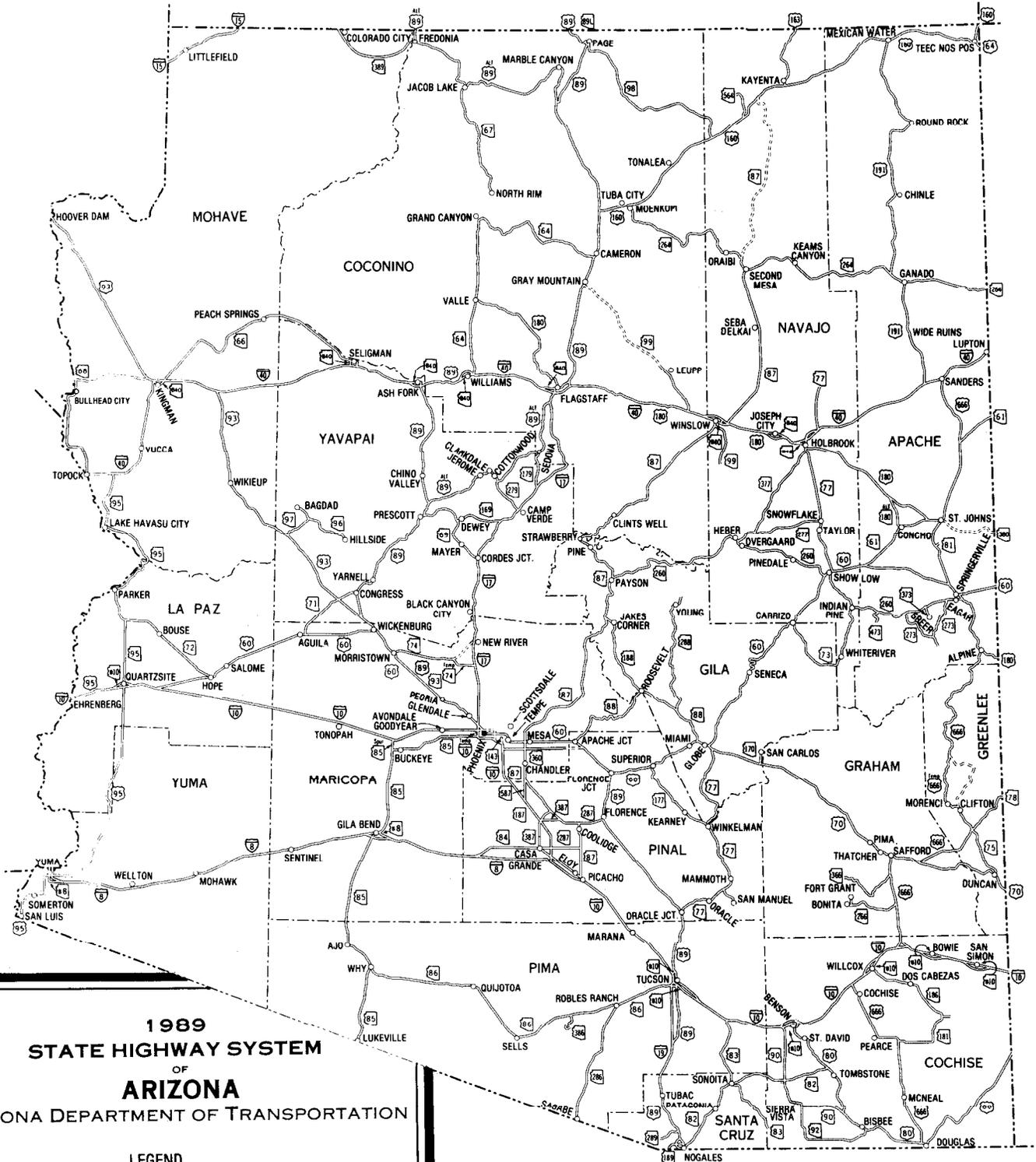


DISTRICT HEADQUARTERS



AREA OFFICES

HIGHWAY SYSTEM



1989
STATE HIGHWAY SYSTEM
 OF
ARIZONA
 ARIZONA DEPARTMENT OF TRANSPORTATION

LEGEND
 — STATE HIGHWAYS
 - - - SURVEY ONLY (APPROX. ALIGNMENT)



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ADOT PRIORITY PROGRAMMING PROCESS

INTRODUCTION

For over a decade, the Arizona Department of Transportation has developed a Five Year Transportation Facilities Construction Program for highways and airports under the "priority programming law." The law sets guidelines which the Department follows in prioritizing projects for the program. The process of how our highways and airports are selected is important to all Arizonans who travel our roads.

This publication outlines the key features of the programming process and identifies the projects selected for the fiscal years 1990-91 through 1993-94. It will help to explain how the projects are prioritized and how every Arizona citizen can have a say in what is selected.

THE GOALS

Meet the Transportation Needs of the Citizens of Arizona

The primary goal at ADOT is to provide a transportation system; together with the means of revenue collection, licensing and safety programs, which meets the needs of the citizens of Arizona.

Set Objective Priorities

The "priority programming law" (A.R.S. 28-111) establishes a process and specific criteria used by the State Transportation Board in prioritizing road improvements and projects. This law is designed to establish a program that is responsive to citizens' needs throughout the state while remaining secure from special interest pressure. The current criteria established by the law are as follows:

- Safety Factors*
- User Benefits*
- Traffic Generators*
- Public Input*
- Environmental Factors*
- Sufficiency Ratings*
- Route Continuity*
- Funding Availability*

THE MEANS

The Five Year Transportation Facilities Construction Program

ADOT's efforts to construct Arizona's transportation facilities are headed by the Five Year Transportation Facilities Construction program. This program is updated annually and must be adopted by the State Transportation Board by June 30 of each year. Highways and airports are covered by separate elements.

THE PROCESS

Transportation Board Sets Guiding Policies

The statutory power to prioritize individual airport and highway projects is placed on the State Transportation Board, a seven member panel appointed by the Governor. The members of the panel serve a six-year term and represent all geographic regions of the state. This seven citizen panel not only presides over the establishment of priorities but also awards all highway construction contracts.

The Transportation Board is assisted in setting priorities by a committee appointed by the ADOT Director. The committee, known as the Priority Planning Committee, consists of ADOT division directors, and a representative of the Department of Commerce and Joint Legislative Budget Committee. They are guided by a number of policies which are established by the Transportation Board. The current policies address the following topics:

- Commitment To State Highway System*
- Commitment To Take Full Advantage Of Federal Aid*
- Commitment To Value Engineering*
- Program Categories*
- General Criteria For Prioritizing Highway Projects*
- Joint Sponsorship Criteria*
- Interstate Funding*
- Controlled Access Systems*
- Transportation Systems Management*
- Non-Interstate System Rest Area*
- Non-Interstate System Landscaping*
- Interstate System Rest Area*
- Passing Lanes*
- Ports-Of-Entry*

Board policies are reviewed periodically and updated as needed to meet ever-changing transportation needs. A summary of the current Board policies is included in this publication. A complete set of policies is available from the ADOT Transportation Planning Division.

Highway Needs Identified

The highway construction program is a product of input from citizens, local governments, state legislators, councils of governments, planning organizations, chambers of commerce, the business community, and ADOT professionals. All of these parties are involved with our transportation system in one way or another.

The ADOT planners and engineers rely on a number of technical measures to identify highway needs. These measures include the ADOT pavement management system, sufficiency ratings, traffic counts and projections, truck studies, accident studies, route corridor studies, and long range-planning studies.

Highway improvement needs identified through public input and technical studies typically far exceed the revenues available over the five year construction program. This leads to the next and most difficult phase of the programming process--prioritizing highway improvement needs.

Highway Project Prioritized

There are many different ways to prioritize a project. One key criteria used by ADOT to prioritize projects on existing highways is a technical measure called the sufficiency rating system. The sufficiency rating system is an objective tool that incorporates a number of roadway characteristics, including pavement conditions, accidents and traffic volumes.

Other criteria are also used to prioritize projects. Among these are the significance of the route, route continuity, cost effectiveness measured by the project cost per motorist served, and finally, the recommendations of our experts in the field, the District Engineers.

All of the criteria listed are summarized to an overall ranking of candidate projects for each program category. The highest ranked projects are then considered for inclusion in the construction program to the extent that funding is available. Typically, funding is available for fewer than half of the projects considered.

The MAG Freeway System project priorities are established through a two-step process. First, the MAG Regional Council established and approved in 1986 the system priorities by routes or route segment. These priorities were identified in five-year increments. The system priorities will be reviewed during 1990. The second step establishes

priorities for specific projects. In setting these priorities ADOT is guided by the system priorities established in step 1. Other criteria includes, project readiness, route continuity, service, and revenue availability. This second step is accomplished through extensive staff discussion with MAG and its member agencies.

Aviation Needs Identified

Aviation needs are identified in a fashion similar to the highway process. There are, however, a number of factors and technical measures that are unique to the aviation planning effort. With the exception of the Grand Canyon Airport, airport facilities are not owned and operated by ADOT. As a result, heavy reliance is placed on the airport managers throughout the state to identify needed airport improvements. Projects are often drawn from master plans prepared for individual airports and from the National Airport System Plan.

The ADOT Aeronautics Division also assists the various airports in identifying needs through the development of the State Airport System Plan and the Regional Airport System Plan. In addition, ADOT maintains an airport priority rating system that draws from an extensive data base of airport conditions.

Airport needs exceed available revenues, making it essential to prioritize projects.

Aviation Projects Prioritized

Aviation projects are prioritized based on the Airport Priority System. Included in this system are ADOT Board policies, importance of the project to the airport, importance of the airport to the citizens, and provisions from the priority programming law (A.R.S. 28-111).

The airport project rating system is an open-ended scale. Points are awarded according to the following factors:

- Project Is On Main Runway*
- Project Is New Construction*
- Number Of Aircraft On Wait List*
- Annual Passengers Enplaned For Scheduled Air Service*
- Annual Aircraft Operations*
- Annual Aircraft Operations To Capacity Ratio*

The total points awarded to each airport are used to rank all project requests. The highest ranked projects are then considered according to funding availability.

Tentative Program Is Presented to the Board

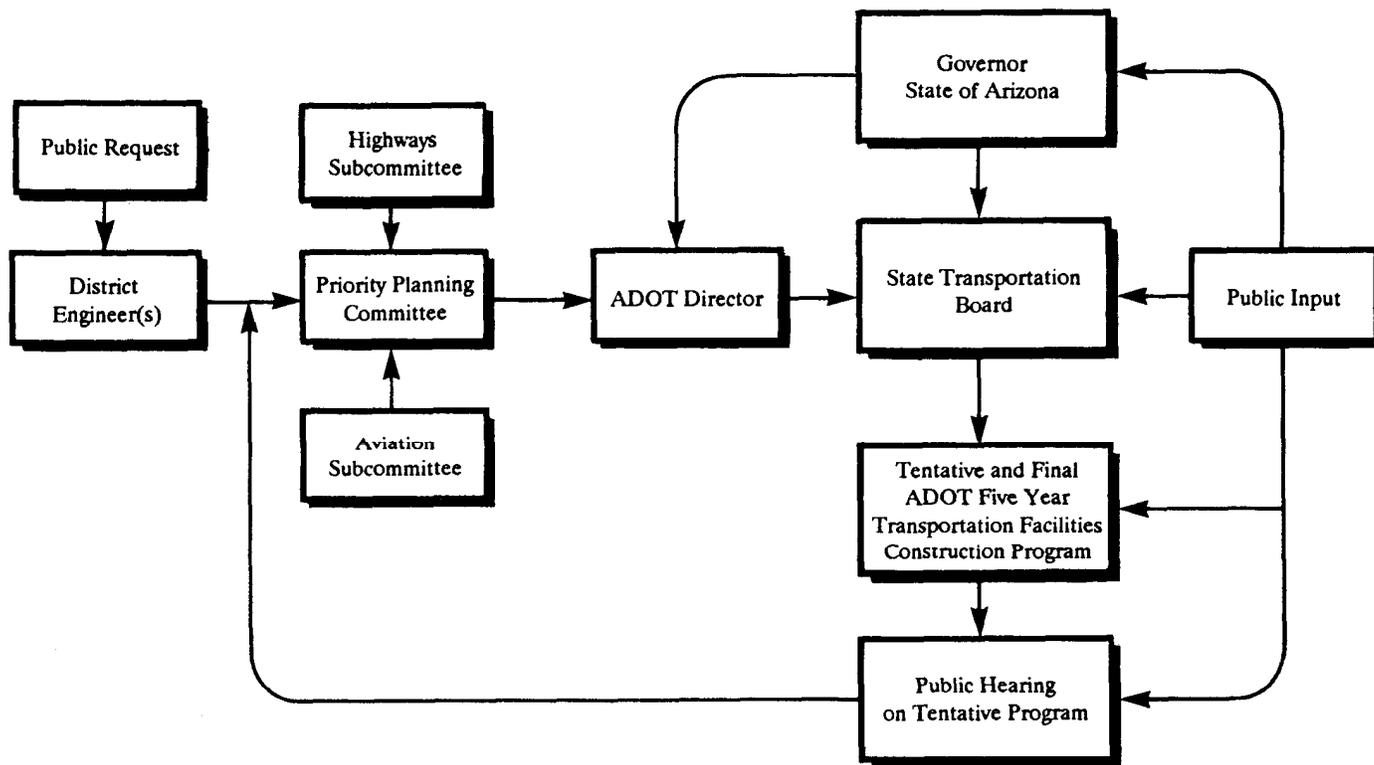
Once all highway and airport project requests have been prioritized and matched with available funding, the Priority Planning Committee presents a tentative update of the five year program to the State Transportation Board. The Board authorizes release of the tentative program for review by the public.

Public Hearings On Your Views

After release by the Transportation Board, the tentative program is distributed widely throughout the state to local elected officials, transportation agencies, and other interested parties. Public hearings are then conducted to obtain input from anyone who wishes to comment on the program.

Historically, only one public hearing on the program was held each year in Phoenix. In an effort to gain wider participation and make it more convenient for the citizens of Arizona to convey their comments to the Board, hearings are now scheduled in other areas of the state. Hearing locations are established in January of each year when the Transportation Board sets its annual meeting schedule. In addition, written comments are accepted and all comments, written and verbal, are considered before the program is adopted in final form.

PRIORITY PROGRAMMING PROCESS



THE BUDGET

Highway Funds

Primary funding sources for the five-year highway construction program are derived from federal highway trust funds, transportation excise tax monies, and state highway user revenues. Bond proceeds are used as needed to attain a balance between critical construction requirements and revenue availability. Funding for the FY 1990 five year highway construction program totals \$2.8 billion.

The programming of both state and federal monies is guided by numerous stipulations regarding the use of the monies. The end result is

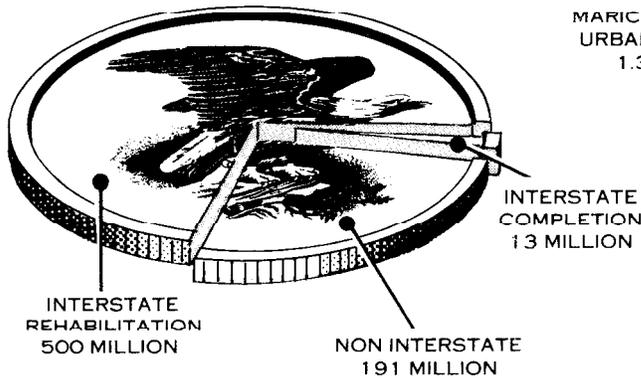
a categorization of projects by program funding category. The major categories are:

- New Construction And Reconstruction*
- Pavement Preservation*
- Other (Includes Safety, Research, Mapping, Minor Projects)*

Over the five-year program period, the Maricopa County urban freeway system will receive over \$1.2 billion of the expected funds. The primary source for this program is the transportation excise tax passed by voters in Maricopa County. A minor portion of this program will be financed by 15% controlled access funds (a dedicated portion of ADOT's highway user revenues).

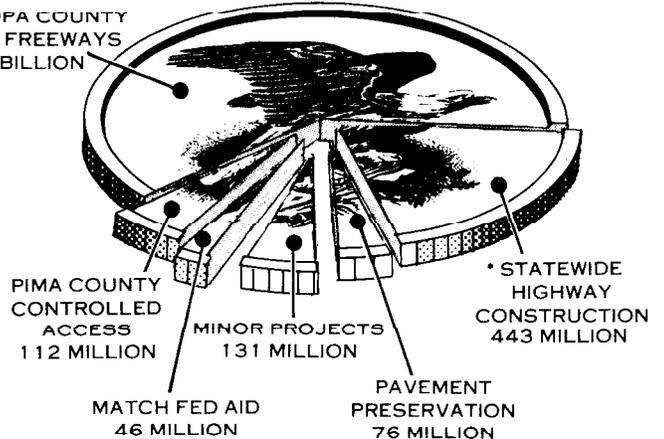
DISTRIBUTION OF HIGHWAY FUNDS FY 1990-1994

FEDERAL AID



\$704 MILLION

STATE FUNDS



*INCLUDES BOND FUNDS AND SOME LOCAL PARTICIPATION

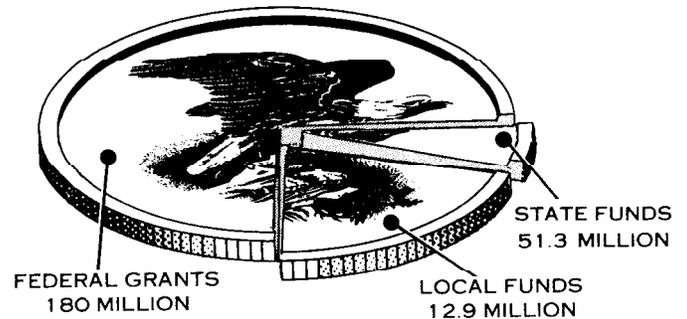
\$2.1 BILLION

AIRPORT DEVELOPMENT PROGRAM FY 1990-1994

Aviation Funds

The five-year aviation program totals \$244 million. Federal, State and local funds are the primary sources for financing airport construction projects. Federal monies are derived mainly from taxes on airline tickets and are distributed by Federal Aviation Administration to local airports through the National Airport Improvement Act. State funds come mainly from flight property tax, lieu taxes on aircraft and aviation fuel taxes.

Federal grant monies will finance \$180 million of the program while the States share is around \$51 million. Local sponsors contribute another \$13 million.



\$244.2 MILLION

THE SCHEDULE:

A.R.S. 28-1825 identifies a number of statutory deadlines that must be met. The statutory dates are:

On or before the first Monday in May - publish a public hearing notice.

On or before the third Monday in May - conduct a public hearing.

On or before June 30 - adopt the final updated program.

On or before the first Monday in August - publish a public document summarizing the five year program.

To meet these required deadlines, work on the program update must begin in the late summer or early fall of each year. The chart below identifies a typical schedule for the program update.

QUESTIONS OR COMMENTS:

If you have any questions about how you can become involved in the ADOT priority programming process, write or call:

Director, ADOT Transportation Planning
 206 South 17th Avenue
 Room 320B
 Phoenix, Arizona 85007
 255-7562

Director, ADOT Aeronautics Division
 1801 West Jefferson Street
 Room 426M
 Phoenix, Arizona 85007
 255-7691

SCHEDULE FOR FIVE YEAR PROGRAM UPDATE

	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
Project Requests to District Engineers	■									
District Priorities to ADOT Headquarters		■								
Revenue Forecasts			■		■					
Project Requests Prioritized and Balanced with Revenue				■		●				
Tentative Program Adopted							●			
Public Hearings								■		
Final Program Adopted									●	
Program Published										■

- Priority Planning Committee Review/Recommendation
- State Transportation Board Review/Approval

SUMMARY OF TRANSPORTATION BOARD POLICIES 1989

HIGHWAY PROGRAMMING COMMITMENTS

COMMITMENT TO STATE HIGHWAY SYSTEM

The State Transportation Board and the Arizona Department of Transportation (ADOT) has a strong commitment to the State Highway System and to the development of an integrated transportation network to serve the citizens of Arizona.

To achieve the desired exemplary State Highway System, the State's highest level of commitment is to the following types of arterial highways:

- The principal arterial system in the rural areas and the controlled-access system in the urban areas;*
- The remaining core system of state highways; and*
- The supplemental system of state highways.*

COMMITMENT TO TAKE FULL ADVANTAGE OF FEDERAL AID

In addition to the department's commitment to the highway system, ADOT is also fully committed to take full advantage of federal aid, which is an important supplement to state-derived revenues.

COMMITMENT TO VALUE ENGINEERING

A third major commitment of ADOT is to employ value engineering techniques to ensure that the most efficient, effective and economical design determinations are made during the highway development process.

PROGRAM CATEGORIES

Generally, program categories, which reflect highway program requirements and types of funding, are employed by the ADOT Board and staff in determining programming. Funding levels for each of these categories are determined annually, based on designated gasoline and sales tax collections, federal-aid levels, funding constraints and needs in each category, and the system priorities and standards. Those program areas and their average annual allocations are as follows:

<i>Interstate Reconstruction Projects</i>	<i>\$ 56,000,000</i>
<i>MAG And PAG Controlled-Access Routes</i>	<i>\$273,000,000</i>
<i>Pavement Preservation Projects</i>	<i>\$ 68,000,000</i>
<i>Non-Interstate Major Construction Projects</i>	<i>\$135,000,000</i>
<i>Bridge, Rail Crossing and Hazard Elimination</i>	<i>\$ 4,000,000</i>
<i>Transportation Systems Management and Minor Projects</i>	<i>\$ 2,000,000</i>
<i>Other Projects: Landscaping, Rest Areas, Park Access, And Passing Lanes</i>	<i>\$ 27,000,000</i>

CRITERIA FOR PRIORITIZING HIGHWAY PROJECTS

The general criteria for prioritizing highway projects reflect ADOT's objectives:

- A balanced, safe and efficient State Highway System;*
- A system compatible with the Five Year Construction Program, and*
- A system that furthers economic development objectives.*

The Five-Year Construction Program is the mechanism for implementing longer term statewide and regional transportation plans.

Criteria to be considered in evaluating projects are outlined in A.R.S. 28-111 and may differ in each separate highway program category listing.

Specific criteria in each category include appropriate combinations of items such as (but not limited to) the following:

- Sufficiency ratings*
- User benefits vs. cost*
- Safety factors*
- Route continuity*
- Economic development*
- Environmental impacts*
- Local participation and support*
- Funding availability*
- Tourism*

JOINT SPONSORSHIP CRITERIA

ADOT uses a "qualitative analysis" approach in program development, which includes joint sponsorship as only one positive consideration in support of a project's candidacy.

Joint funding, however, will be taken into consideration after the normal priority rating process. In all cases, jointly sponsored projects must meet state design and operations standards, and a mutually acceptable plan must be agreed upon before a jointly sponsored project can be undertaken.

CONTROLLED ACCESS PROJECTS

INTERSTATE FUND

The following priorities are used to determine the distribution of federal-aid Interstate funds:

Projects Which Support System Preservation

Projects which preserve the State Highway System include those which replace non-serviceable roadway features, forestall potential failures, or achieve and maintain ADOT's pavement standards.

Projects Which Address Hazard Elimination

Projects designed to eliminate hazards are critical safety projects, projects to make rest areas safe, or those which upgrade the overall safety of the system.

Projects Which Upgrade Levels of Service

Projects designed to upgrade levels of service are those aimed at upgrading the overall system efficiency, increasing capacity, meeting current standards, or increasing access, specifically encouraging economic development.

Projects Which Provide Highway-related Service

Besides fulfilling all roadside development commitments made to the federal government and local jurisdictions, ADOT projects which provide highway-related services enhance the environment, upgrade roadside rest facilities or otherwise create new roadside enhancements.

CONTROLLED ACCESS FUND

The following guidelines are the basis for the programming of ADOT's 15%, and "Special" 15% Funds and Regional Area Road Funds (RARF), collectively referred to as Controlled Access Funds:

Programming Criteria

The State Transportation Board follows statutory guidelines and other prerequisites in determining funding criteria as well as priorities established in the MAG and PAG plans.

Level and Continuity of Access Control

To insure a level and continuity of access control consistent with regional transportation plans, the Transportation Board has consented to allow staged construction under special circumstances.

Jurisdictional Responsibilities

ADOT assumes all jurisdictional responsibilities prescribed by law. A breakdown of responsibilities concerning state routes receiving controlled access funds follows:

ADOT Responsibilities: Setting minimum design and construction standards; approving plans and contracts; and providing inspection and final acceptance of projects.

Local Jurisdiction Responsibilities: Responsible for the operation, administration, liability and maintenance of the facility until it is designated a state highway.

RARF / URBAN CONTROLLED ACCESS SYSTEM

The following policy definitions and development policies are applicable to urban Controlled Access System facilities in counties which have passed a transportation excise tax that is administered by the ADOT, such as the MAG Freeway System. Urban Controlled Access System Descriptions

System Descriptions: Provides increased traffic capacity, serves high-speed regional trips, and designates maintenance responsibilities to the state.

Design Description: Achieves higher levels of design features or traffic movement than major streets by controlling access, provides for features such as grade separations to manage traffic volumes where feasible and accommodates preferential access features for transit and high occupancy vehicles (carpools and vanpools).

Urban Controlled Access Development Policies

Development Policy: Coordinates location, design and mitigation features with other governmental entities;

Right of Way Policy: Coordinates joint uses of land with the involved governmental agencies and private developers, or acts as purchasing agent for these activities.

Construction Policy: Provides for staged or interim construction and encourages local government/private financial participation.

Safety Policy: Aims for safe movement of people as well as goods and vehicles.

Environmental Policy: Incorporates air quality and energy goals and environmental mitigation measures, and provides route-by-route analyses of environmental impacts.

Noise Abatement Policy: Attempts to reduce highway noise impacts on existing adjacent land uses.

Landscaping Policy: Enhances aesthetics as well as considering items such as erosion mitigation, water conservation, headlight glare screening.

SPECIAL HIGHWAY POLICIES

TRANSPORTATION SYSTEM MANAGEMENT (TSM)

ADOT funds a TSM program to support relatively low-cost projects designed to reduce traffic congestion, improve the flow of traffic and increase capacity on existing state highways. Typical TSM projects might address signing and signalization, turn lanes and traffic channelization, vehicle turn-outs, one-way streets, and access and parking controls.

NON-INTERSTATE SYSTEM REST AREAS

Two basic types of rest area facilities on state highways are considered for Board approval and inclusion in the program:

The isolated rural location (designed, constructed and maintained by ADOT).

The rest area requested by other levels of government (designed and constructed by ADOT and then transferred to the requesting jurisdiction for operation, liability, and maintenance).

NON-INTERSTATE SYSTEM LANDSCAPING

Assuming the availability of funds, ADOT will provide the landscape architectural construction plans, construction administration, and up to 75% of the construction costs for landscape projects. The requesting community will provide the remaining construction costs and maintenance.

INTERSTATE SYSTEM REST AREAS

The goal here is to meet the public's need for modern, convenient, and safe Interstate rest areas, and to enhance the motoring public's impression of Arizona.

PASSING AND CLIMBING LANES

To increase the operational efficiency and safety of high volume rural routes with limited passing opportunities, passing and climbing lanes are constructed at the highest priority locations.

PORTS OF ENTRY

To provide for safe and efficient motor carrier movements in and through the State of Arizona, state or federal funds may be spent on right-of-way, construction, and new technology, such as weigh-in-motion and automatic vehicle identification, at the ports-of-entry.

AVIATION PROGRAMMING COMMITMENTS

COMMITMENT TO STATE AIRPORT SYSTEM

The State Transportation Board also has the responsibility to ensure a safe and efficient airport system within the State of Arizona, one which serves the overall best interests of the state and maximizes the available resources. To achieve this goal, the Board has adopted a set of policies similar to those followed in creating the Five Year Highway Construction Plan.

PROGRAM CATEGORIES

Program categories which reflect aviation program requirements and categories of funding are one criterion used to prepare the Five Year Airport Development Program. The four categories of projects include:

Projects carried forward from a prior year that are certain to be accomplished.

Projects at commercial service/reliever airports.

Projects at public airports which are general aviation facilities.

Miscellaneous projects of a specific nature or an identifiable purpose, either of which must be related to administrative or system needs.

PROGRAM DEFINITIONS

Program categories are defined according to either the National Plan of Integrated Airport Systems (NPIAS) or the State Airport System Plan (SASP), and fall into the following three divisions:

Federal Airport Definitions. An existing airport may be included in the Federal Airport Administration (FAA) plan if it meets specific requirements such as location, number of based aircraft and appropriate sponsorship.

State Airport Definitions. Primary airports must meet (or be projected to meet within the next ten years) one of three criteria -sufficient based aircraft or operations, air carrier service or commuter service.

Secondary Airport Definitions. This system is comprised of those publicly-owned airports not on the Primary System.

RESOURCE ALLOCATION

ADOT continually examines the Resource Allocation policies to assure that the state's limited aviation funds are programmed equitably and efficiently. The current allocation formulas aim to address the most necessary projects in the five-year construction program and to ensure a broad disbursement of available monies.

Overall Allocations

State revenue amounts available for construction are distributed using the following guidelines:

70% designated to state grants for commercial service/reliever airports;

17% to state grants for public primary airports;

2% to state grants for secondary airports;

5% to match federal projects;

1% for contingencies, and

6% for miscellaneous set-asides.

This distribution formula is based partially on the location/distribution of aircraft registrations and the type of airports, and partially on recommendations from the aviation community.

Federal Program

The state program attempts to take full advantage of federal funding by first matching the sponsor's share of the anticipated federal projects. Federal projects and allocations shown in the program are based on the best information available at the time of programming. Final grants with the sponsor may differ from the state program.

Maximum Grant Amount (Minimum Match)

The maximum state grant for any airport project in the program is based on the policy of not exceeding 6% of the net dollars available for construction each fiscal year.

Sponsor Matching Ratios

On state/local projects, the sponsor of a primary airport project must fund a minimum of 10% of the cost of the project and the sponsor of a secondary airport project must fund a minimum of 5% of the cost of the project. On federal/state/local projects, the sponsor must provide a minimum of 4.47% of the cost of the project.

Contingencies

This line item has been set aside for emergency and/or minor temporary airport repairs at the discretion of the Director and Transportation Board.

Secondary Airport System

Secondary airport projects meet minimum standards as established by ADOT and further enhance the State Airport System. Most secondary projects provide access to the airport system for small towns or remotely located communities and cannot normally be funded by any other means.

Miscellaneous

The miscellaneous set-aside includes projects such as:

Pavement Management System: Provides pavement management and evaluation for all primary airports;

Automatic Weather Observation System (AWOS) and Navaids: Identifies and studies with the objective of providing remedial demonstration programs to upgrade airports in remote locations which have a significant lack of accurate weather information.

Master Plans and State Aviation System Plan (SASP) Update: Furnishes funding for comprehensive planning for primary and secondary airports, for new and emerging airports and for the State Airport System.

AIRPORT PRIORITY RATING SYSTEM

The airport priority rating system considers essentially the same factors as the highways priority rating system but considers them in a different way. The system is a two-step process which includes the screening of proposed projects and the assignment of priority ratings.

SCREENING STEP

A subcommittee of the Priority Planning Committee screens proposed projects, basing its evaluation of each project request on a series of items:

User Benefits: Annual operations indicate the economic importance of the airport to the surrounding communities.

Continuity of Service and Improvement: Airports with scheduled passenger service connect their communities directly to the national commercial airline network.

Social Factors: Schedules passenger service also constitutes a social benefit to residents of such communities.

Recreational Use: The number of operations is also an indicator of the recreational importance of an airport.

Availability of State and Federal Funds: This is, of course, the ultimate determinant of whether a project is funded.

Priority Rating Formula - Secondary Airports

Although the criteria are similar, projects at secondary airports are ranked separately from projects at primary airports.

Minimum Standards: The first priority is to meet the minimum standards as set by ADOT's Aeronautics Division and adopted by the Transportation Board. Only those projects which will bring the substandard secondary airport up to the minimum standards will be considered before other improvements are permitted.

The criteria for primary airport projects (see above) are also used to evaluation secondary airport projects.

FINAL STEPS

The proposed projects with their priority ratings are sent to the Priority Planning Committee which makes its recommendations to the State Transportation Board. Several drafts of the program may be developed as the Priority Planning Committee and Transportation Board review the projects and gain public input in preparation for publishing the final program.

DEVELOPMENT STANDARDS AND GUIDELINES

Development standards and planning guidelines are essential to assure Arizonans and airport system which is safe and efficient. Many of these standards and guidelines are promulgated by the FAA; others have been established by ADOT.

Primary and secondary airports (to include airports in the basic utility, general utility, transport and commercial service categories) will incorporate design features which are compatible with FAA and/or ADOT standards and guidelines.

New/emerging airports (areas within the state that demonstrate a need for an airport with minimum design standards to be used for general aviation, recreation and/ or emergency services) will incorporate design features which will bring the airport into compliance with ADOT minimum standards. Further development will comply with FAA and/or ADOT standards and guidelines.

Airport standards are grouped into one of the following categories:

- Approach Aids*
- Buildings*
- Design Clearance*
- Land Area*
- Lighting*
- New/ Emerging Airports*
- Parking Aprons*
- Pavement Preservation*
- Runways*
- Taxiways*
- Unlisted Items*

Jurisdictional lines are clearly drawn. ADOT is responsible for setting minimum design and construction standards, when FAA standards are not available or applicable. Local jurisdictions will be responsible for the operation, administration, liability and maintenance of the airport facility.

Quality of Plans: The existing airport master plan and the current airport layout plan are evaluated, as well as the airport's relationship the NASP, the SASP and other applicable plans.

Life Expectancy: The sponsor must give satisfactory assurances that the airport will be maintained at least for the life expectancy of the project.

Land Use: The sponsor must provide satisfactory assurances that compatibility with the surrounding land use will be protected.

Aesthetics and Conservation: These conditions must not suffer serious adverse effects as a result of the project.

Standards and Guidelines: The project must be aimed at bringing an airport into compliance with minimum standards and planning guidelines.

Airports which the committee qualifies at this stage go on to the next step.

PRIORITY RATING STEP

The purpose of the priority rating formulas is to incorporate into one relatively objective measurement many different factors, such as ADOT policy, the importance of the proposed projects to the airport, the importance of the airport to the people of Arizona and the statutory conditions.

Priority rating formulas establish a ranking of projects based only in the technical aspects.

Priority Rating Formula - Primary Airports

An initial rating is given, depending on the type of project. A bonus is added if the project is the main runway or taxiway or if the project is a new lighting system rather than the upgrade of an existing installation. Additional points are given for items such as:

Sufficiency rating and safety factors: This rating is a measure of the airport's condition, safety and service. Several numerical measures, such as the ratio of annual operations to service volume, are used to measure congestion and the need for expansion. Other factors used to evaluate sufficiency might include the annual tie-down waiting list, accident rates, emergency air evacuation facilities and the distance from the airport to the nearest public-use airport.

HIGHWAY PROGRAM OVERVIEW

APACHE COUNTY

Road projects valued at more than \$41 million will benefit APACHE COUNTY over the next five years, with more than half that total --approximately \$30 million in Federal Interstate Rehabilitation (IR) Funds -- to be expended on improvements to I-40.

Work to upgrade the Painted Desert traffic interchange is scheduled for completion in 1990. There is also 11 miles of resurfacing planned between the Pinta and McCarroll traffic interchanges.

In 1990-91, similar resurfacing work is slated between the McCarroll and Cedar Point interchanges, in addition to projects to improve the drainage system at the Window Rock exit and to rehabilitate the Painted Cliffs rest area. Plans for the following year include extensive work from the Apache County line to the Pinta interchange and on the 16 miles between the Cedar Point and Lupton interchanges.

Nearly six miles of US Highway 60 from the Montosa Summit to Vernon Road will be sealed in 1989-90. In 1990-91, rest area facilities are scheduled for Springerville. In 1992-93, the state plans to replace a bridge at Sepulveda Wash and a concrete culvert near Butler Ranch.

Seven miles of SR 61, east of the US 60 Junction is on the books to be seal coated in 1991-92.

In 1989-90, more than 11 miles on US Highway 160, between Red Mesa and the SR 504 junction will be upgraded.

More than \$4 million is going into the Nutrioso section of US 180 in 1989-90 for reconstructing, paving and right of way, a project which has been accelerated due to new bonding capacities.

In 1990-91, \$1.5 million has been allotted for resurfacing and new guardrails on US Highway 191 between Ganado and Klagetoh, with another seven miles out from Klagetoh proposed for 1991-92.

In that same year, SR 260 spur will get a face-lift in the Eager-Springerville area and in 1989-90, landscape and irrigation work is scheduled for SR 264 near Window Rock.

FY 1990-91 will also bring complete shoulder construction on US Highway 666 at the Sanders junction.

COCHISE COUNTY

Nearly \$43 million in road projects, including more than \$23 million of Federal dollars for Interstate work, is in store for COCHISE COUNTY over the next few years.

Work slated for I-10 during 1989-90 includes resurfacing several miles west of the Cochise traffic interchange.

During 1990-91, more than ten miles of I-10 between Bowie and San Simon will receive major reconstruction work. Signage will be upgraded on 87 miles between the Benson interchange and the New Mexico border, and the San Simon Rest Area is due to be refurbished.

More than 15 miles on two I-10 locations -- Benson to Texas Canyon and Luzena to Bowie -- are slated for major upgrades in 1991-92. In 1992-93, reconstructing and paving is planned for the Benson bypass and a truck ramp is proposed at the San Simon Port of Entry.

On I-10 through Benson, the state plans to provide landscaping and irrigation improvements.

A variety of transportation-related projects are on the books for 1989-90 on US Highway 80. flashers and gates at the St. David railroad crossing; intersection improvements at the junction of SR 82 and US 80; road upgrades at the 666 business route junction just north of the Douglas city limits; and, landscape and irrigation work within the City of Douglas.

In 1990-91, the US 80 railroad underpass at 15th and G Avenues in Douglas will be converted to an at-grade crossing.

On SR 82, from the junction at US 80 to SR 90 seal coating is scheduled in 1990-91.

In the Sierra Vista area major improvements on SR 90 include reconstruction and widening projects from Eastgate to Charleston Road; two miles from Sierra Vista east and four miles from Huachuca City south. Each of these projects has been accelerated with new bond money authorized by the Arizona State Legislature. Landscape and irrigation upgrades are also slated for 1989-90.

On SR 92, plans include improving the intersection at SR 92 and Naco Road in 1989-90 and reconstructing several miles from Buffalo Soldier Trail to Carr Canyon.

Seal coating work is scheduled on SR 186 from Dos Cabezas to SR 181 (1991-92) and from Pearce, approximately eight miles north on SR 666 (1989-90).

COCONINO COUNTY

Approximately 115 miles of highway in COCONINO COUNTY, as well as numerous traffic interchanges and rest areas, are proposed for upgrades and improvements over the next five years.

Projects scheduled for I-17 during 1989-90 include major improvements at the Kachina Boulevard traffic interchange.

Coconino County residents will see a great deal of activity on I-40 during 1989-90. For example, nearly 20 miles, representing more than \$16 million of resurfacing and road improvements are planned: eastbound and westbound from the Flagstaff interchange to Walnut Canyon, and from Meteor City Road to the county line.

Also that year, westbound portions of the Canyon Padre Bridge are to be replaced and telephones and information boards installed at the Meteor Crater Rest Area.

In 1990-91, more than seven miles of upgrades are projected for the westbound section of I-40 from the Winona traffic interchange to Twin Arrows, and the following year \$3 million has been designated to assist the City of Flagstaff in constructing a traffic interchange at Lone Tree Road.

In 1993-94, the traffic interchange at I-17 and I-40 is due for reconstruction.

On B-40 through Flagstaff, traffic signal coordination as well as landscape and irrigation work is proposed in 1989-90.

Major reconstruction and paving work is slated for SR 64 from Desert View to Mule Shoe Bend (1990-91), and on more than seven miles of SR 67 from the Grand Canyon National Park boundary (1991-92).

Future projects for US Highway 89 propose significant investments in reconstruction, paving and right of way during 1991-94 from Deadman Flat to Gray Mountain. Widening on sections from Gray Mountain to the Coconino National Forest boundary will be advanced to FY 1991, due to the availability of new bond funds. In 1990-91, intersection improvements in the Page area at Wahweap junction and also at the US 89A junction at Bitter Springs as well as left turn channels at the US 89 Junction and Sunset Crater Road will be completed. In 1989-90, curbs, gutters and sidewalks are scheduled in north Flagstaff from Country Club Road to Camp Townsend.

More than \$12 million of improvements are on the books for US Highway 89A over the next five years, including major replacement work on the Navajo Bridge in 1989-90. Also, in 1989-90 landscaping and irrigation improvements for the City of Sedona and guardrail

extensions for Oak Creek Canyon are planned. The City of Fredonia will receive state funding for additional parking and rest room facilities in 1990-91.

Bridge work will be accomplished on US 89A, including widening and improving the approaches on seven bridges: Soap Creek, Jacob Wash, Blue Clay Wash, House Rock Creek and Badger Creek on the South Fork in 1990-91 and Woody Wash Bridge and Bridge #1649 in 1992-93.

SR 99 is on the agenda for significant road work and seal coating between I-40 and the Navajo Reservation boundary in 1990-91 and improvements on US Highway 160 are planned for 1989-90 at the intersection with SR 264 in Tuba City.

Also in 1989-90, the state plans a corridor analysis in the Flagstaff area of SR 180 and in 1991-92 resurfacing work is scheduled from Kendrick Park to Kaibab National Forest boundary.

GILA COUNTY

More than \$56 million is designated for road projects in GILA COUNTY over the next five years.

US Highway 60 is slated to receive attention in and around Miami, which includes resurfacing a section from the SR 88 junction east, and adding flashers and gates at the Miami railroad crossing (1989-90); removing dips (1990-91) and resurfacing in Miami (1991-92).

Nearly three miles of resurfacing on US Highway 70 is proposed for 1989-90 between the junctions at US 60 and SR 77.

More than seven miles of SR 77 between Winkelman and Christmas is set for upgrades in 1991-92 and a truck escape ramp east of Christmas Road is to be constructed in 1990-91.

Work in Maricopa and Gila Counties will provide a four-lane roadway from the Salt River (McDowell Road) to Payson by 1994.

Major road projects on SR 87 are scheduled over the next couple of years: Reconstruction between the SR 188 Junction to Rye; reconstruction, paving and right of way between the SR 260 junction and Houston Mesa Road; resurfacing work from Payson to Pine; widening and adding left turns at Flowing Springs and East Verde Road junctions and seal coating from Strawberry to Clint's Well.

In 1990-91, new rest area facilities at the SR 87 and SR 188 junction will create the Mazatzal Rest Area. The four miles from Pine to Strawberry are due for seal coating in 1991-92.

In 1989-90, more than \$800,000 will help Highway 88 from Government Hill to Roosevelt Bridge and from Tonto Creek to Miami Wash. There will also be a study from the Tonto National Monument to Jct US 60 to determine the future design and location of Highway 88. Several sections of SR 188 are scheduled for reconstruction and paving upgrades in the next five years: Ash Creek to Sycamore Creek (1989-90); Sycamore Creek to Punkin Center (1991-92); Punkin Center to Milepost 265 (1992-93) and Slate Creek section (1993-94). In 1990-91, more than \$3 million is programmed to upgrade curves at mileposts 265 and 270.

Nearly \$6 million will be spent on SR 260 during 1989-90 for road improvements and right of way acquisitions between Payson and Star Valley and for widening for left turns at Diamond Point.

SR 288 from the SR 88 junction to the Salt River is in line for seal coating.

GRAHAM COUNTY

In 1989-90, more than \$1 million has been allotted to upgrade four miles of US Highway 70 from San Carlos east. In 1990-91, a turning lane will be installed at Moonbase Road and seal coat from milepost 356 to the Greenlee County line.

Flashers and gates are programmed at the San Carlos railroad crossing on SR 170 in 1990-91 and at the Safford railroad crossing on US Highway 666 in 1989-90. In 1991-92, more than six miles of US 666 is slated for resurfacing from Milepost 98 to the SR 266 Junction.

GREENLEE COUNTY

ADOT has designated more than \$2 million for road improvements in GREENLEE COUNTY, much of which will be invested during 1989-90.

In 1989-90, improvements and upgrades are on the books for US Highway 666, including seal coating and selective rock excavations on nearly 12 miles from Gomez Ranch to Grey's Peak, and resurfacing and seal coating from Three Way to Smelter Hill.

In 1991-92, US Highway 70 is slated to receive rest area facilities at Duncan, and five miles of resurfacing work and seal coating is scheduled for SR 75 between Duncan and Sand Wash.

LA PAZ COUNTY

Of the \$13 million designated for road improvements in LA PAZ COUNTY over the next five years, \$2 million is Federal money for repairs on the Interstate system.

Projects scheduled for 1989-90 on I-10 in La Paz County include rehabilitating the Ehrenberg Rest Area, widening the ramps at the Tom Wells and Vicksburg traffic interchanges and lighting the Vicksburg interchange. In 1992-93, 13 miles between the California state line and Oglesby Road near Buckeye will be updated and the signage refurbished. The Bouse Wash Rest Area is also due for rehabilitation.

Major efforts and resources, however, will be expended on SR 95 on Phase III of a major improvement project to replace the River Road with a new alignment from Osborne Wash to Parker Dam. Also in 1990-91, the segment from New Water Road to Quartzsite will be resurfaced and seal coated.

MARICOPA COUNTY

(METROPOLITAN AND MAG PLAN)

The Maricopa Association of Governments (MAG) Urban Controlled Access System, commonly known as the "MAG Freeway Plan" or "MAG Freeway System," will be the source of most road construction in metropolitan MARICOPA COUNTY...probably until the turn of the century.

In the next five years alone, approximately \$1.2 billion is designated for work on the MAG System. Funding for the MAG System is primarily sales tax revenue resulting from the passage of Proposition 300 in 1985. This proposition levied a one-half cent sales tax with revenues deposited in a Regional Area Road Fund (RARF) for the next 20 years solely for the construction of this transportation system.

Actual construction projects in the MAG Plan represent only a partial investment in the system. Each project -- new or reconstructed -- is preceded by varying complexities of engineering and design work, as well as right-of-way acquisition. Similarly, landscape amenities and other mitigation features are included in the MAG Plan.

An additional estimated \$366 million is designated for Interstate highways in Maricopa County. These projects are geographically located within the MAG planning area, and are complementary to the MAG Freeway System as well. What differentiates MAG projects from the rest of the work in metropolitan Maricopa County is the source of funding: RARF, commonly known as the "half cent" sales tax vs. Federal Interstate funding.

Interstate 10

A great deal of activity is planned for I-10 in the Phoenix metropolitan area. For example, high occupancy vehicle (HOV) lanes will be added between 40th Street and Southern Avenue, and the I-10 mainline will be widened from 44th Street to Baseline, in addition to reconstructing the Superstition interchange.

Major landscaping and erosion control projects are on tap for I-10 between the I-17 intersection and 15th Avenue, between 3rd Avenue and 3rd Street, and in the area surrounding the Squaw Peak Parkway and Papago Freeway traffic interchange.

Other future projects on the metropolitan segment of I-10 include adding median lanes between Baseline Road and Chandler Boulevard plus a joint-funded project with the City of Tempe to reconstruct the Elliot Road interchange.

Interstate 17

Several improvements are planned for the segment of I-17 balance which serves metropolitan Phoenix. In 1989-90, they include widening and updating the Indian School Road interchange; widening the overpass at the Dunlap Interchange; and resurfacing and repairing the segment between Buckeye Road and Van Buren Street. Roadway lighting is proposed from 16th Street to Buckeye Road with resurfacing to follow in 1990-91.

A Freeway Control Center -- essentially an electronic "command post" for both the Interstate and MAG System -- will be built at the I-10 and I-17 interchange in 1989-90. Selected freeway corridor controls will be installed over the next five years at a total cost of more than \$45 million.

The City of Phoenix and ADOT will share the funding for three projects scheduled on I-17: making the eastbound frontage road two-way from 22nd Avenue to 23rd Avenue; improving the drainage and crossroads at the Union Hills interchange (both in 1990-91); and modifying the crossroad and southwest quadrant of the Thunderbird Road interchange (1991-92).

Other I-17 projects include railroad crossings and frontage road improvements at both the 3rd Street and 11th Avenue crossings in 1989-90 and ramps, crossroads and landscaping at the Bell Road interchange in 1992-93.

Plans in 1993-94 allow for major reconstruction of the Camelback Road interchange, plus upgrades on pumphouses at 11 locations on I-17 and a small landscaping project between Buckeye Road and Jefferson Street.

Agua Fria Freeway/Loop 101

A total of \$160 million (RARF) has been proposed for the Agua Fria Freeway over the next five years.

The five-year program provides for completion of the route from 75th Avenue to I-17 with directional connection to I-17. This will make operational approximately 14 miles of this freeway. Also included is the section from I-10 to Buckeye Road.

Pima Freeway/Loop 101

On the Pima Freeway, full construction of 13 miles has been programmed from the Superstition Freeway to just south of Shea Boulevard over the next five years, at an estimated cost of more than \$473 million. The Pima Freeway from the Superstition to the East Papago will be open to traffic in 1992. If sufficient funds are available the Pima Freeway will be completed to Shea Boulevard.

Price Expressway/Loop 101

The program includes construction of the directional connection to the Superstition Freeway from Price Road south of Baseline. Additional funds are allocated for design, archaeological investigation and right-of-way acquisition.

US Highway 60

Most work on metropolitan US Highway 60 is scheduled in the Mesa area, such as rehabilitating the Eastern Canal Bridge near Val Vista Road.

Several proposed projects are to be funded jointly by the City of Mesa and ADOT: landscape and irrigation work from Val Vista Road to the Mesa city limits; construction of storm drains from East Main Street to Greenfield Road and then on to Sossaman Road (all slated for 1989-90); and the addition of curbs, gutters and sidewalks in the City of Mesa in 1990-91. All this work will set the stage for transferring the route to the City of Mesa.

State Route 87

SR 87 in the Chandler area is scheduled for continued construction work. Plans include reconstructing the stretch between Ocotillo and Frye Roads (1993-94) and resurfacing the northbound segment from Thoroughbred to Elliot Road in 1989-90. Projects from Mesa north toward Payson are described in the non-metropolitan write-up for maricopa county.

Hohokam/State Route 143

Over the next five years, the Hohokam Freeway will be completed from I-10 to McDowell Road. Two segments scheduled for construction in 1989-90 include: two miles around the East Papago traffic interchange (Phase II), and the distance between Sky Harbor Boulevard and Washington Street. Landscaping from Washington Street to the Southern Pacific Railroad is also slated that year. Landscape work is proposed from University Drive to Washington Street in 1990-91 and around the East Papago traffic interchange in 1992-93.

Sky Harbor Access/State Route 153

Programmed projects provide convenient access from the east to Phoenix's Sky Harbor Airport and should be completed by 1992.

Papago Freeway/Loop 202

The Papago Freeway is slated for full construction to the Pima Freeway within the five-year program. The Papago is scheduled to open to 44th Street in 1990 with completion to the Pima Freeway in 1992.

Squaw Peak Parkway/State Route 51

Full construction is programmed from Glendale Avenue to Thunderbird through 1994. Completion of the first section from Glendale to Northern is to coincide with the City of Phoenix's completion of work to the south of Glendale.

Grand Avenue Expressway/U.S. Highway 60/89

Widening of the Grand Avenue Expressway from the Agua Fria River to the Beardsley Canal, including a new Agua Fria River Bridge, is programmed for the next five years. All of Grand Avenue will receive operational improvements at intersections, including a revised connection to Downtown Phoenix.

Estrella Freeway/Loop 303

A two lane interim roadway between I-10 and Grand Avenue is slated for 1989-90 provided an agreement can be reached with property owners for lane donation to ADOT.

Red Mountain Freeway/Loop 202

Preparatory right-of-way and design projects are scheduled for 1990-92, roadway construction is proposed between Price Road and Dobson Road in 1993-94.

Superstition Freeway/State Route 360

In 1989-90, \$37.5 million is allotted to continue a project to provide roadway drainage, paving, signs, signals and lighting from Power Road to US 60. This will complete the Superstition as a continuous freeway

from I-10 to Apache Junction. The final phase of work (landscape and erosion control) is slated for 1990-91.

Other MAG Routes

In addition to major construction projects, expenditures for design, archaeological investigation and right of way acquisition, are proposed for the following routes: Paradise Parkway (\$16 million); Santan Freeway (\$11 million); Price/Santan/South Mountain (\$5.5 million) and South Mountain Parkway (\$2 million).

MARICOPA COUNTY

More than \$65 million in transportation-related projects are planned over the next five years for MARICOPA COUNTY roads outside the metropolitan area (and in addition to those included in the MAG System).

Work on I-8 includes: The Sentinel Rest Area will receive major rehabilitation work in 1990-91 and six miles of resurfacing work is proposed from the Gila Bend Rest Area to the Freeman overpass in 1991-92. The business route, B-8, will be resurfaced through Gila Bend in 1989-90.

Several improvement projects on I-10 in rural areas of the county are on the books. On the west leg, ten miles of resurfacing is proposed for 1990-91 from the county line to the Salome traffic interchange. Also that year, the Burnt Well Rest Area will be rehabilitated and the following year resurfacing between Burnt Well and Tonopah is planned.

In southeast Maricopa County, the segment of I-10 between Riggs Road and the Gila River will be resurfaced in 1989-90. Also in 1990-91, highway signs will be updated along I-10.

I-17 projects for outlying areas focus on upgrading frontage roads. In 1991-92, frontage roads and ramps are set for seal coating between the Cactus and Pinnacle Peak turn-offs and between the Happy Valley and Carefree exits. Facilities and parking at the Desert Hills Rest Area are due to be refurbished in 1992-93.

Work is programmed for the far west segment of US Highway 60. New fencing is programmed for the 18 mile stretch from Wickenburg to Beardsley. Wickenburg is due for landscaping and irrigation work along with resurfacing and new curbs and gutters on US 60 through the city in 1989-90.

In 1993-94, bridges will be replaced on the seven mile stretch between Wittmann and Beardsley. The segment of US 89 between the US 60 junction and the Wickenburg north city limits will be replaced in 1989-90.

In 1990-91 the Gila River Bridge south of Buckeye will be replaced.

As a result of new bonding capacities, a major investment will be made on SR 87, the Beeline Highway, to bring the entire route from McDowell Road to Payson up to a four-lane highway. First, a major reconstruction and paving project is slated on SR 87 from Shea Boulevard to the Tonto Forest boundary. Work will then begin on widening the section south of Shea to McDowell Road.

Twenty-four miles of new roadway will be constructed from the Four Peaks Road intersection near Tombstone Hill, past the west fork of Sycamore Creek on up to the county line. Construction will occur in 4-6 mile segments to create a two-lane companion to the existing roadway. In all, over \$80 million will be spent on upgrading the Beeline Highway over the next five years.

MOHAVE COUNTY

Approximately \$1.28 million — including more than \$27 in federal Interstate Rehabilitation (IR) Funds -- has been proposed for transportation-related projects in MOHAVE COUNTY over the next five years.

Assorted improvements on tap for I-15 include the rehabilitation of the Cedar Pocket Rest Area in 1989-90; 30 miles of updated signage between the Nevada and Utah state lines in 1991-92; and, slope stabilization between Littlefield and the Utah state line in 1993-94.

I-40 is slated for major improvements. In 1989-90, resurfacing work is proposed westbound from Walnut Creek to Griffith and westbound between Yucca and McConnico. From the Needle Mountain interchange to SR 95, partial reconstruction is planned in 1990-91.

In 1991-92, resurfacing work is planned to include nearly seven miles from McConnico to the east Kingman interchange and for 13 miles from Willow Creek to Jolly Road.

In addition, sign updates and improvements are on the books for a 44-mile stretch from the California state line to the McConnico traffic interchange.

Projects slated for 1992-93 include a \$1 million reconstruction of parking and scale approaches at the Topock Port of Entry and rehabilitation of the Haviland Rest Area. In 1993-94, \$3.5 million has been programmed for drainage improvements and approach slabs at 15 locations on I-40.

Two seal coating operations are in store for SR 66 15 miles from Peach Springs to the Grand Canyon Caverns in 1990-91 and 28 miles from the Hualapai Reservation to Peach Springs in 1991-92.

SR 68 has also been designated for major road improvements, highlighted by reconstruction and drainage work necessary to produce a four-lane facility from west of Sacramento Wash to Twin Wash and on to the US 93 Junction. These projects have been added or accelerated as part of the new bond program. Other upgrades on SR 68 include rock removal and bank protection at Sun Ridge Estates in 1989-90; seal coating east from Bullhead City in 1991-92.

US Highway 93 will also see accelerated transportation-related activity as a result of new bonding capacities authorized by the Arizona State Legislature. In fact, all of US 93 from the Lake Mead Recreational Area boundary to Kingman will be upgraded to four lanes by 1994 and includes not only reconstruction and widening but also safety improvements, upgraded guardrails and right of way acquisitions.

The segment of US 93 south of the I-40 Junction is also scheduled for significant road-building activity over the next five years. One major project in that area, replacing and widening the Big Sandy Bridge, will be advanced to FY 1991 as a result of the new bond program. Other improvements -- reconstruction, paving and right of way -- are programmed through 1994 at various locations from milepost 59 past Burro Creek to the SR 97 Junction.

SR 95 also has received its share of road activity, particularly in 1989-90. Both Lake Havasu City and Bullhead City are to receive landscape and irrigation work; left-turn lanes are to be widened with lighting being added at the Needles junction intersection. Left and right turn lanes are to be added at Mohave County Community College.

In 1990-91, ADOT and Mohave County plan to jointly fund left and right turn lanes and drainage structures on US 95 at El Rodeo Road. In 1991-92, major surface work is planned from Higgins Corner, north, and in 1993-94, reconstruction and paving is proposed from Mesa to Marina.

NAVAJO COUNTY

A total of \$55 million dollars is proposed for road projects in NAVAJO COUNTY over the next five years with most of the construction activity scheduled for 1990-91.

Work on I-40 is spread out between 1989 and 1993, including resurfacing more than six miles between Joseph City and the Perkins Valley underpass and reconstructing portions of the west Winslow traffic interchange in 1989-90.

The Keams Canyon interchange is set for more than \$1 million of improvements in 1990-91 and eight miles between the county line and Minnetonka are on tap for major resurfacing work in 1991-92. Nearly 70 miles of fencing is on the agenda in 1992-93 for I-40 from Holbrook, across Apache County to the state line.

Resurfacing work on SR 40B is scheduled from Holbrook to Navajo Boulevard in 1991-92.

More than \$7 million is designated to US Highway 60 for various transportation-related activities. The construction of curbs, gutters and drainage facilities is on the agenda from Show Low Creek to the SR 77 junction for 1989-90. ADOT will jointly fund with the City of Show Low similar facilities and sidewalks in 1990-91.

Reconstruction and paving is in store for SR 77 through Snowflake to the Cottonwood Wash Bridge and more than five miles from Show Low to Shumway are to be widened in 1991-92. Due to newly authorized bond funds, the section from White Mountain Lake Road to Shumway will also be reconstructed and widened in 1991-92.

On SR 87, nine miles from Dilcon junction to the Navajo Reservation line are proposed for seal coating in 1989-90, and in 1991-92 more than six miles south from the Navajo Reservation boundary will be resurfaced.

Also in 1990-91, US Highway 160 between Baby Rocks and Dennehotso is scheduled for a new surface in 1990-91 at an estimated cost of nearly \$3 million.

SR 260 is in line for more than 34 miles of improvements, including Navajo County line to Heber, Lakeside to Pinetop and Pinetop to McNary plus the realignment of the intersection with SR 73 at Hon Dah in 1990-91. In 1989-90, landscaping and irrigation work between Lakeside and Pinetop is planned.

In 1991-92, plans are to seal coat the Show Low section of SR 260, and in 1992-93, \$11 million has been designated for reconstruction and paving between Heber and Overgaard. Between 1989 and 1991, ADOT has designated \$200,000 for materials for fencing and cattle guards on the Navajo and Hopi Reservations.

Also in 1990-91, plans include resurfacing from the county line and Oraibi Wash, as well as resurfacing, seal coating and the installation of guardrails from Oraibi Wash to the SR 87 junction.

In 1991-92, more than \$3 million has been designated for 23 miles of new surface from Keams Canyon to Steamboat.

PIMA COUNTY (UPDATE I—10) (METROPOLITAN)

More than \$233 million is programmed for road construction projects in Pima County in the next five years, with the major share allotted for improvements in or near the metropolitan Tucson area.

"Under construction" will accurately describe I-10 in the vicinity of Tucson for much of I-10 from Marana to downtown Tucson is scheduled for a face-lift.

One goal, for example, is to create continuous frontage roads from Ruthrauff Road to 29th Street. This project is estimated to cost more than \$70 million, which includes right-of-way purchases, design work, bank protection and landscaping.

Most new construction work on the northwest section of I-10 is scheduled between 1991-1994. However, in 1989-90, six miles from the Avra Valley turn-off to Orange Grove Road will be resurfaced, and in 1990-91, the existing I-10 frontage road segments will be refurbished from Speedway to 29th Street and from Orange Grove to Prince Road.

The west Miracle Mile traffic interchange is scheduled for major reconstruction in 1991-92 at a projected cost of \$12 million and a new westbound frontage road and accompanying ramps will be constructed

between St. Mary's Road and Congress Street. Also that year, more than seven miles of I-10 from Marana to Avra Valley are on the agenda for surface improvements.

In 1992-93, new frontage roads and ramps will be built on two separate segments from Miracle Mile to Speedway Boulevard and from Ruthrauff Road to Prince Road.

1993-94 will see a widening of the I-10 mainline from Ruthrauff to Prince.

Also in the metropolitan area, Interstate B-10, the Old Benson Highway, from Park Avenue to Valencia will receive pavement upgrades and turn-bays in 1991-92.

Several projects on I-19 in the current ADOT five year plan fall in the Tucson metropolitan area.

Resurfacing and shoulder work is proposed for I-19 from Irvington Road to the traffic interchange at I-10 in 1990-91. Plans for the following year include reconstructing and paving on the northbound frontage road below Valencia and a major project (jointly funded with the City of Tucson) to rebuild the traffic interchange at Valencia Road in 1993-94.

Updates on traffic signals, including the addition of left-turn phasing, are slated for the intersections of US 89 at 44th Street and at 29th Street in 1989-90. Also that year, a resurfacing project is on the books for US 89 from Glenn Street to the Rillito Creek Bridge.

In 1990-91, the portion of US 89 between Oracle and Stone will be widened and sidewalks and curbs will be improved four miles between Ina Road and Canada del Oro will be resurfaced.

Several dual left turn lanes will be installed to provide for more left turn capacity at the intersection at Ina Road and US 89. Costs for this project will be shared by the State and Pima County.

Approximately \$103 million is designated for SR 210 -- Aviation Parkway. Much of the effort and resources will be spent obtaining rights of way between Broadway and Golf Links.

Major infrastructures also will be built preparatory to road construction: storm drains from 8th Street to 12th Street; a sanitary sewer between 17th Street and Golf Links; a box culvert, channel, storm drain and water main at Railroad Wash and east to 31st Street; a pedestrian bridge at the Southern Pacific yard office and a storm drain and water main between 31st Street and Golf Links all scheduled for 1989-90.

Related work on railroad facilities and other utilities is slated from 8th Street to Golf Links and preparatory grading, draining and paving is set to occur at the Broadway interchange and the Euclid/Park intersection in 1989-90 and at the Kino Boulevard intersection in 1990-91.

In addition, landscaping projects are planned along SR 210 for half a mile from Broadway to Park Avenue and from there all the way to Golf Links Road.

PIMA COUNTY UNINCORPORATED AREAS (NON—METROPOLITAN)

Pima County road projects are slated for outside metropolitan Tucson.

For example, on the southeast leg of I-10, several miles of resurfacing work is to occur in the Cienega Wash area in 1989-90.

The following year, resurfacing work and other improvements between Rita Road and Houghton Road are on the agenda and design work will begin for a proposed major revamping of the Marsh Station traffic interchange three years later. In 1991-92, all signage from Wilmot Road east to Benson will be updated.

I-19 projects include rehabilitating the Canoa Ranch Rest Area south of Tucson in 1992-93. Guardrails on State Route 83 from the I-10 junction five miles south toward Sonoita will be upgraded in 1989-90.

Projects on SR 86 include reconstruction, paving and right of way acquisitions between Avra Valley Road and Ryan Field in 1989-90, followed in 1990-91 with nearly four miles of resurfacing westbound between Kinney Road and Mission Road. Reconstruction and widening of six plus miles from Avra Valley Road to Robles junction will be advanced from 1992-93 to FY 1991 due to funds resulting from the new bonding authority.

SR 286 is slated for seal coating projects totaling 33 miles in two segments from milepost 30 to the SR 86 junction in 1990-91 and from Bailey Wash to milepost 30 in 1991-92. On SR 386, another 12 miles will be seal coated from the SR 86 junction to Kitt Peak in 1989-90.

On Tangerine Road between 1st Avenue and US 89 more than \$8 million is planned for construction of structures and paving during 1989-90.

PINAL COUNTY

PINAL COUNTY is in line for more than \$48 million of transportation-related construction in the next three years.

Nearly \$4 million of that is designated for I-8 in 1989-90 to resurface the eastbound segment from the Stanfield Road interchange, west to the Maricopa County line.

1989-90 will be a big year for construction projects on Interstate 10, too. Eight miles between the Sunland Gin Road and Sunshine Boulevard is scheduled for resurfacing and a total of \$5 million has been designated for improvements and right of way at the Sunland Gin traffic interchange.

The Sacaton Rest Area is set for a rehabilitation and a well is planned for the Naviska Rest Area further south on I-10 in 1990-91. Improvements on the westbound frontage road from Marana to Redrock are planned in 1991-92.

An assortment of various projects are planned for US Highway 60: medians, curbs and sidewalks in Apache Junction from Meridian Road to Royal Palm Drive; cantilevers, flashers, gates and planking at the east Florence Junction railroad crossing; landscape and irrigation work in the Town of Superior and six miles of resurfacing work from the Queen Creek Tunnel to the Gila County line in 1989-90.

In 1990-91, recommended projects in the Apache Junction area include intersection improvements and signals at Delaware Drive, median work at Winchester Road and intersection improvements at Starr Road, as well as resurfacing between SR 88 and SR 360 (eastbound). Resurfacing is slated from Queen Creek and the SR 177 junction in 1991-92.

Upgrades and seal coating is proposed on SR 77 from Old Route 77 and Mammoth in 1991-92.

In 1989-90, nearly \$4.5 million has been designated for reconstruction, paving and right of way acquisition on SR 84 from Burriss Road and Casa Grande. On State Route 87, the state and a private developer will jointly fund intersection improvements at Randolph Road and the SR 287 junction.

Nearly \$5 million has been allotted in 1989-90 for construction and right of way acquisitions on Idaho Road between SR 360 and Scenic Drive (SR 88).

Similar work is projected for US Highway 89 from Oracle Junction to the Pinal County line in 1990-91. The west Florence railroad crossing is scheduled for flashers and gates in 1990-91. On State Route 89B through Florence, plans are to replace curbs and gutters and to resurface the business route. The Vekol Wash area on Route 238 has \$2.7 million planned to design and pave the roadway. In 1989-90,

flashers and gates will be added at the Hayden railroad crossing on SR 177. In 1991-92, nearly seven miles from the Ray Mine to Superior have been programmed for resurfacing and sealing. That same year, resurfacing work is proposed for SR 287 from the SR 84 Junction to Pueblo Street in Casa Grande.

SR 387 is in line for major resurfacing between Casa Grande and the I-10 Junction in 1990-91.

SANTA CRUZ COUNTY

SANTA CRUZ COUNTY road projects estimated at nearly \$6 million are planned over the next five years.

Updated and refurbished signage is planned for 60 miles of I-19 between Nogales and Tucson in 1993-94.

During 1989-90, several projects are programmed, including grade work on the curve on SR 83 eight miles south of Sonoita, and reconstruction, paving, ramps and right of way acquisition on SR 189 between Frank Reed Road and US 89. Widening of this segment will begin in 1990, due to the availability of funds through increased bonding capacity.

Leveling and seal coating are proposed in 1991-92 on nearly eight miles of SR 289 from Pena Blanca Lake to the Coronado National Forest boundary.

YAVAPAI COUNTY

Numerous projects, representing an expenditure of more than \$62 million and affecting both the Interstates and the state highways within YAVAPAI COUNTY, are proposed.

Transportation projects on I-17 in Yavapai County during 1989-90 include resurfacing between the Dugas interchange and Cordes Junction; rehabilitating the Maguireville Rest Area to include parking and other facilities.

In 1990-91, 23 miles of road improvements are scheduled from Black Canyon to Sunset Point and from the Dugas interchange to SR 279. Rehabilitation work on the Sunset Point Rest Area is scheduled.

Major resurfacing work on I-40 westbound between Seligman and Pineveta will be completed in 1989-90, with plans to resurface the eastbound segment in 1990-91, as well as the addition of a well at the Juniper Rest Area.

Results from last year's road projects are obvious on SR 69 where nearly \$10 million more has been designated for 1989-90, primarily for reconstruction and paving from the Prescott Country Club to the Junction at SR 169 and reconstruction to four lanes from Cordes Junction to Mayer. Both projects having been accelerated as a result of new bonding authority.

In Prescott, major construction activity is slated for 1989-90 on US Highway 89 at the SR 69 Junction at Sheldon, amounting to \$5 million, including right of way expenditures. The state also plans to upgrade guardrails on the White Spar and to provide landscaping and irrigation work on those portions of US 89 within Prescott.

While more than \$5 million has been allotted for transportation-related improvements and additions on US Highway 89A over the next five years, most activity is scheduled to occur in 1993-94, including reconstructing and paving the highway between Dry Creek and Sedona. Approximately four miles north of Bridgeport is scheduled for resurfacing in 1989-90.

On US Highway 93 in the southwest corner of Yavapai County, rest rooms and parking facilities are planned for Santa Maria in 1993. More than \$5.5 million has been allotted to SR 179 for paving and right of way north of the Village of Oak Creek, with work to begin in 1992.

In 1989-90, plans for SR 279 provide for widening Western Drive and for landscape and irrigation work within the City of Cottonwood.

YUMA COUNTY

Road projects amounting to more than \$14 million have been designated in YUMA COUNTY with half of that amount to be expended in 1989-90.

One construction site on Interstate 8 -- ten miles of resurfacing work from Aztec, east to the County line -- is scheduled for 1989-90. The Mohawk Rest Area is to be rehabilitated in 1991-92; 81 miles between Dateland and the Pinal County line is set for updated signage in 1992-93; and the drainage system on Giss Parkway is slated for improvements in 1993-94.

Intersection improvements are proposed in 1989-90 on State Route 8B at Avenue 4E.

Two separate, state-funded projects are planned for the upcoming year (1989-90) on US Highway 95 in Yuma County. They include, providing rest rooms and parking facilities in the City of San Luis and partially funding a corridor analysis between San Luis and Yuma.

Ten miles of US-95 from Somerton to Yuma are to be resurfaced and rebuilding structures in Blaisdell in 1990-91 and the segment between Arizona Avenue and Hotel Lane is to be reconstructed and paved in 1991-92.

Improvements are slated in 1990-91 for SR 280 from the Intersection at I-8 to Avenue 3E.

STATEWIDE

In addition to specific projects which are designated to each county by the Five Year Construction Program, more than \$268 million has been allocated in various general categories for uses which are non-project specific.

Included in this total is \$68 million in each of fiscal years 1993 and 1994 for Pavement Preservation.

Most allocations to STATEWIDE categories are the same for each year. For example, \$5 million is set aside annually for preliminary engineering, right of way, utilities and construction in State Parks; \$2 million annually for site selection and construction of passing lanes; \$1.5 million annually for bridge preservation and for traffic signal work in the Traffic Engineering category.

Other examples of fixed annual amounts include \$800,000 a year for emergency projects; \$100,000 for special signs such as scenic, historic and tourist signage and \$50,000 for general highway mapping and surveys.

Other categories either vary in amounts of money allotted or do not occur on a regular annual basis. For example, allocations that appear in 1989-90 only include nearly \$1 million for roadside obstacle removal, and \$.5 million for right of way documentation on Forest Highways.

Beginning in 1991-92, \$2 million annually is reserved for two categories of small projects: repair contracts in the Minor Projects category and for Transportation System Management (TSM) which identifies and produces low cost capacity improvements to mitigate traffic congestion around the state.

Two areas are proposed for funding in year two of the five year plan: \$300,000 annually for joint-funded Non-Interstate Landscaping projects; \$1 million annually for improved guardrails; \$2 million annually for hazard elimination in year three of the five-year plan.

In the area of research and training, funding varies each year from \$1.8 million in 1989-90 to \$2.5 million in 1993-94. Funds designated for archaeological studies range from \$150 thousand to \$1 million.

In the area of right-of-way acquisition, funding varies each year from \$1.6 million in 1989-90 to \$300,000 in 1993-94.

Monies in these categories for 1989-90 and 1990-91 have already been assigned to specific projects throughout the state.

GLOSSARY OF TERMS

ARCHAEOLOGICAL - consists of searching for archaeological artifacts before constructing roadway

BOND - state/non-federal aid

BRF - bridge replace - federal aid primary

BRS - bridge replace - federal aid secondary

BUREAU - bureau of reclamation

DE - demonstration project

DESIGN - consists of developing plans for future construction of roadway

EROSION CONTROL - protecting the slopes along the roadway by using landscaping

F - federal aid primary

FH - forest highways - federal aid

FLH - federal lands - federal aid

GRADE DRAIN AND STRUCTURES - rebuilding of the bridge structure

HES - hazard elimination - federal aid

I - interstate funding sources

INTERSECTION IMPROVEMENT - consists of improving intersection by widening lanes, adding turn lanes, crosswalks, etc.

IR(4R) - interstate, restore, resurface, rehabilitate & reconstruct

M - federal aid urban

MARKING - placing proper traffic direction lines

MILL - removing deteriorated surface of the roadway

RARF - regional area road fund

RECONSTRUCT AND PAVE - replacing asphalt

REHABILITATE REST AREA - upgrading and remodeling rest area facilities

RESURFACE - replacing asphalt on milled roadway

RIGHT OF WAY - acquiring/purchasing of land on which to build roadway

ROCK SCALING - sealing mountains along roadway to prevent rock slides

RS - federal aid secondary

RUBBER PLANKING - replacing railroad ties at railroad crossings

SEAL COAT - chip sealing or coating the roadway to prolong its use life

SIGNING - placing informational and directional signs along the roadway

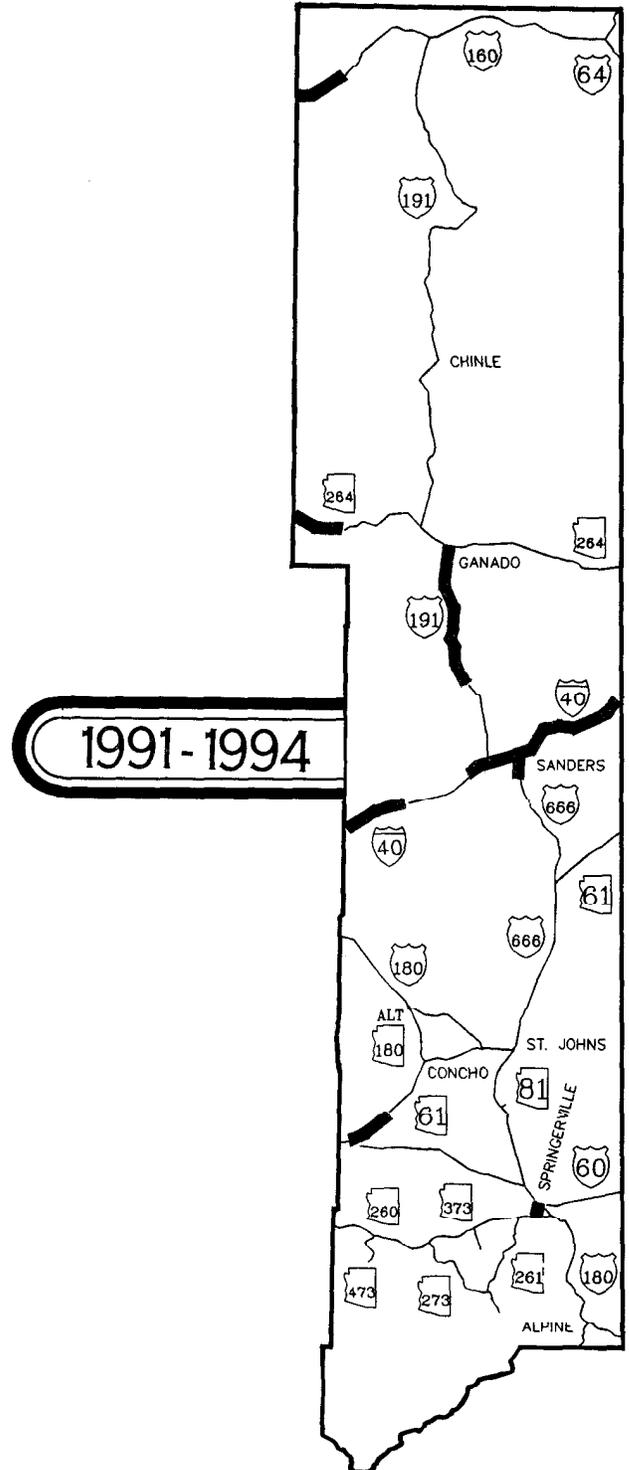
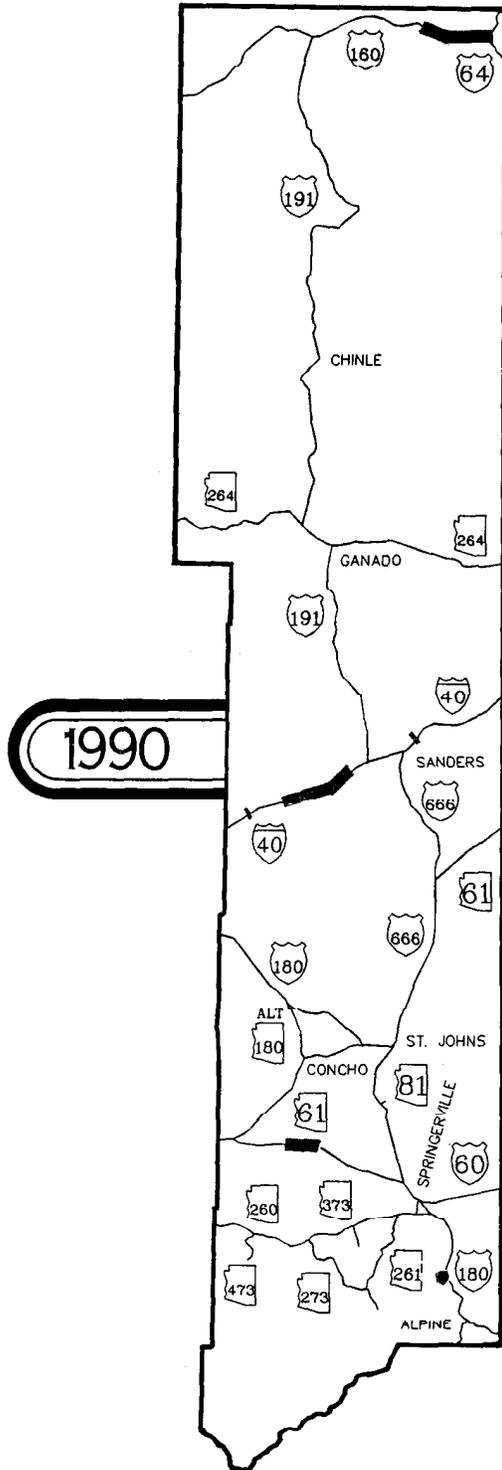
SP 15% - ADOT contribution to joint funded projects in MAG and PAG

STATE - non-federal aid

UTILITIES - moving of utilities in order to build the roadway

15% - MAG/PAG controlled access

APACHE COUNTY

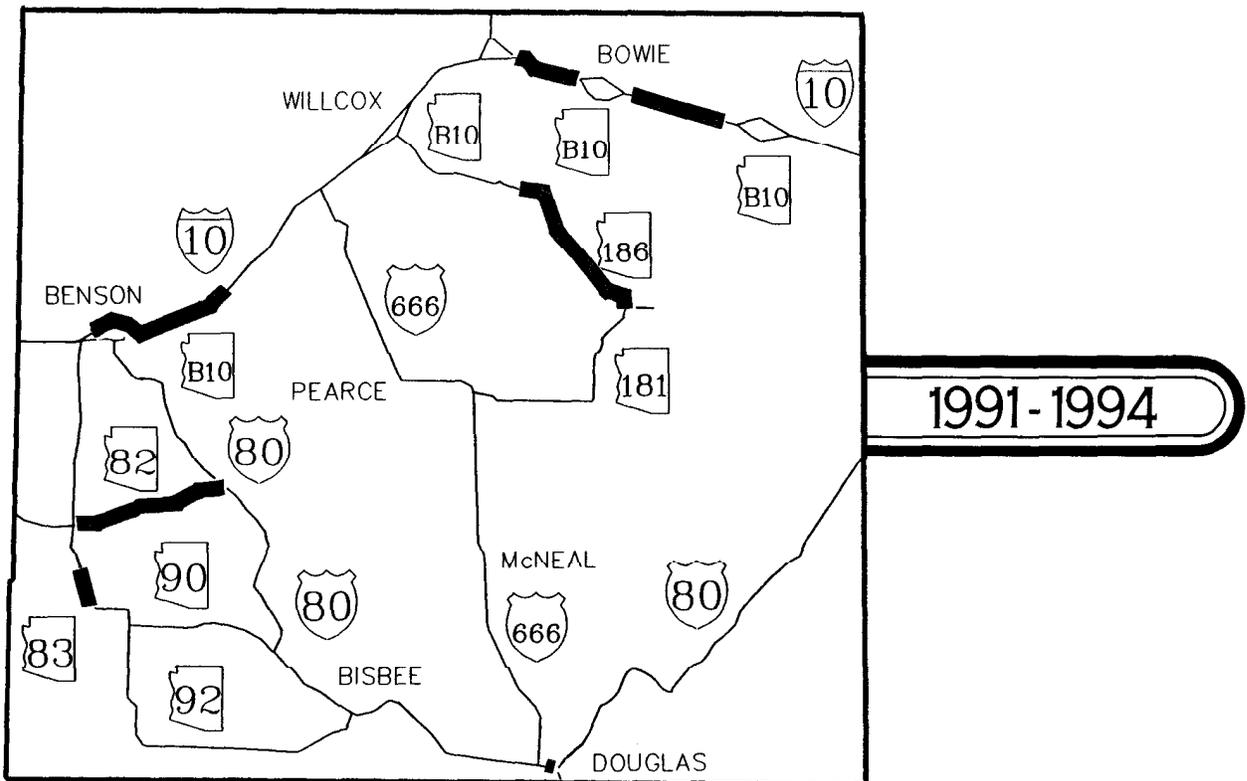
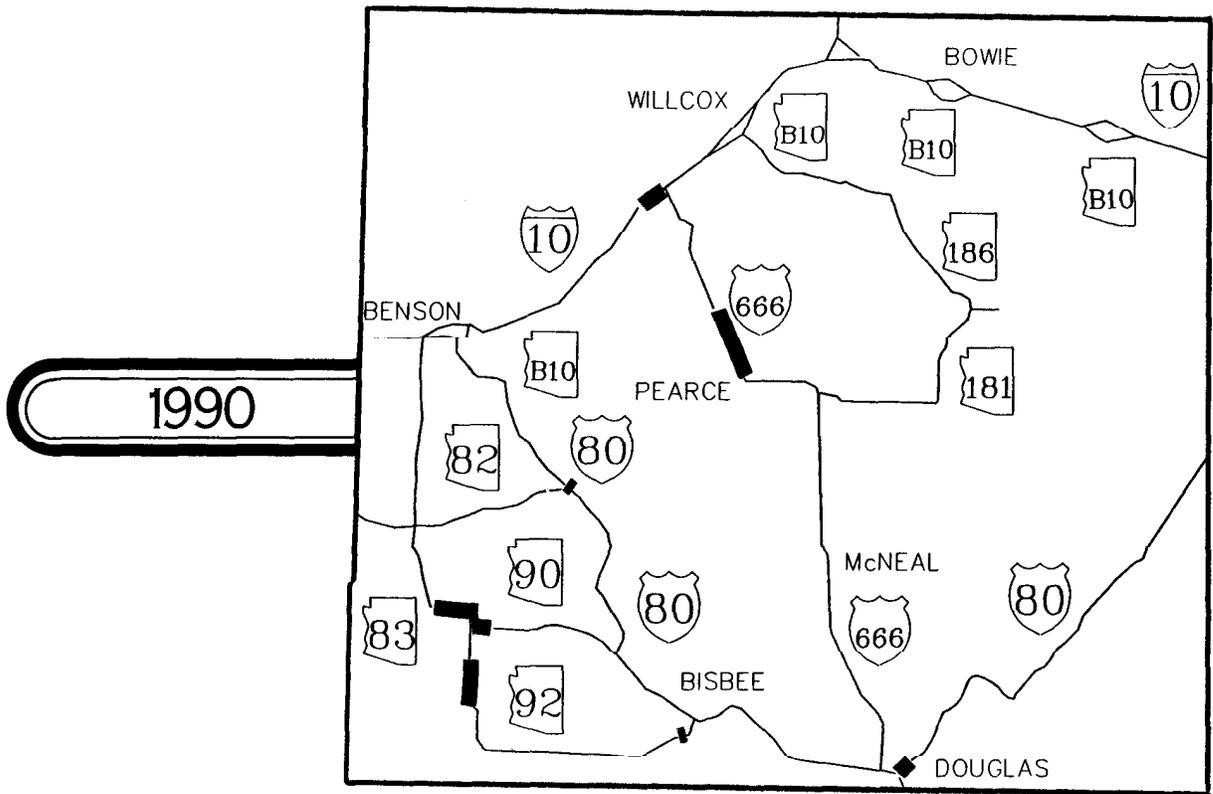


APACHE COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
40	307.2	APACHE CO LINE-PINTA TI	LEVEL ROADWAY WITH ASPHALTIC CONCRETE & ASPHALTIC FINISHING COURSE	IR	\$ 7,415,000	91-92	
40	311.5	PAINTED DESERT TI	RECONSTRUCT RAMPS	IR	\$ 1,500,000	89-90	
40	318.8	PINTA TI-MCCARROLL TI	MILL, REPLACE & ASPHALTIC CONCRETE FINISHING COURSE	IR	\$ 6,820,000	89-90	
40	330.0	MCCARROLL TI-CEDAR POINT TI	MILL, REPLACE TRAVEL & PASSING LANE	IR	\$ 6,400,000	90-91	
40	342.2	CEDAR POINT TI-LUPTON TI	MILL, REPLACE & ASPHALTIC CONCRETE FINISHING COURSE	IR	\$ 6,680,000	91-92	
40	357.5	WINDOW ROCK TI	TRAFFIC INTERCHANGE DRAINAGE IMPROVEMENT	IR	\$ 2,100,000	90-91	
40	357.5	WINDOW ROCK TI	CONCEPT DESIGN STUDY	IR	\$ 135,000	89-90	
40	358.6	PAINTED CLIFFS REST AREA	REHABILITATION REST AREA	IR	\$ 230,000	90-91	
40	358.6	PAINTED CLIFFS REST AREA	CONSTRUCT INFORMATION BOARDS/MAPS	STATE	\$ 8,000	89-90	
60	360.9	SEPULVEDA WASH BR #0174	REPLACE STRUCTURE	BRF	\$ 500,000	92-93	
60	361.2	VERNON RD-MONTOSA SUMMIT	SEAL COAT	STATE	\$ 110,000	89-90	
60	365.2	BUTLER RANCH BR #4167	REPLACE CONCRETE BOX CULVERTS	BRF	\$ 450,000	92-93	
60	391.0	CITY OF SPRINGERVILLE	REST AREA FACILITIES	STATE	\$ 125,000	90-91	
61	353.0	JCT US 60-EAST SECTION	SEAL COAT	STATE	\$ 125,000	91-92	
160	453.0	RED MESA-JCT SR 504	DOUBLE SEAL COAT	STATE	\$ 430,000	89-90	
180	416.6	NUTRIOSO SECTION	RECONSTRUCT & PAVE	STATE	\$ 4,000,000	89-90	
180	416.6	NUTRIOSO SECTION	RIGHT OF WAY ACQUISITION	STATE	\$ 500,000	89-90	
191	15.5	MP 15.5-KLAGETOH	ASPHALTIC CONCRETE, SEAL COAT	STATE	\$ 870,000	91-92	
191	23.0	KLAGETOH-GANADO	ASPHALTIC CONCRETE, SEAL COAT & GUARDRAIL	STATE	\$ 1,510,000	90-91	
260S	396.1	EACAR-SPRINGERVILLE	MILL & REPLACE, SEAL COAT	STATE	\$ 775,000	90-91	
264	474.0	WINDOW ROCK	LANDSCAPE & IRRIGATION	STATE	\$ 40,000	89-90	15
666	365.0	SANDERS	CONSTRUCT SHOULDER	HES	\$ 750,000	90-91	

15/ Project subject to local participation.

COCHISE COUNTY



COCHISE COUNTY

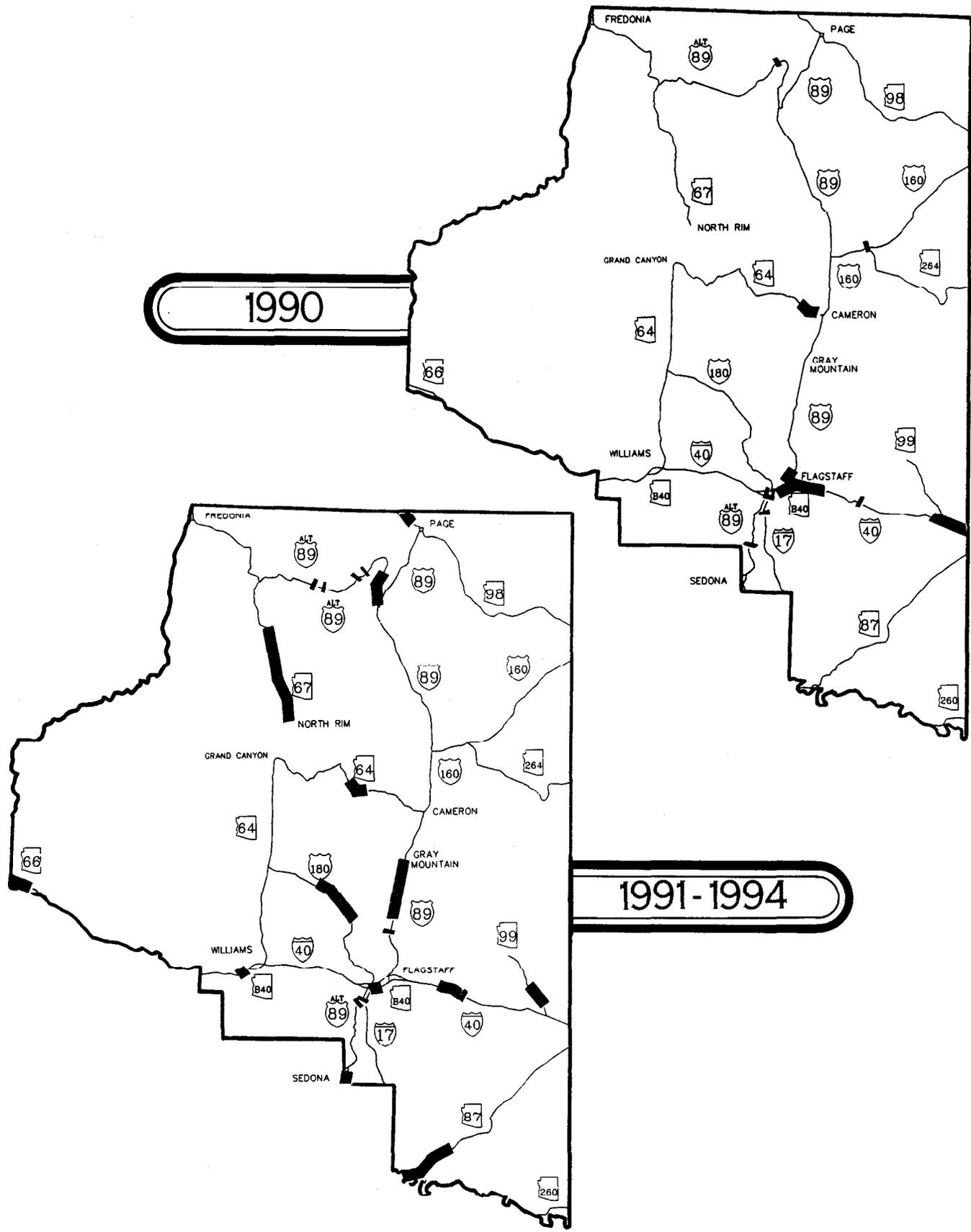
STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
10	303.0	W BENSON TI-NEW MEXICO ST LINE	SIGN REHABILITATION & UPDATE	IR	\$ 1,300,000	90-91	
10	303.9	BENSON BYPASS	RECONSTRUCT & PAVE	IR	\$ 4,000,000	92-93	
10	307.1	BENSON-TEXAS CANYON	MILL, REPLACE & ASPHALTIC CONCRETE FINISHING COURSE	IR	\$ 3,120,000	91-92	
10	320.3	TEXAS CANYON REST AREA	SEWAGE SYSTEM	IR	\$ 320,000	89-90	
10	320.3	TEXAS CANYON REST AREA	CONSTRUCT INFORMATION BOARDS/MAPS	STATE	\$ 16,000	89-90	
10	328.1	MP 328-COCHISE TI (ER & WB)	MILL & RESURFACE	IR	\$ 1,490,000	89-90	
10	356.6	LUZENA-BOWIE	MILL, REPLACE & ASPHALTIC CONCRETE FINISHING COURSE	IR	\$ 3,180,000	91-92	
10	367.8	BOWIE-SAN SIMON	MILL, REPLACE & ASPHALTIC CONCRETE FINISHING COURSE	IR	\$ 7,000,000	90-91	
10	383.3	SAN SIMON POE	CONSTRUCT PORTLAND CEMENT CONCRETE PAVEMENT TRUCK RAMP	IR	\$ 2,600,000	92-93	
10	388.5	SAN SIMON REST AREA	REHABILITATION REST AREA	IR	\$ 460,000	90-91	
10	388.5	SAN SIMON REST AREA	CONSTRUCT INFORMATION BOARDS/MAPS	STATE	\$ 16,000	89-90	
10B	303.0	CITY OF BENSON	LANDSCAPE & IRRIGATION	STATE	\$ 40,000	89-90	15
80	299.6	ST DAVID RR XING #741-722-C	FLASHERS & GATES	RRP	\$ 100,000	89-90	
80	313.4	JCT SR 82 & US 80	INTERSECTION IMPROVEMENT	STATE	\$ 235,000	89-90	
80	366.0	15 AVE-G AVE, CITY OF DOUGLAS	REMOVE UNDERPASS, RECONSTRUCT JUNCTION	STATE	\$ 400,000	90-91	
80	366.2	JCT B 666-NORTH CITY LIMITS	MILL & REPLACE	F	\$ 484,000	89-90	
80	366.9	CITY OF DOUGLAS	LANDSCAPE & IRRIGATION	STATE	\$ 27,000	89-90	15
82	52.0	JCT SR 90-JCT US 80	SEAL COAT	STATE	\$ 390,000	90-91	
90	313.2	HUACHUCA CITY-SOUTH	RECONSTRUCT & PAVE	F	\$ 4,000,000	90-91	
90	313.2	HUACHUCA CITY-SOUTH	DESIGN	STATE	\$ 210,000	89-90	

15/ Project subject to local participation.

COCHISE COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
90	317.0	EAST GATE-CHARLESTON RD	RECONSTRUCT & PAVE	STATE	\$ 4,410,000	89-90	
90	321.0	CITY OF SIERRA VISTA	LANDSCAPE & IRRIGATION	STATE	\$ 27,000	89-90	
90	321.7	SIERRA VISTA-EAST	RECONSTRUCT & PAVE	STATE	\$ 3,000,000	89-90	
92	324.5	BUFFALO SOLDIER TRAIL-CARR CANYON	RECONSTRUCT & PAVE	RS	\$ 4,300,000	89-90	
92	352.5	JCT SR 92-NACO ROAD	INTERSECTION IMPROVEMENT	STATE	\$ 90,000	89-90	
186	342.9	DOS CABEZAS-MP 181	ASPHALTIC CONCRETE & SEAL COAT	STATE	\$ 1,775,000	91-92	
666	45.8	PEARCE-NORTH	SEAL COAT	STATE	\$ 160,000	89-90	

COCONINO COUNTY



COCONINO COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
17	195.3	I-17 & I-40 TI	MODIFY TRAFFIC INTERCHANGE	IR	\$10,000,000	93-94	
17	195.3	I-17 & I-40 TI	DESIGN	IR	\$ 600,000	91-92	
17	323.7	CHRISTENSEN REST AREA	REHABILITATION REST AREA	IR	\$ 185,000	91-92	
17	323.7	CHRISTENSEN REST AREA	CONSTRUCT INFORMATION BOARDS/MAPS	STATE	\$ 16,000	89-90	
17	333.8	KACHINA BLVD TI	TRAFFIC INTERCHANGE IMPROVEMENT	IR	\$ 5,000,000	89-90	
17	339.0	FLAGSTAFF TI	MILL, REPLACE & ASPHALTIC RUBBER ASPHALTIC CONCRETE	IR	\$ 610,000	89-90	
40	158.3	DEVIL DOG TI-WILLIAMS	RESAW & SEAL PORTLAND CEMENT CONCRETE PAVEMENT JOINTS	IR	\$ 800,000	90-91	
40	181.7	PARKS REST AREA	REHABILITATION REST AREA	IR	\$ 200,000	90-91	
40	181.7	PARKS REST AREA	CONSTRUCT INFORMATION BOARDS/MAPS	STATE	\$ 16,000	89-90	
40	195.1	US 89A OP-WALNUT CANYON (EB)	OVERLAY PORTLAND CEMENT CONCRETE PAVEMENT	IR	\$ 5,830,000	89-90	
40	195.1	US 89A OP-WALNUT CANYON (WB)	CRACK & SEATING PORTLAND CEMENT CONCRETE PAVEMENT & OVERLAY	IR	\$ 5,920,000	89-90	
40	195.3	I-17 I-40 TI	CONCEPT DESIGN STUDY	STATE	\$ 250,000	89-90	
40	196.0	LONE TREE RD TI (FLAGSTAFF PROJECT)	CONSTRUCT TRAFFIC INTERCHANGE (ADOT SHARE)	IR	\$ 3,000,000	91-92	9
40	211.0	WINONA TI-TWIN ARROWS (WB)	MILL, REPLACE, ASPHALTIC CONCRETE FINISHING COURSE, GUARDRAIL	IR	\$ 2,200,000	90-91	
40	218.6	CANYON PADRE BRIDGE #0671 (WB)	BRIDGE REPLACEMENT	IR	\$ 2,155,000	89-90	
40	235.2	METEOR CRATER REST AREA	REHABILITATION REST AREA	IR	\$ 230,000	90-91	
40	235.2	METEOR CRATER REST AREA	TELEPHONES	IR	\$ 156,000	89-90	
40	235.2	METEOR CRATER REST AREA	CONSTRUCT INFORMATION BOARDS/MAPS	STATE	\$ 16,000	89-90	
40	239.7	METEOR CITY RD-COUNTY LINE	MILL, REPLACE & ASPHALTIC CONCRETE FINISHING COURSE	IR	\$ 5,037,000	89-90	

9/ ADOT's participation limited to 50% of construction cost or \$3,000,000 whichever is less and turn-back of Business Route 40 in the city of Flagstaff.

COCONINO COUNTY

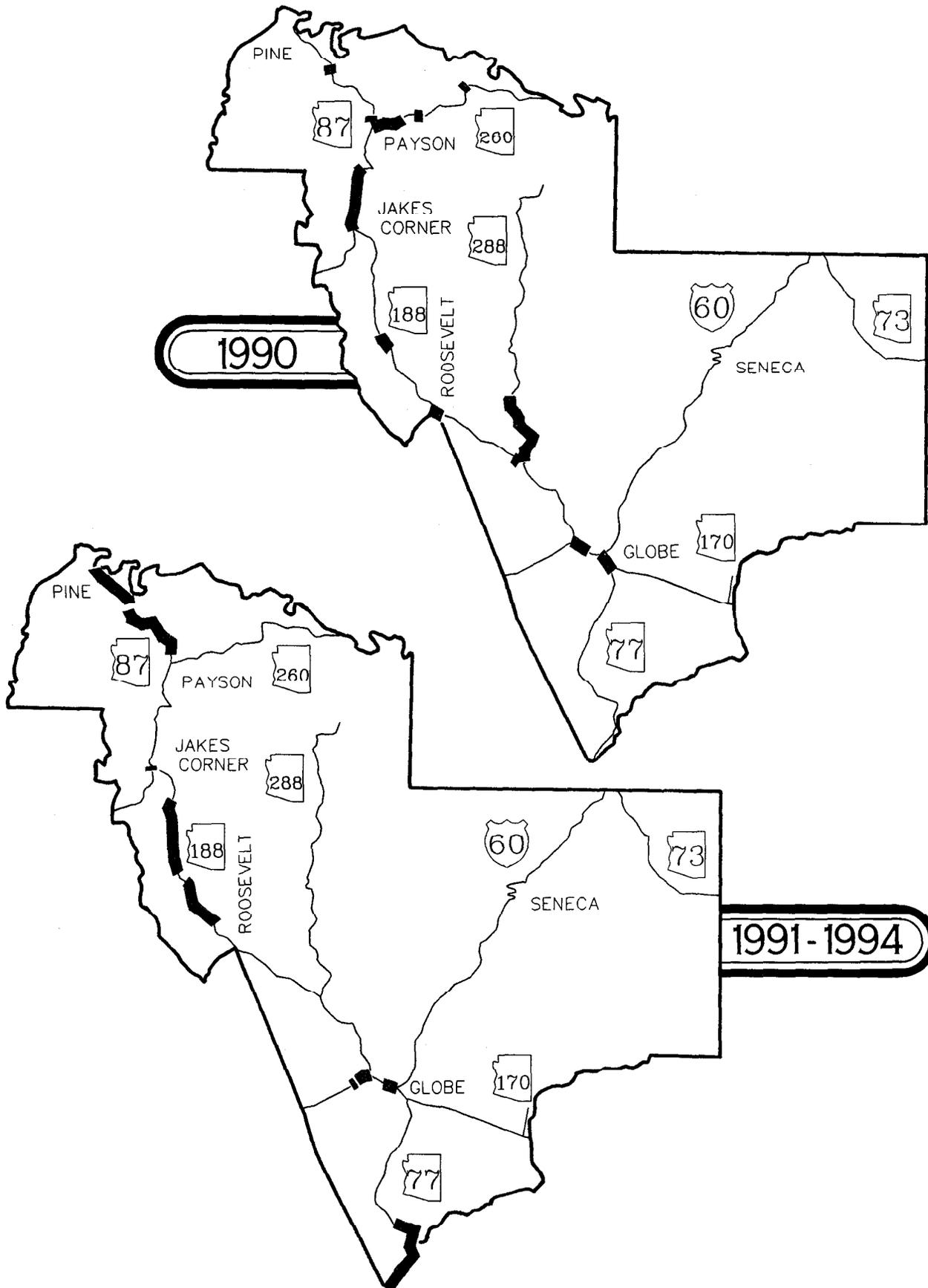
STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
40B	162.6	WILLIAMS STREETS (E.B.) (CITY OF WILLIAMS PROJECT)	LANDSCAPE (ADOT SHARE)	STATE	\$ 58,000	89-90	20
40B	192.5	CITY OF FLAGSTAFF	TRAFFIC SIGNAL COORDINATION	STATE	\$ 100,000	89-90	
40B	198.0	CITY OF FLAGSTAFF	LANDSCAPE & IRRIGATION	STATE	\$ 89,000	89-90	15
40B	198.7	CITY OF FLAGSTAFF	LANDSCAPE & IRRIGATION	STATE	\$ 80,000	89-90	15
40B	198.7	CITY OF FLAGSTAFF	DESIGN	STATE	\$ 8,000	89-90	15
64	270.7	DESERT VIEW-MULE SHOE BEND, UNIT I	RECONSTRUCT & PAVE	FLH	\$ 4,000,000	90-91	
64	270.7	DESERT VIEW-MULE SHOE BEND, UNIT I	RECONSTRUCT & PAVE	F	\$ 3,290,000	90-91	
64	288.3	CAMERON-WEST	RECONSTRUCT & PAVE	F	\$ 4,600,000	89-90	
64	288.3	CAMERON-WEST	RIGHT OF WAY ACQUISITION	STATE	\$ 275,000	89-90	
67	595.5	PARK BNDRY-NORTH, PHASE II	RECONSTRUCT & PAVE	FH	\$ 5,600,000	91-92	
89	419.0	JCT B 40-TOWNSEND	CURB, GUTTER & SIDEWALK	STATE	\$ 528,000	89-90	
89	430.3	JCT US 89 & SUNSET CRATER RD	LEFT TURN CHANNELIZATION	STATE	\$ 150,000	90-91	
89	434.5	DEADMAN FLAT-WUPATKI, UNIT I	RECONSTRUCT & PAVE	STATE	\$ 8,500,000	91-92	
89	434.5	DEADMAN FLAT-WUPATKI, UNIT I	RIGHT OF WAY ACQUISITION	STATE	\$ 600,000	91-92	
89	434.5	DEADMAN FLAT-WUPATKI, UNIT I	DESIGN	STATE	\$ 440,000	89-90	
89	442.5	FOREST BDRY-GRAY MOUNTAIN	RECONSTRUCT & PAVE	F	\$ 9,000,000	90-91	
89	442.5	FOREST BDRY-GRAY MOUNTAIN	DESIGN	STATE	\$ 470,000	89-90	
89	524.1	JCT US 89A @ BITTER SPRINGS	REALIGN ROADWAY AT INTERSECTION	STATE	\$ 820,000	90-91	
89	550.3	NORTH & SOUTH WAHWEAP JCT	INTERSECTION IMPROVEMENT	STATE	\$ 400,000	90-91	
89A	371.0	CITY OF SEDONA	LANDSCAPE & IRRIGATION	STATE	\$ 40,000	89-90	15

15/ Project subject to local participation. 20/ ADOT share of landscape project, City of Williams project.

COCONINO COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
89A	376.0	OAK CREEK CANYON	SCALING	STATE	\$ 200,000	90-91	
89A	381.0	OAK CREEK BRIDGE #0128	WIDEN BRIDGE & APPROACHES	BRS	\$ 1,700,000	89-90	
89A	389.9	US 89A @ MP 389.9	EXTEND GUARDRAIL	HES	\$ 100,000	89-90	
89A	394.6	WOODY WASH BRIDGE #0159	WIDEN BRIDGE & APPROACHES	BRS	\$ 450,000	92-93	
89A	396.4	BRIDGE # 1649	WIDEN BRIDGE & APPROACHES	BRS	\$ 430,000	92-93	
89A	524.0	BITTER SPRINGS-NAVAJO SPRINGS	ASPHALTIC CONCRETE & SEAL COAT	STATE	\$ 1,450,000	90-91	
89A	537.9	NAVAJO BRIDGE #051	REPLACE BRIDGE	F	\$ 8,300,000	89-90	
89A	537.9	NAVAJO BRIDGE #051	RIGHT OF WAY ACQUISITION	STATE	\$ 200,000	89-90	
89A	537.9	NAVAJO BRIDGE #051	PHASE II DESIGN	BRF	\$ 1,000,000	89-90	
89A	543.4	SOUTH FORK, BADGER CREEK BRIDGE #0100	WIDEN BRIDGE & APPROACHES	BRF	\$ 455,000	90-91	
89A	546.7	SOAP CREEK BRIDGE #0101	WIDEN BRIDGE & APPROACHES	BRF	\$ 840,000	90-91	
89A	559.6	JACOB WASH BRIDGE #0113	WIDEN BRIDGE & APPROACHES	BRF	\$ 555,000	90-91	
89A	562.2	BLUE CLAY WASH BRIDGE #0114	WIDEN BRIDGE & APPROACHES	BRF	\$ 460,000	90-91	
89A	562.7	HOUSE ROCK CREEK BRIDGE #0115	WIDEN BRIDGE & APPROACHES	BRF	\$ 768,000	90-91	
89A	613.0	CITY OF FREDONIA	REST ROOMS, PARKING	STATE	\$ 200,000	90-91	
99	55.0	I-40-NAVAJO RESERVATION BNDRY	ASPHALTIC CONCRETE & SEAL COAT	STATE	\$ 750,000	90-91	
160	321.9	TUBA CITY, US 160 & SR 264	INTERSECTION IMPROVEMENT	STATE	\$ 395,000	89-90	
160	321.9	TUBA CITY, US 160 & SR 264	RIGHT OF WAY ACQUISITION	STATE	\$ 75,000	89-90	
180	219.4	FLAGSTAFF AREA	CORRIDOR ANALYSIS	STATE	\$ 250,000	89-90	
180	235.0	KENDRICK PARK-FOREST BDY	ASPHALTIC CONCRETE & SEAL COAT	STATE	\$ 1,955,000	91-92	

GILA COUNTY



GILA COUNTY

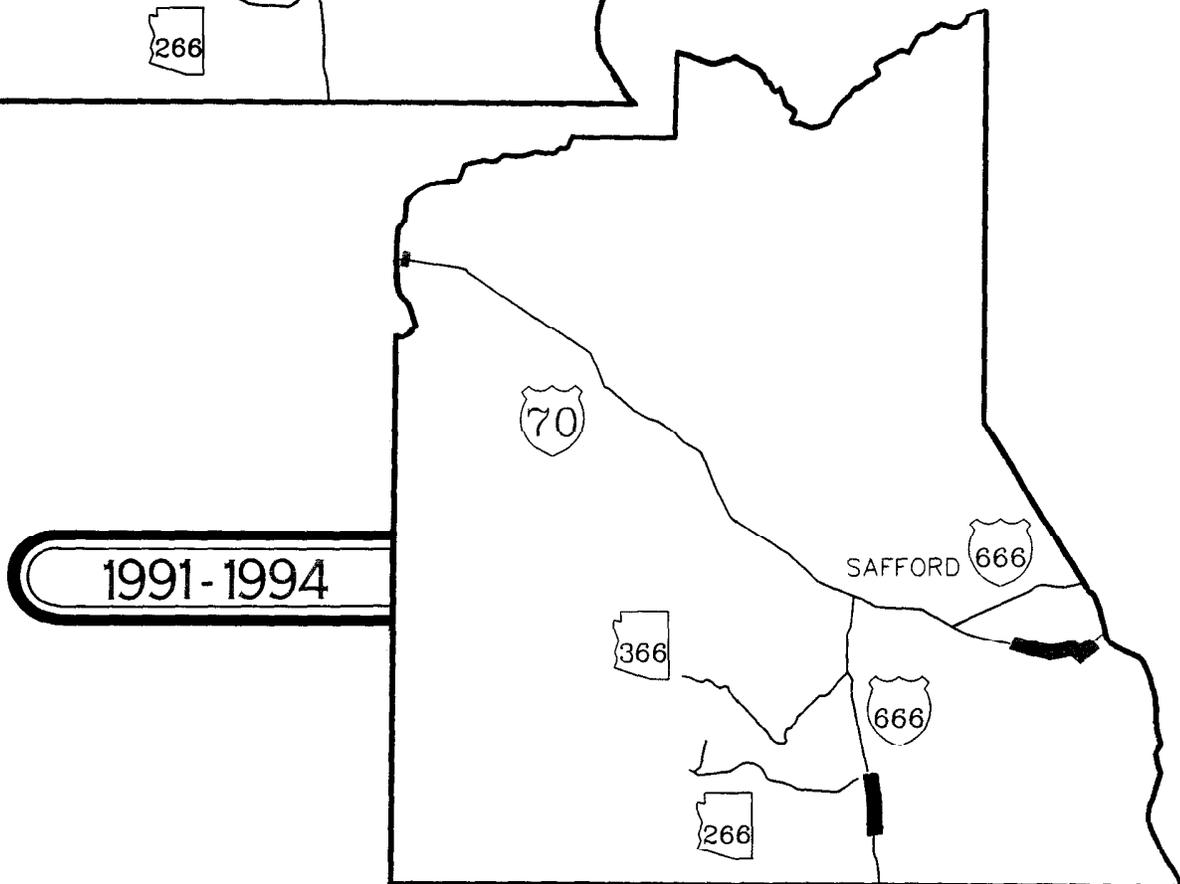
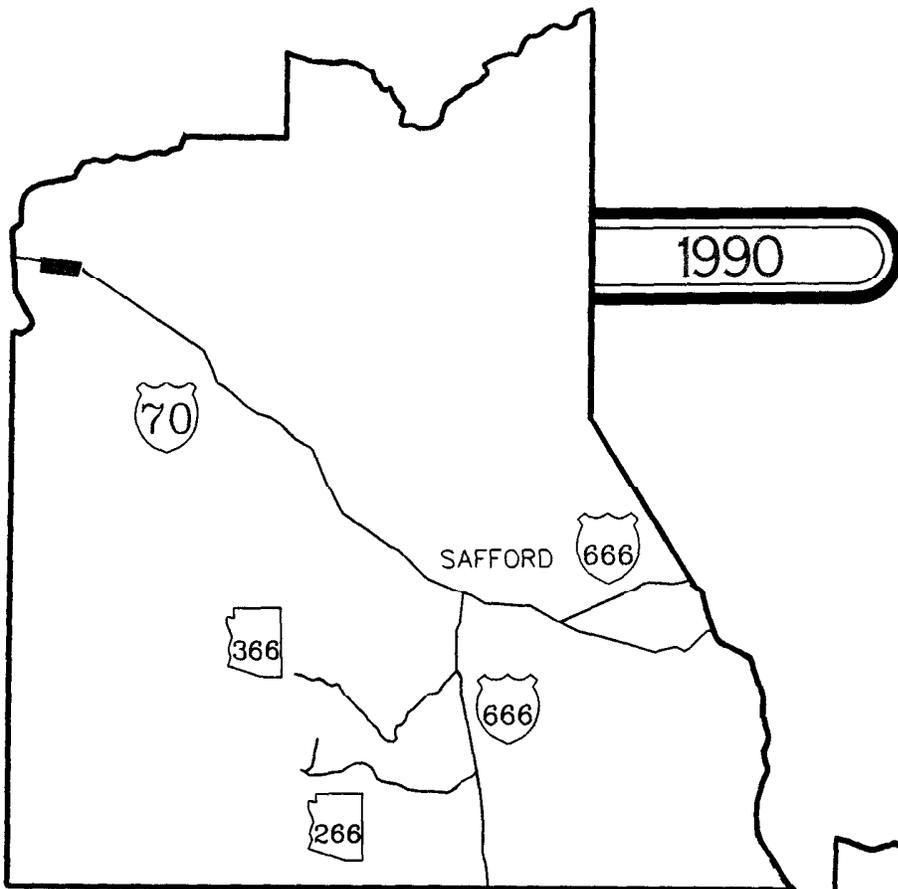
STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
60	244.3	TOWN OF MIAMI	REMOVE DIP SECTION	STATE	\$ 340,000	90-91	
60	245.2	MIAMI RR XING #903-609-J	FLASHERS & GATES	RRP	\$ 100,000	89-90	
60	245.2	MIAMI-PEDESTRIAN OP	ASPHALTIC CONCRETE FINISHING COURSE (MP 245.2-247.2 & 248.7-251.7)	STATE	\$ 245,000	91-92	
60	247.0	JCT 88-EAST	OVERLAY & ASPHALTIC CONCRETE FINISHING COURSE	STATE	\$ 470,000	89-90	
70	251.7	JCT US 60-JCT SR 77	MILL & REPLACE	STATE	\$ 998,000	89-90	
77	134.7	WINKELMAN-CHRISTMAS	ASPHALTIC CONCRETE & SEAL COAT	STATE	\$ 1,420,000	91-92	
77	154.3	CHRISTMAS-FOREST BOUNDARY	CONSTRUCT TRUCK ESCAPE RAMP	F	\$ 2,500,000	90-91	
87	235.0	MAZATZAL REST AREA (JCT SR 87 & 188)	REST AREA & FACILITIES	STATE	\$ 2,000,000	90-91	
87	235.7	JCT SR 188-RYE	RECONSTRUCT & PAVE	STATE	\$13,250,000	89-90	
87	253.4	JCT SR 260-HOUSTON MESA RD	RECONSTRUCT & PAVE	STATE	\$ 1,800,000	89-90	
87	253.4	JCT SR 260-HOUSTON MESA RD	RIGHT OF WAY ACQUISITION	STATE	\$ 200,000	89-90	
87	254.0	PAYSON-PINE	ASPHALTIC CONCRETE & SEAL COAT	STATE	\$ 1,820,000	90-91	
87	257.0	JCT FLOWING SPGS RD & EAST VERDE RD	WIDENING FOR LEFT & RIGHT TURNS	STATE	\$ 400,000	90-91	
87	263.2	PAYSON-PINE	CONSTRUCT CLIMBING LANE	STATE	\$ 575,000	89-90	
87	271.0	PINE-STRAWBERRY	ASPHALTIC CONCRETE & SEAL COAT	STATE	\$ 600,000	91-92	
87	271.0	STRAWBERRY HILL	INSTALL GUARDRAIL & RECESSED RPM'S	HES	\$ 325,000	90-91	
87	275.0	STRAWBERRY-CLINTS WELL	SEAL COAT	STATE	\$ 400,000	90-91	
88	241.0	GOVERNMENT HILL-ROOSEVELT BRIDGE	PAVE BRIDGE APPROACHES	BUREAU	\$ 500,000	89-90	
88	245.0	TONTO NAT'L MON-JCT US 60	CONCEPT DESIGN STUDY	STATE	\$ 500,000	89-90	
88	257.0	PINTO CREEK-MIAMI WASH	CONSTRUCT PASSING LANE	STATE	\$ 326,000	89-90	

GILA COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
188	247.0	VINEYARD CYN-ASH CREEK	SLOPE PROTECTION	BUREAU	\$ 2,800,000	91-92	14
188	247.0	VINEYARD CYN-ASH CREEK	DESIGN	BUREAU	\$ 200,000	90-91	14
188	255.2	ASH CREEK-SYCAMORE CREEK	RECONSTRUCT & PAVE	STATE	\$ 2,500,000	89-90	
188	255.2	ASH CREEK-SYCAMORE CREEK	RIGHT OF WAY ACQUISITION	STATE	\$ 5,000	89-90	
188	257.8	SYCAMORE CREEK-PUNKIN CENTER	RECONSTRUCT & PAVE	STATE	\$ 4,000,000	91-92	
188	257.8	SYCAMORE CREEK-PUNKIN CENTER	DESIGN	STATE	\$ 240,000	89-90	
188	257.8	SYCAMORE CREEK-PUNKIN CENTER	RIGHT OF WAY ACQUISITION	STATE	\$ 100,000	90-91	
188	261.8	PUNKIN CENTER-MP 265	RECONSTRUCT & PAVE	STATE	\$ 4,000,000	92-93	
188	261.8	PUNKIN CENTER-MP 265	RIGHT OF WAY ACQUISITION	STATE	\$ 100,000	91-92	
188	265.5	SR 188 @ MP 265	FLATTEN CURVE	STATE	\$ 2,000,000	90-91	
188	266.7	SLATE CREEK SECTION	RECONSTRUCT & PAVE	F	\$ 2,500,000	93-94	
188	268.8	SR 188 @ MP 270	FLATTEN CURVE	STATE	\$ 1,267,000	90-91	
260	252.0	PAYSON-STAR VALLEY	RECONSTRUCT & PAVE	STATE	\$ 6,000,000	89-90	
260	252.0	PAYSON-STAR VALLEY	RIGHT OF WAY ACQUISITION	STATE	\$ 300,000	89-90	
260	252.0	PAYSON-HEBER	CONCEPT DESIGN STUDY	STATE	\$ 500,000	89-90	
260	258.0	DIAMOND POINT	WIDEN FOR LEFT TURNS	STATE	\$ 250,000	89-90	
260	268.2	KOHL'S RANCH	TURN LANE	STATE	\$ 450,000	89-90	
260	268.2	KOHL'S RANCH	INSTALL GUARDRAIL	HES	\$ 100,000	90-91	
260	258.1	SR 66-SALT RIVER	SEAL COAT	STATE	\$ 100,000	89-90	

14/ Project subject to Intergovernmental Agreement.

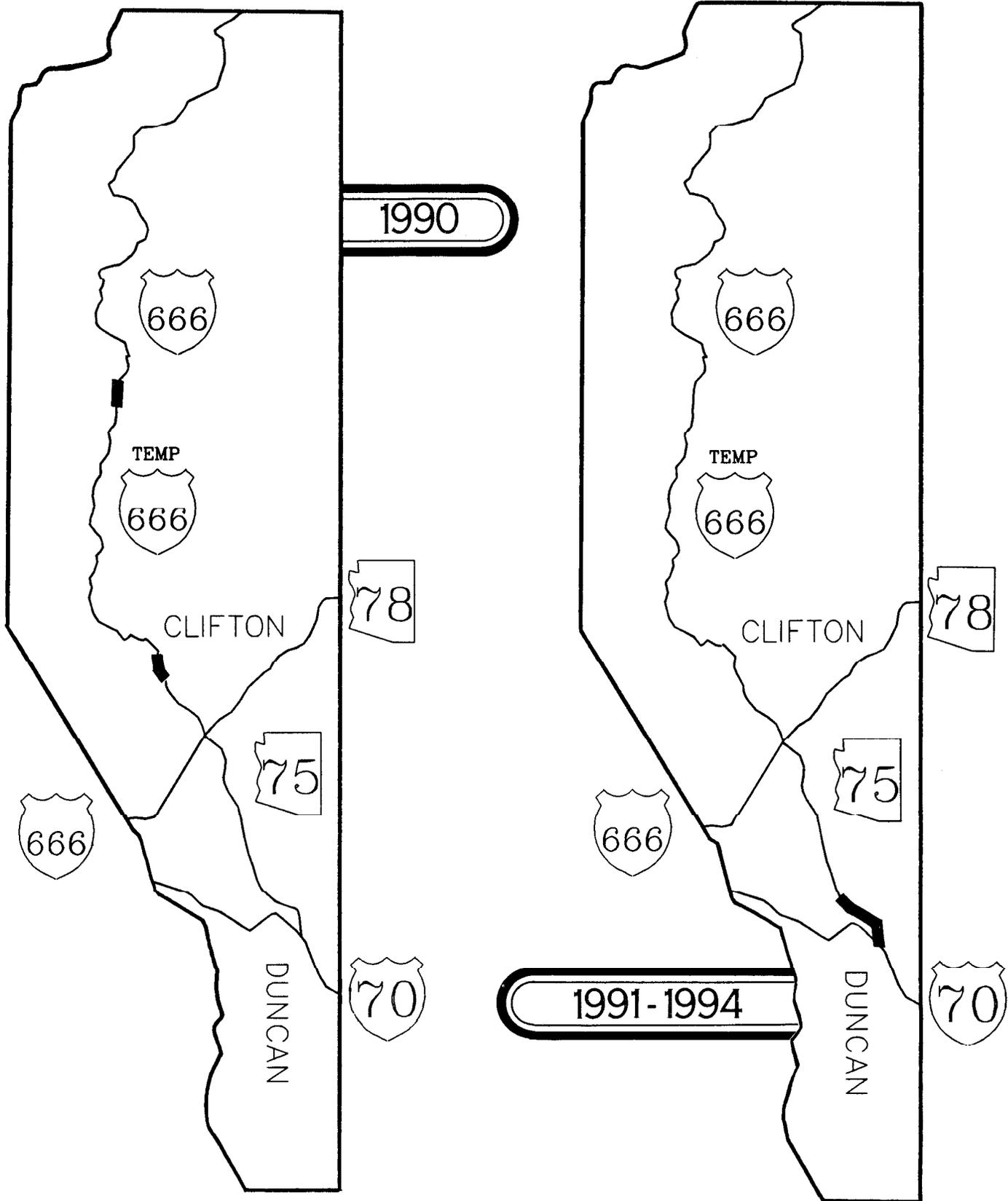
GRAHAM COUNTY



GRAHAM COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
70	272.3	MOONBASE RD	TURNING LANE	STATE	\$ 315,000	90-91	
70	275.0	SAN CARLOS-EAST, UNIT II	MILL & REPLACE	F	\$ 1,268,000	89-90	
70	356.0	MP 356.0-GREENLEE CO LINE	SEAL COAT	STATE	\$ 250,000	90-91	
170	274.6	SAN CARLOS RR XING #742-335-N	FLASHERS & GATES	RRP	\$ 120,000	90-91	
666	98.0	MP 98-JCT SR 266	ASPHALTIC CONCRETE	STATE	\$ 1,150,000	91-92	
666	120.8	SAFFORD RR XING #742-211-V	FLASHERS & GATES	RRP	\$ 100,000	89-90	

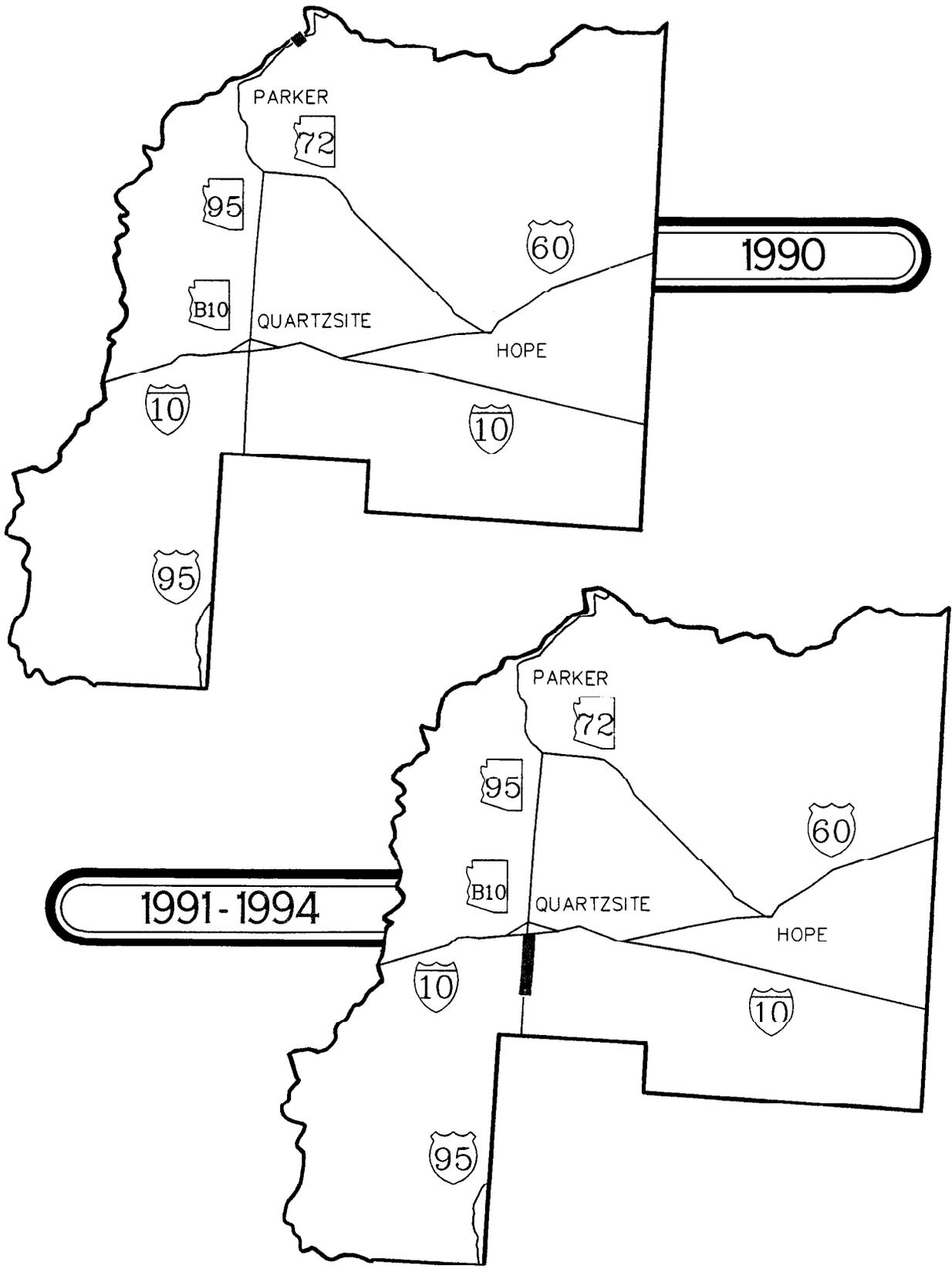
GREENLEE COUNTY



GREENLEE COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
70	379.0	TOWN OF DUNCAN	REST AREA FACILITIES	STATE	\$ 125,000	91-92	
75	378.9	DUNCAN-SANDWASH	ASPHALTIC CONCRETE & SEAL COAT	STATE	\$ 575,000	91-92	
666	154.0	COLD CREEK BRIDGE (SB) #0258	REPLACE EXPANSION JOINTS (5)	STATE	\$ 65,000	89-90	
666	160.0	THREE WAY-SMELTER HILL	RESURFACE & SEAL COAT	F	\$ 500,000	89-90	
666	173.3	GOMEZ RANCH-GREY'S PEAK	SEAL COAT	STATE	\$ 220,000	89-90	
666	173.3	GOMEZ RANCH-GREY'S PEAK	SELECTIVE ROCK EXCAVATIONS & ASPHALTIC CONCRETE (FORCE ACCOUNT)	STATE	\$ 800,000	89-90	

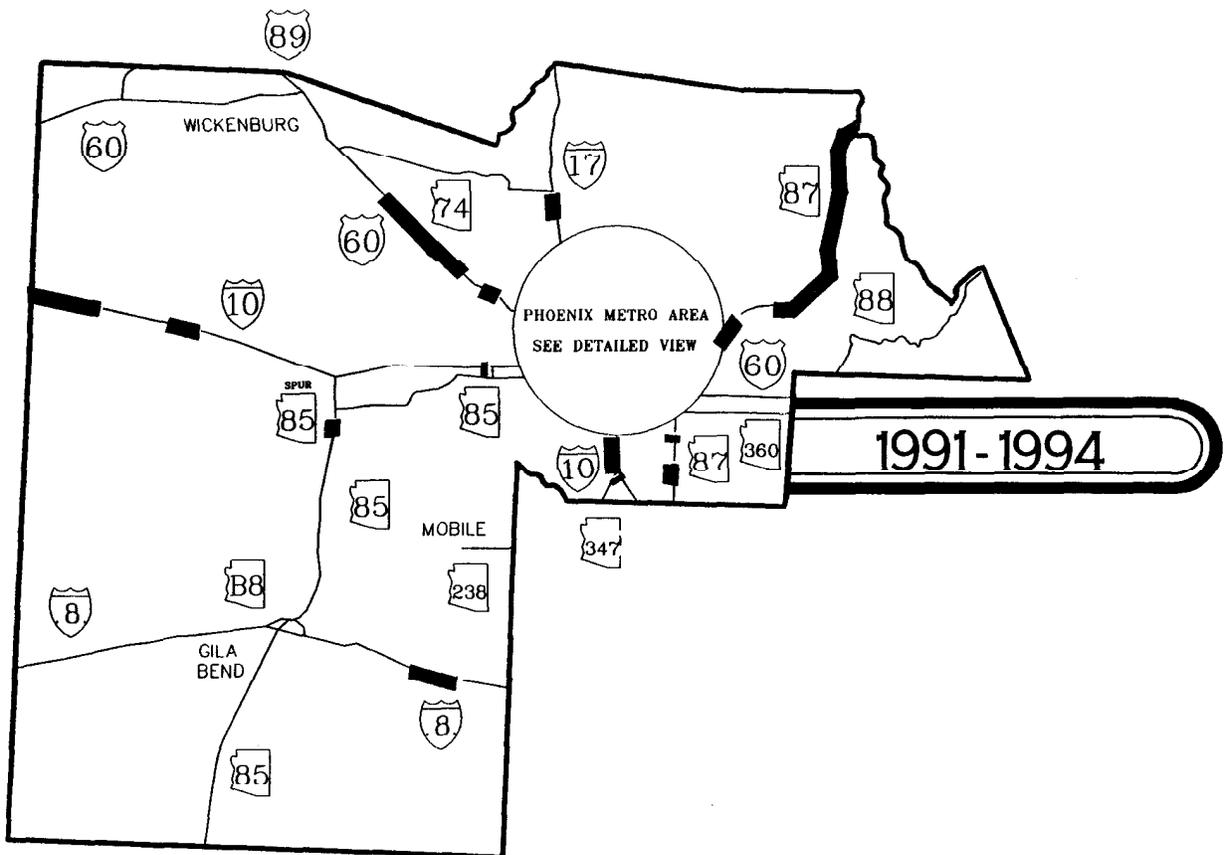
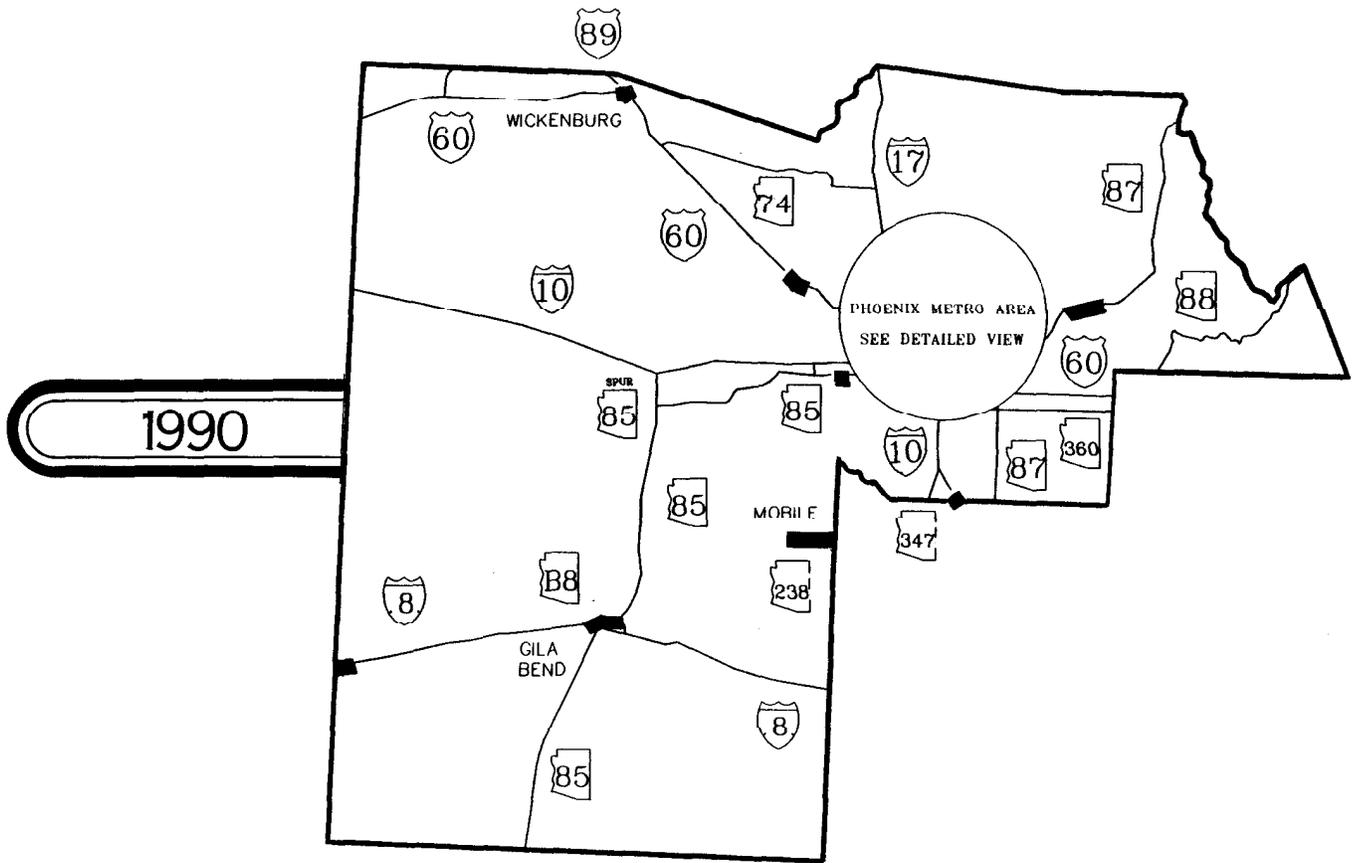
LA PAZ COUNTY



LA PAZ COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
10	0.0	CALIFORNIA STATE LINE-SPUR 85	SIGN REHABILITATION & UPDATE	IR	\$ 1,050,000	92-93	
10	4.5	EHRENBERG REST AREA	REHABILITATION REST AREA	IR	\$ 300,000	89-90	
10	4.5	EHRENBERG REST AREA	CONSTRUCT INFORMATION BOARDS/MAPS	STATE	\$ 16,000	89-90	
10	5.8	TOM WELLS TI	WIDEN RAMPS	IR	\$ 400,000	89-90	
10	45.4	VICKSBURG TI	WIDEN RAMPS & TRAFFIC INTERCHANGE LIGHTING	IR	\$ 282,000	89-90	
10	52.5	BOUSE WASH REST AREA	REHABILITATION REST AREA	IR	\$ 230,000	92-93	
10	52.5	BOUSE WASH REST AREA	CONSTRUCT INFORMATION BOARDS/MAPS	STATE	\$ 16,000	89-90	
95	96.0	NEW WATER ROAD-QUARTZSITE	ASPHALTIC CONCRETE & SEAL COAT	STATE	\$ 1,295,000	91-92	
95	153.4	OSBORN WASH-NORTH, UNIT III	RECONSTRUCT & PAVE	STATE	\$10,000,000	89-90	
95	153.4	OSBORN WASH-NORTH, UNIT III	RIGHT OF WAY ACQUISITION	STATE	\$ 100,000	89-90	

MARICOPA COUNTY



MARICOPA COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
8	83.8	SENTINEL REST AREA	REHABILITATION REST AREA	IR	\$ 180,000	90-91	
8	83.8	SENTINEL REST AREA	CONSTRUCT INFORMATION BOARDS/MAPS	STATE	\$ 16,000	89-90	
8	135.0	GILA BEND REST AREA-FREEMAN OP	MILL, REPLACE & ASPHALTIC CONCRETE FINISHING COURSE	IR	\$ 4,205,000	91-92	
8	ASP	PAINTED ROCKS STATE PARK	ASPHALTIC CONCRETE PAVE	STATE	\$ 750,000	89-90	10
8B	117.8	GILA BEND BUSINESS ROUTE	MILL & REPLACE	F	\$ 286,000	89-90	
10	70.6	COUNTY LINE-SALOME RD TI	MILL, REPLACE & ASPHALTIC CONCRETE FINISHING COURSE	IR	\$ 7,300,000	90-91	
10	86.0	BURNT WELL REST AREA	REHABILITATION REST AREA	IR	\$ 275,000	90-91	
10	86.0	BURNT WELL REST AREA	VENDING MACHINE SHELTER	STATE	\$ 27,000	89-90	
10	86.0	BURNT WELL REST AREA	CONSTRUCT INFORMATION BOARDS/MAPS	STATE	\$ 16,000	89-90	
10	90.0	BURNT WELL-TONOPAH	MILL, REPLACE & ASPHALTIC CONCRETE FINISHING COURSE	IR	\$ 2,665,000	91-92	
10	127.0	BULLARD AVE TI	RIGHT OF WAY ACQUISITION	STATE	\$ 2,000	89-90	
10	127.7	BULLARD AVE GRADE SEPARATION	CONSTRUCT TRAFFIC INTERCHANGE	PRIVATE	\$ 1,700,000	89-90	16
10	132.7	107TH AVE GRADE SEPARATION	CONSTRUCT TRAFFIC INTERCHANGE	IR	\$ 3,500,000	91-92	
10	143.2	I-10 COMPLETION	PRELIMINARY ENGINEERING, RIGHT OF WAY & UTILITIES	I	\$ 1,000,000	89-90	
10	144.0	I-17-15TH AVE	LANDSCAPE	IR	\$ 660,000	89-90	
10	144.0	I-17-15TH AVE	EROSION CONTROL	I	\$ 440,000	89-90	
10	144.9	3RD AVE-3RD ST	LANDSCAPE	I	\$ 1,410,000	89-90	
10	144.9	3RD AVE-3RD ST	LANDSCAPE	IR	\$ 590,000	89-90	
10	144.9	3RD AVE-3RD ST	LANDSCAPE	PHOENIX	\$ 0,000,000	89-90	0

- 6/ Local jurisdiction funding contribution to construction project.
- 10/ State park project subject to design and funding availability.
- 16/ Project subject to private participation.

MARICOPA COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
10	146.0	I-10/SQUAW PEAK/E PAPAGO TI	LANDSCAPE	IR	\$ 690,000	89-90	
10	146.0	I-10/SQUAW PEAK/E PAPAGO TI	EROSION CONTROL	I	\$ 270,000	89-90	
10	146.0	I-10/SQUAW PEAK/E PAPAGO TI	LANDSCAPE	RARF, 15%	\$ 720,000	89-90	
10	152.5	40TH ST-SOUTHERN AVE	HIGH OCCUPANCY VEHICLE (HOV) LANES	I	\$11,000,000	89-90	
10	152.6	44TH ST-SUPERSTITION TI	RECONSTRUCT & WIDEN MAINLINE	IR	\$18,900,000	89-90	
10	152.6	44TH ST- SUPERSTITION TI	RIGHT OF WAY ACQUISITION	IR	\$ 3,150,000	89-90	
10	154.6	SUPERSTITION TI	RIGHT OF WAY ACQUISITION	IR	\$19,200,000	89-90	
10	154.6	SUPERSTITION TI	RECONSTRUCT TRAFFIC INTERCHANGE, WIDEN MAINLINE	IR	\$26,500,000	91-92	
10	154.6	SUPERSTITION TI	RECONSTRUCT TRAFFIC INTERCHANGE, WIDEN MAINLINE	STATE	\$ 4,250,000	91-92	
10	154.6	SUPERSTITION TI	PHASE II DESIGN	IR	\$ 2,100,000	89-90	
10	154.6	SUPERSTITION TI	RIGHT OF WAY ACOUSITION	STATE	\$ 3,900,000	89-90	
10	154.9	BASELINE RD TI	DESIGN	IR	\$ 1,300,000	89-90	
10	154.9	BASELINE RD TI	WIDEN ROADWAY & TRAFFIC INTERCHANGE	IR	\$14,500,000	92-93	
10	154.9	BASELINE RD TI	RIGHT OF WAY ACQUISITION	IR	\$ 5,000,000	91-92	
10	155.6	BASELINE RD-CHANDLER BLVD	ADD MEDIAN LANES, PORTLAND CEMENT CONCRETE PAVEMENT	IR	\$ 5,500,000	93-94	
10	155.6	BASELINE RD-CHANDLER BLVD	DESIGN	IR	\$ 330,000	91-92	
10	157.7	ELLIOTT RD TI (JOINT FUNDED PROJECT W/TEMPE)	RECONSTRUCT TRAFFIC INTERCHANGE (ADOT SHARE 50%:\$5.0M CAP)	IR	\$ 5,000,000	93-94	11
10	157.7	ELLIOT RD TI	RECONST TRAFFIC INTERCHANGE (ADOT PAYBACK IN FY 94)	TEMPE	\$10,000,000	90-91	11

11/ ADOT's participation limited to 50% of construction cost or \$500,000 whichever is less.

MARICOPA COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
10	160.5	CHANDLER BLVD-PRINCE (EXCEPTION: MP 199.1 TO MP 238.0)	SIGN REHABILITATION & UPDATE	IR	\$ 1,112,000	90-91	
10	163.9	QUEEN CREEK GRADE SEPARATION	CONSTRUCT TRAFFIC INTERCHANGE	PRIVATE	\$ 2,000,000	90-91	16
10	163.9	QUEEN CREEK GRADE SEPARATION	CONSTRUCT TRAFFIC INTERCHANGE	IR	\$ 2,500,000	90-91	16
10	167.1	RIGGS RD-GILA RIVER (EB & WB)	MILL, REPLACE, ASPHALTIC CONCRETE FINISHING COURSE	IR	\$ 3,200,000	89-90	
17	194.8	16TH ST-BUCKEYE RD	MILL & REPLACE RUBBERIZED ASPHALTIC CONCRETE FINISHING COURSE	STATE	\$ 1,200,000	91-92	
17	195.1	16TH ST-BUCKEYE RD	ROADWAY LIGHTING	IR	\$ 570,000	89-90	
17	196.2	3RD ST RR XINGS. (#741-503-N & #741-501-A)	RUBBER PLANKING, FRONTAGE ROAD	RRS	\$ 100,000	89-90	
17	197.3	11TH AVE RR XINGS #25-845-P & #25-843-B	FLASHERS & GATES, FRONTAGE ROAD	RRP	\$ 200,000	89-90	
17	200.5	I-10 & I-17	INSTALL FREEWAY CORRIDOR CONTROLS	IR	\$ 4,200,000	92-93	
17	200.5	I-10 & I-17	INSTALL FREEWAY CORRIDOR CONTROLS	ST/RARF	\$ 5,800,000	92-93	
17	200.5	I-10 & I-17	INSTALL FREEWAY CORRIDOR CONTROLS	IR	\$ 5,200,000	93-94	
17	200.5	I-10 & I-17	INSTALL FREEWAY CORRIDOR CONTROLS	ST/RARF	\$ 6,100,000	93-94	
17	203.0	INDIAN SCHOOL RD TI & RAMPS	WIDEN STRUCTURE & UPDATE SIGNS	IR	\$ 7,400,000	89-90	
17	203.0	INDIAN SCHOOL RD TI & RAMPS	WIDEN STRUCTURE & UPDATE SIGNS (PHOENIX)	PHOENIX	\$ 250,000	89-90	6
17	203.1	INDIAN SCHOOL RD TI & PUMP STATION	PUMP STATION & UTILITIES	IR	\$ 1,800,000	89-90	
17	203.1	INDIAN SCHOOL-PUMP STATION	RIGHT OF WAY ACQUISITION	IR	\$ 1,000,000	89-90	
17	203.9	CAMELBACK RD TI & GRAND CANAL	WIDEN STRUCTURE, SIGNS & RIGHT OF WAY	IR	\$20,000,000	93-94	
17	203.9	CAMELBACK RD TI & GRAND CANAL	CONCEPT DESIGN STUDY	IR	\$ 400,000	90-91	
17	203.9	CAMELBACK RD TI & GRAND CANAL	DESIGN	IR	\$ 1,200,000	91-92	
17	208.0	DUNLAP AVE TI	WIDEN OVERPASS	STATE	\$ 300,000	89-90	

6/ Local jurisdiction funding contribution to construction project.

16/ Project subject to private participation.

MARICOPA COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
17	209.9	CACTUS-PINNACLE PK (FRONTAGE RDS & RAMPS)	SEAL COAT FRONTAGE ROADS & ASPHALTIC RUBBER ASPHALTIC CONCRETE RAMPS	STATE	\$ 425,000	91-92	
17	210.9	THUNDERBIRD TI	MODIFY TRAFFIC INTERCHANGE RAMPS	PRIVATE	\$ 500,000	89-90	16
17	210.9	THUNDERBIRD RD (PHOENIX PROJECT)	MODIFY X-ROAD, SOUTHWEST QUADRANT (ADOT SHARE)	STATE	\$ 150,000	91-92	1
17	213.4	BELL ROAD TI	RAMPS, X-ROADS & LANDSCAPE	IR	\$ 3,000,000	92-93	
17	214.0	UNION HILLS TI (PHOENIX PROJECT)	DRAINAGE & X-ROAD IMPROVEMENT (ADOT SHARE)	STATE	\$ 1,000,000	90-91	1
17	220.9	HAPPY VALLEY-CAREFREE (E & W FRONTAGE RDS)	SEAL COAT FRONTAGE ROADS	STATE	\$ 220,000	91-92	
17	198.0	EB FRONTAGE RD (DURANGO) 22ND AVE/23RD AVE	RECONSTRUCT TO 2/WAY	STATE	\$ 200,000	90-91	
17	198.0	EB FRONTAGE RD (DURANGO) 22ND AVE/23RD AVE	RECONSTRUCT TO 2 WAY (CITY OF PHOENIX SHARE \$100K)	PHOENIX	\$ 100,000	90-91	15
17	198.1	I-17, (11) LOCATIONS	UPGRADE PUMPHOUSES	IR	\$ 1,000,000	93-94	
17	198.8	BUCKEYE RD-VAN BUREN ST	GRIND PORTLAND CEMENT CONCRETE PAVEMENT, REPAIR JOINTS & SHOULDERS	IR	\$ 1,800,000	89-90	
17	198.8	BUCKEYE RD-JEFFERSON ST	LANDSCAPE	IR	\$ 300,000	89-90	
17	200.2	I-10 & I-17	FREEWAY CONTROL CENTER	IR	\$ 1,900,000	89-90	
17	200.2	I-10 & I-17	INSTALL FREEWAY CORRIDOR CONTROLS	IR	\$ 1,300,000	89-90	
17	200.3	I-10 & I-17	INSTALL FREEWAY CORRIDOR CONTROLS	IR	\$15,500,000	90-91	
17	200.4	I-10 & I-17	INSTALL FREEWAY CORRIDOR CONTROLS	IR	\$ 7,900,000	91-92	
17	227.7	DESERT HILLS REST AREA	RECONSTRUCT FACILITIES & PARKING	IR	\$ 4,500,000	92-93	
50	0.0	PARADISE, JCT SR 51-JCT SR 101L	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 2,000,000	89-90	
50	0.0	PARADISE	PRELIMINARY ENGINEERING	RARF 15%	\$ 1,200,000	89-90	

- 1/ ADOT share of construction cost, City of Phoenix Design and Construction.
- 15/ Project subject to local participation.
- 16/ Project subject to private participation.

MARICOPA COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
50	0.0	PARADISE, JCT SR 51-JCT 101L	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 2,000,000	90-91	
50	0.0	PARADISE	PRELIMINARY ENGINEERING	RARF 15%	\$ 1,200,000	90-91	
50	0.0	PARADISE, JCT SR 51-JCT SR 101L	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 2,000,000	91-92	
50	0.0	PARADISE	PRELIMINARY ENGINEERING	RARF 15%	\$ 1,200,000	91-92	
50	0.0	PARADISE, JCT SR 51-JCT SR 101L	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 2,000,000	92-93	
50	0.0	PARADISE	PRELIMINARY ENGINEERING	RARF 15%	\$ 1,200,000	92-93	
50	0.0	PARADISE, JCT SR 51-JCT 101L	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 2,000,000	93-94	
50	0.0	PARADISE	PRELIMINARY ENGINEERING	RARF 15%	\$ 1,200,000	93-94	
51	0.0	SQUAW PEAK	PRELIMINARY ENGINEERING	RARF 15%	\$ 1,575,000	89-90	
51	0.0	SQUAW PEAK	PRELIMINARY ENGINEERING	RARF 15%	\$ 1,600,000	90-91	
51	0.0	SQUAW PEAK	PRELIMINARY ENGINEERING	RARF 15%	\$ 1,600,000	91-92	
51	0.0	SQUAW PEAK	PRELIMINARY ENGINEERING	RARF 15%	\$ 1,200,000	92-93	
51	0.0	SQUAW PEAK	PRELIMINARY ENGINEERING	RARF 15%	\$ 800,000	93-94	
51	5.0	SQUAW PEAK, GLENDALE AVE-26TH ST	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 2,000,000	89-90	
51	5.0	SQUAW PEAK, GLENDALE AVE-NORTHERN AVE	LANDSCAPE (DESIGN)	RARF 15%	\$ 100,000	89-90	
51	5.0	SQUAW PEAK, GLENDALE AVE-NORTHERN AVE	CONSTRUCT ROADWAY	RARF 15%	\$18,200,000	89-90	
51	5.0	SQUAW PEAK, GLENDALE AVE-NORTHERN AVE	CONSTRUCT LANDSCAPE	RARF 15%	\$ 1,000,000	90-91	
51	6.0	SQUAW PEAK, NORTHERN AVE-29TH ST	ROADWAY (DESIGN)	RARF 15%	\$ 1,100,000	89-90	
51	6.0	SQUAW PEAK, NORTHERN AVE-29TH ST	LANDSCAPE (DESIGN)	RARF 15%	\$ 100,000	91-92	
51	6.0	SQUAW PEAK, NORTHERN AVE-29TH ST	CONSTRUCT ROADWAY	RARF 15%	\$14,400,000	92-93	

MARICOPA COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
51	7.0	SQUAW PEAK, 26TH ST-SHEA BLVD	RIGHT OF WAY ACQUISITION	RARF 15%	\$14,000,000	89-90	
51	7.0	SQUAW PEAK, 29TH ST-SHEA BLVD	ROADWAY (DESIGN)	RARF 15%	\$ 1,400,000	89-90	
51	7.0	SQUAW PEAK, 29TH ST-SHEA BLVD	LANDSCAPE (DESIGN)	RARF 15%	\$ 70,000	90-91	
51	7.0	SQUAW PEAK, 29TH ST-SHEA BLVD	CONSTRUCT ROADWAY	RARF 15%	\$24,200,000	90-91	
51	7.0	SQUAW PEAK, 29TH ST-SHEA BLVD	CONSTRUCT LANDSCAPE	RARF 15%	\$ 700,000	92-93	
51	9.0	SQUAW PEAK, SHEA BLVD-THUNDERBIRD RD	RIGHT OF WAY ACQUISITION	RARF 15%	\$10,000,000	90-91	
51	9.0	SQUAW PEAK, SHEA BLVD-THUNDERBIRD RD	ROADWAY (DESIGN)	RARF 15%	\$ 2,400,000	90-91	
51	9.0	SQUAW PEAK, SHEA BLVD-THUNDERBIRD RD	RIGHT OF WAY ACQUISITION	RARF 15%	\$15,000,000	91-92	
51	9.0	SQUAW PEAK, SHEA BLVD-THUNDERBIRD RD	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 4,000,000	92-93	
51	9.0	SQUAW PEAK, SHEA BLVD-THUNDERBIRD RD	CONSTRUCT ROADWAY	RARF 15%	\$31,000,000	92-93	
51	10.0	SQUAW PEAK, BELL RD-UNION HILLS DR	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 2,500,000	89-90	
60	0.0	GRAND AVE, BEARDSLEY-AGUA FRIA	RIGHT OF WAY ACQUISITION	15%	\$ 5,000,000	89-90	
60	0.0	GRAND AVE	PRELIMINARY ENGINEERING	15%	\$ 1,000,000	89-90	
60	0.0	GRAND AVE, BEARDSLEY RD-AGUA FRIA	ROADWAY (DESIGN)	15%	\$ 500,000	89-90	
60	109.0	WICKENBURG ST'S	MILL, REPLACE, ASPHALTIC CONCRETE FINISHING COURSE, CURB & GUTTER	STATE	\$ 646,000	89-90	15
60	110.0	TOWN OF WICKENBURG	LANDSCAPE & IRRIGATION	STATE	\$ 20,000	89-90	15
60	110.0	TOWN OF WICKENBERG	DESIGN	STATE	\$ 2,000	89-90	15
60	113.6	WICKENBURG-BEARDSLEY RD	FENCING	STATE	\$ 150,000	89-90	
60	129.3	WHITTMANN-BEARDSLEY	BRIDGE REPLACEMENT	BRF	\$ 2,000,000	93-94	

15/ Project subject to local participation.

MARICOPA COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
60	137.8	GRAND AVE, BEARDSLEY-VAN BUREN (TSM)	ROADWAY (DESIGN)	15%	\$ 500,000	89-90	
60	137.8	GRAND AVE, BEARDSLEY-VAN BUREN (TSM)	RIGHT OF WAY ACQUISITION	15%	\$ 300,000	90-91	
60	137.8	GRAND AVE, BEARDSLEY-VAN BUREN (TSM)	CONSTRUCT ROADWAY	15%	\$ 3,000,000	90-91	
60	137.8	GRAND AVE, BEARDSLEY RD-AGUA FRIA	CONSTRUCT ROADWAY	15%	\$14,000,000	90-91	
60	137.8	GRAND AVE, BEARDSLEY-VAN BUREN (TSM)	CONSTRUCT ROADWAY	15%	\$ 3,000,000	91-92	
60	146.2	GRAND AVE, AGUA FRIA BRIDGE #312 & #313	BRIDGES & APPROACHES	15%	\$ 9,200,000	89-90	
60	146.2	GRAND AVE, AGUA FRIA BRIDGE #312 & #313	DESIGN	15%	\$ 3,000,000	89-90	
60	146.5	AGUA FRIA-PEORIA AVE	MILL, REPLACE & FINISHING COURSE	F	\$ 1,800,000	89-90	
60	152.7	CITY OF GLENDALE	LANDSCAPE & IRRIGATION	STATE	\$ 8,000	89-90	15
60	157.0	GRAND AVE, CAMELBACK RD T.I.	ROADWAY (DESIGN)	RARF 15%	\$ 2,000,000	93-94	
60	161.8	MCDOWELL-VAN BUREN (PHOENIX PROJECT)	WIDEN ROADWAY (ADOT SHARE)	STATE	\$ 1,000,000	90-91	1
60	176.4	CITY OF MESA (MESA PROJECT)	CURB, GUTTER & SIDEWALK (ADOT SHARE)	STATE	\$ 325,000	89-90	2
60	184.0	EASTERN CANAL BRIDGE #371	BRIDGE REHABILITATION	STATE	\$ 510,000	89-90	
60	184.0	VAL VISTA-ECL (MESA PROJECT)	MEDIAN CURB GUTTER & CATCH BASIN (ADOT SHARE)	STATE	\$ 105,000	89-90	2
60	185.0	HIGLEY RD-POWER RD (MESA PROJECT)	STORM DRAIN (ADOT SHARE)	STATE	\$ 650,000	89-90	2
60	185.6	POWER RD-SOSSAMAN RD (MESA PROJECT)	STORM DRAIN (ADOT SHARE)	STATE	\$ 200,000	90-91	2
60	186.0	HIGLEY-MESA ECL	LANDSCAPE & IRRIGATION	STATE	\$ 1,035,000	90-91	
85	147.4	GILA RIVER BRIDGE #1274	BRIDGE REPLACEMENT	STATE	\$17,300,000	90-91	
85	147.4	GILA RIVER BRIDGE #1274	RIGHT OF WAY ACQUISITION	STATE	\$ 100,000	90-91	

- 1/ ADOT share of construction cost, City of Phoenix Design and Construction.
- 2/ ADOT share of construction cost, City of Mesa Design and Construction.
- 15/ Project subject to local participation.

MARICOPA COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
85	185.8	75TH AVE-59TH AVE	MILL & ASPHALTIC CONCRETE	STATE	\$ 550,000	89-90	
87	162.7	OCOTILLO RD-FRYE RD	RECONSTRUCT, CURB, GUTTER & PAVE	F	\$ 4,000,000	93-94	
87	162.7	OCOTILLO RD-FRYE RD	RIGHT OF WAY ACQUISITION	STATE	\$ 200,000	92-93	
87	168.9	THOROBRED-ELLIOT RD (NB)	MILL & REPLACE	F	\$ 170,000	91-92	
87	173.0	BROADWAY RD-RED MOUNTAIN	PHASE II DESIGN	STATE	\$ 600,000	90-91	
87	174.2	JCT US 60-MCKELLIPS RD	MILL & REPLACE	STATE	\$ 770,000	89-90	
87	178.0	MCDOWELL RD-SHEA BLVD	DESIGN	STATE	\$ 770,000	89-90	
87	188.5	SHEA BLVD-TONTO FOREST BNDRY	RECONSTRUCT, NORTH BOUND & SOUTH BOUND STRUCTURES & PAVE	STATE	\$15,000,000	89-90	
87	188.5	SHEA BLVD-TONTO FOREST BNDRY	RIGHT OF WAY ACQUISITION	STATE	\$ 4,000,000	89-90	
87	193.0	TONTO FOREST BDRY-SAGUARO LK RD	ASPHALTIC COURSE OVERLAY TEST SECTION (NORTHBOUND)	STATE	\$ 840,000	90-91	
87	202.4	FOUR PEAKS RD-SUGARLOAF RD	EXTEND INTERIM ROADWAY	STATE	\$ 1,100,000	91-92	
87	202.4	FOUR PEAKS RD-SUGARLOAF RD	DESIGN	STATE	\$ 61,000	89-90	
87	203.8	SUGARLOAF RD-MESQUITE WASH	NEW (SOUTHBOUND) ROADWAY	STATE	\$10,000,000	91-92	
87	203.8	SUGARLOAF RD-MESQUITE WASH	DESIGN	STATE	\$ 551,000	89-90	
87	206.2	MESQUITE WASH-SYCAMORE CK	NEW (NORTHBOUND) ROADWAY	STATE	\$ 8,900,000	92-93	
87	206.2	MESQUITE WASH-SYCAMORE CK	DESIGN	STATE	\$ 495,000	90-91	
87	211.3	CAMP CK-SYCAMORE CK	NEW (SOUTHBOUND) ROADWAY W/BRIDGE	STATE	\$ 2,900,000	92-93	
87	211.3	CAMP CK-SYCAMORE CK	DESIGN	STATE	\$ 158,000	90-91	
87	212.6	SYCAMORE CK-SUNFLOWER	DESIGN	STATE	\$ 826,000	91-92	
87	212.6	SYCAMORE CK-SUNFLOWER	NEW (NORTHBOUND) ROADWAY	STATE	\$15,000,000	92-93	

MARICOPA COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
87	217.0	SUNFLOWER-WEST FORK OF SYCAMORE CREEK	RECONSTRUCT & DAVE	STATE	\$30,600,000	92-93	4
87	217.0	SUNFLOWER-WEST FORK OF SYCAMORE CREEK	DESIGN	STATE	\$ 1,561,000	89-90	4
87	222.7	WEST FORK SYCAMORE CK-MP 226	WIDEN EXISTING ROADWAY	STATE	\$ 7,400,000	92-93	4
87	222.7	WEST FORK SYCAMORE CK-MP 226	DESIGN	STATE	\$ 408,000	90-91	4
89	252.0	JCT US 60-WICKENBURG NCL	MILL & REPLACE	STATE	\$ 271,000	89-90	
101L	0.0	AGUA FRIA	PRELIMINARY ENGINEERING	RARF 15%	\$ 2,000,000	89-90	
101L	0.0	PIMA	PRELIMINARY ENGINEERING	RARF 15%	\$ 3,250,000	89-90	
101L	0.0	AGUA FRIA	PRELIMINARY ENGINEERING	RARF 15%	\$ 2,000,000	90-91	
101L	0.0	PIMA	PRELIMINARY ENGINEERING	RARF 15%	\$ 4,500,000	90-91	
101L	0.0	AGUA FRIA, BUCKEYE RD-JCT I-10	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 500,000	91-92	
101L	0.0	AGUA FRIA	PRELIMINARY ENGINEERING	RARF 15%	\$ 2,000,000	91-92	
101L	0.0	AGUA FRIA, BUCKEYE RD-JCT I-10	ROADWAY (DESIGN)	RARF 15%	\$ 100,000	91-92	
101L	0.0	PIMA	PRELIMINARY ENGINEERING	RARF 15%	\$ 4,500,000	91-92	
101L	0.0	AGUA FRIA, BUCKEYE RD-JCT I-10	CONSTRUCT ROADWAY	RARF 15%	\$ 2,150,000	92-93	
101L	0.0	AGUA FRIA	PRELIMINARY ENGINEERING	RARF 15%	\$ 2,000,000	93-94	
101L	0.0	PIMA	PRELIMINARY ENGINEERING	RARF 15%	\$ 4,500,000	93-94	
101L	0.0	PIMA	PRELIMINARY ENGINEERING	RARF 15%	\$ 4,500,000	92-93	
101L	0.0	AGUA FRIA	PRELIMINARY ENGINEERING	RARF 15%	\$ 2,000,000	92-93	
101L	0.0	PIMA, 19TH AVE-12TH ST	DESIGN	RARF 15%	\$ 330,000	89-90	
101L	0.0	PIMA, 12TH ST-CAP CANAL	DESIGN	RARF 15%	\$ 500,000	89-90	

4/ Project location subject to outcome of environmental study.

MARICOPA COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
101L	0.0	PIMA, CAP CANAL-SCOTTSDALE	DESIGN	RARF 15%	\$ 420,000	89-90	
101L	2.0	AGUA FRIA, JCT I-10-THOMAS RD	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 5,000,000	89-90	
101L	2.0	AGUA FRIA, JCT I-10-THOMAS RD	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 5,000,000	90-91	
101L	2.0	AGUA FRIA, JCT I-10-THOMAS RD	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 7,000,000	91-92	
101L	3.0	AGUA FRIA, THOMAS RD-CAMELBACK RD	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 5,000,000	90-91	
101L	3.2	AGUA FRIA, THOMAS RD-CAMELBACK RD	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 5,000,000	89-90	
101L	3.5	AGUA FRIA, THOMAS RD-CAMELBACK RD	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 8,000,000	91-92	
101L	NA	PRICE/SAN TAN/SOUTH MOUNTAIN	PRELIMINARY ENGINEERING	RARF 15%	\$ 1,500,000	89-90	
101L	NA	PRICE/SAN TAN/SOUTH MOUNTAIN	PRELIMINARY ENGINEERING	RARF 15%	\$ 1,000,000	90-91	
101L	NA	PRICE/SAN TAN/SOUTH MOUNTAIN	PRELIMINARY ENGINEERING	RARF 15%	\$ 1,000,000	91-92	
101L	NA	PRICE/SAN TAN/SOUTH MOUNTAIN	PRELIMINARY ENGINEERING	RARF 15%	\$ 1,000,000	92-93	
101L	NA	PRICE/SAN TAN/SOUTH MOUNTAIN	PRELIMINARY ENGINEERING	RARF 15%	\$ 1,000,000	93-94	
101L	11.0	AGUA FRIA, PEORIA AVE-SKUNK CREEK	CONSTRUCT LANDSCAPE	RARF 15%	\$ 2,700,000	89-90	
101L	14.0	AGUA FRIA, BELL RD-75TH AVE	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 5,095,000	89-90	
101L	14.0	AGUA FRIA, BELL RD @ NEW RIVER (CITY OF PEORIA PROJECT)	CONSTRUCT ROADWAY	RARF 15%	\$ 355,000	90-91	
101L	14.0	AGUA FRIA, BELL RD-75TH AVE	CONSTRUCT LANDSCAPE	RARF 15%	\$ 2,035,000	90-91	
101L	16.5	AGUA FRIA, 75TH AVE-27TH AVE	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 3,405,000	89-90	
101L	16.5	AGUA FRIA, 75TH AVE-59TH AVE	CONSTRUCT ROADWAY	RARF 15%	\$23,885,000	89-90	
101L	16.5	AGUA FRIA, 75TH AVE-59TH AVE	CONSTRUCT LANDSCAPE	RARF 15%	\$ 1,570,000	91-92	
101L	18.0	AGUA FRIA, 59TH AVE-35TH AVE	LANDSCAPE (DESIGN)	RARF 15%	\$ 200,000	90-91	

MARICOPA COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
101L	18.0	AGUA FRIA, 59TH AVE-35TH AVE	CONSTRUCT ROADWAY	RARF 15%	\$32,575,000	91-92	
101L	23.0	AGUA FRIA, I-17 TI	RIGHT OF WAY ACQUISITION	RARF 15%	\$10,700,000	89-90	
101L	23.0	AGUA FRIA, I-17 TI	CONSTRUCT CENTRAL STRUCTURES (WEST LEG)	RARF 15%	\$30,395,000	92-93	
101L	23.5	PIMA, 23RD AVE-CAVE CREEK RD	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 1,000,000	90-91	
101L	27.6	PIMA, CAVE CREEK-PIMA RD	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 1,000,000	92-93	
101L	40.5	PIMA, VIA LINDA-INDIAN BEND RD	RIGHT OF WAY ACQUISITION	RARF 15%	\$65,000,000	89-90	
101L	40.5	PIMA, SHEA BLVD-INDIAN BEND RD	ROADWAY (DESIGN)	RARF 15%	\$ 1,900,000	89-90	
101L	41.3	PIMA, 90TH ST-MCDONALD RD	CONSTRUCT STRUCTURES	RARF 15%	\$ 8,300,000	90-91	
101L	41.3	PIMA, 90TH ST-MCKELLIPS RD	GRADE & DRAIN	RARF 15%	\$29,970,000	91-92	
101L	41.3	PIMA, 90TH ST-MCKELLIPS RD	PAVE	RARF 15%	\$35,045,000	93-94	
101L	43.5	PIMA, INDIAN BEND RD-INDIAN SCHOOL RD	RIGHT OF WAY ACQUISITION	RARF 15%	\$55,000,000	89-90	
101L	43.5	PIMA, INDIAN BEND RD-INDIAN SCHOOL RD	ROADWAY (DESIGN)	RARF 15%	\$ 1,500,000	89-90	
101L	45.5	PIMA, CHAPARRAL-MCKELLIPS RD	CONSTRUCT STRUCTURES	RARF 15%	\$ 7,640,000	90-91	
101L	46.5	PIMA, INDIAN SCHOOL RD-MCKELLIPS RD	RIGHT OF WAY ACQUISITION	RARF 15%	\$55,000,000	89-90	
101L	46.5	PIMA, INDIAN SCHOOL RD-MCKELLIPS RD	ROADWAY (DESIGN)	RARF 15%	\$ 1,750,000	89-90	
101L	46.5	PIMA, INDIAN SCHOOL RD-MCKELLIPS RD	LANDSCAPE (DESIGN)	RARF 15%	\$ 125,000	92-93	
101L	49.5	PIMA, MCKELLIPS RD-1ST ST	ROADWAY (DESIGN)	RARF 15%	\$ 5,100,000	89-90	
101L	49.5	PIMA, MCKELLIPS RD-RED MOUNTAIN TI	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 7,500,000	90-91	
101L	49.5	PIMA, MCKELLIPS RD-RED MOUNTAIN TI	CONSTRUCT ROADWAY	RARF 15%	\$44,970,000	92-93	
101L	50.0	PIMA, BANK PROTECTION, TUNNEL EXTENSION & OUTFALL	CONSTRUCT STRUCTURES	RARF 15%	\$10,335,000	90-91	

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STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
101L	51.5	PIMA, UNIVERSITY DR-SOUTHERN AVE	CONSTRUCT LANDSCAPE	RARF 15%	\$ 1,765,000	90-91	
101L	52.0	PIMA, RED MOUNTAIN TI (W & S LEGS)	RIGHT OF WAY ACQUISITION	RARF 15%	\$17,500,000	89-90	
101L	52.0	PIMA, SRP HEADWORK & TAILWORK	CONSTRUCT STRUCTURES	RARF 15%	\$ 6,130,000	89-90	
101L	52.0	PIMA, RED MOUNTAIN TI (W & S LEGS)	CONSTRUCT ROADWAY	RARF 15%	\$24,615,000	90-91	
101L	54.0	PIMA, SR 360	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 30,000	90-91	
101L	54.0	PIMA, JCT SR 360-JCT 101L (CENTRAL STRUCTURES)	CONSTRUCT STRUCTURES	RARF 15%	\$66,780,000	90-91	
101L	54.0	PIMA, SR 360 & RAMPS	CONSTRUCT LANDSCAPE	RARF 15%	\$ 3,100,000	93-94	
101L	55.0	PRICE, SUPERSTITION TI (S LEG)	REMAINING WORK	RARF 15%	\$13,700,000	92-93	
101L	55.5	PRICE, BASELINE RD-FRYE RD	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 2,000,000	89-90	
101L	55.5	PRICE, BASELINE RD-FRYE RD	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 2,000,000	90-91	
101L	55.5	PRICE, BASELINE RD-FRYE RD	ARCHAEOLOGICAL	RARF 15%	\$ 120,000	90-91	
101L	55.5	PRICE, BASELINE RD-FRYE RD	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 2,000,000	91-92	
101L	55.5	PRICE, BASELINE RD-FRYE RD	ARCHAEOLOGICAL	RARF 15%	\$ 1,500,000	91-92	
101L	55.5	PRICE, BASELINE RD-ELLIOT RD	RIGHT OF WAY ACQUISITION (BRIDGES & CROSSROADS)	RARF 115%	\$ 6,000,000	92-93	
101L	55.5	PRICE, BASELINE RD-FRYE RD	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 3,000,000	92-93	
101L	57.5	PRICE, ELLIOT RD-FRYE RD	RIGHT OF WAY ACQUISITION (STORM DRAIN)	RARF 15%	\$ 5,000,000	93-94	
101L	57.5	PRICE, ELLIOT RD-FRYE RD	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 3,000,000	93-94	
101L	57.5	PRICE, ELLIOT RD-FRYE RD	FRONTAGE ROADS & UTILITIES (DESIGN)	RARF 15%	\$ 380,000	91-92	
101L	57.5	PRICE, ELLIOT RD-FRYE RD	STORM DRAIN (DESIGN)	RARF 15%	\$ 560,000	91-92	
101L	57.5	PRICE, ELLIOT RD-FRYE RD	BRIDGES & CROSSROADS (DESIGN)	RARF 15%	\$ 280,000	91-92	
101L	73.5	SOUTH MOUNTAIN, 19TH AVE-51ST AVE	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 500,000	89-90	

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STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
101L	73.5	SOUTH MOUNTAIN, 19TH AVE-51ST AVE	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 1,500,000	92-93	
101L	201.3	SAN TAN, JCT I-10-PRICE RD	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 2,000,000	89-90	
101L	201.3	SAN TAN, JCT I-10-PRICE RD	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 2,000,000	90-91	
101L	201.3	SAN TAN, JCT I-10-PRICE RD	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 2,000,000	91-92	
101L	201.3	SAN TAN, JCT I-10-PRICE RD	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 2,000,000	92-93	
101L	201.3	SAN TAN, JCT I-10-PRICE RD	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 3,000,000	93-94	
143		HOHOKAM, GRAND CANAL-WASHINGTON ST, OC CANAL	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 710,000	89-90	
143	0.0	HOHOKAM, HOHOKAM TI, ROADWAY & RAMPS	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 430,000	89-90	
143	0.0	HOHOKAM, 44TH ST-48TH ST, HOHOKAM-VAN BUREN, BRIDGES, OC	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 4,360,000	89-90	
143	0.0	HOHOKAM, EAST APPROACHES-48TH ST STRUCTURES	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 450,000	89-90	
143	0.0	HOHOKAM	PRELIMINARY ENGINEERING	RARF 15%	\$ 2,000,000	89-90	
143	0.0	HOHOKAM	PRELIMINARY ENGINEERING	RARF 15%	\$ 300,000	90-91	
143	0.0	HOHOKAM	PRELIMINARY ENGINEERING	RARF 15%	\$ 300,000	91-92	
143	0.0	HOHOKAM	PRELIMINARY ENGINEERING	RARF 15%	\$ 250,000	92-93	
143	0.0	HOHOKAM, EAST PAPAGO TI	LANDSCAPE (DESIGN)	RARF 15%	\$ 150,000	91-92	
143	0.0	HOHOKAM, EAST PAPAGO TI	CONSTRUCT LANDSCAPE	RARF 15%	\$ 1,500,000	92-93	
143	0.8	HOHOKAM, UNIVERSITY DR-WASHINGTON ST	LANDSCAPE (DESIGN)	RARF 15%	\$ 125,000	89-90	
143	0.8	HOHOKAM, UNIVERSITY DR-WASHINGTON ST	CONSTRUCT LANDSCAPE	RARF 15%	\$ 1,700,000	90-91	
143	1.2	HOHOKAM, TEMP CONNECTION (N)-GRAND CANAL	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 1,100,000	89-90	
143	2.0	HOHOKAM, EAST PAPAGO TI, PHASE II	CONSTRUCT ROADWAY	RARF 15%	\$32,200,000	89-90	

MARICOPA COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
143	3.0	HOHOKAM, SKY HARBOR BLVD-WASHINGTON ST	CONSTRUCT ROADWAY	RARF 15%	\$21,600,000	89-90	
143	4.0	HOHOKAM (EXISTING) WASHINGTON ST-SPRR	LANDSCAPE (DESIGN)	RARF 15%	\$ 25,000	89-90	
143	4.0	HOHOKAM (EXISTING), WASHINGTON ST-SPRR	CONSTRUCT LANDSCAPE	RARF 15%	\$ 250,000	89-90	
153	0.0	SKY HARBOR	PRELIMINARY ENGINEERING	RARF 15%	\$ 700,000	89-90	
153	0.0	SKY HARBOR	PRELIMINARY ENGINEERING	RARF 15%	\$ 300,000	90-91	
153	0.0	SKY HARBOR	PRELIMINARY ENGINEERING	RARF 15%	\$ 300,000	91-92	
153	0.0	SKY HARBOR	PRELIMINARY ENGINEERING	RARF 15%	\$ 250,000	92-93	
153	0.4	SKY HARBOR, SUPERIOR ST-UNIVERSITY DR	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 2,100,000	89-90	
153	0.8	SKY HARBOR, UNIVERSITY DR-SKY HARBOR	RIGHT OF WAY ACQUISITION	RARF 15%	\$10,000,000	89-90	
153	0.8	SKY HARBOR, UNIVERSITY DR-44TH ST	LANDSCAPE (DESIGN)	RARF 15%	\$ 100,000	89-90	
153	0.8	SKY HARBOR, UNIVERSITY DR-44TH ST	CONSTRUCT ROADWAY	RARF 15%	\$18,000,000	89-90	
153	0.8	SKY HARBOR, UNIVERSITY DR-44TH ST	CONSTRUCT LANDSCAPE	RARF 15%	\$ 1,200,000	91-92	
202L	147.0	EAST PAPAGO	PRELIMINARY ENGINEERING	RARF 15%	\$ 2,000,000	89-90	
202L	147.0	EAST PAPAGO	PRELIMINARY ENGINEERING	RARF 15%	\$ 550,000	90-91	
202L	147.0	EAST PAPAGO	PRELIMINARY ENGINEERING	RARF 15%	\$ 550,000	91-92	
202L	147.0	EAST PAPAGO	PRELIMINARY ENGINEERING	RARF 15%	\$ 250,000	92-93	
202L	147.3	EAST PAPAGO, JCT I-10-40TH ST	LANDSCAPE (DESIGN)	RARF 15%	\$ 125,000	89-90	
202L	147.3	EAST PAPAGO, JCT I-10-40TH ST	CONSTRUCT LANDSCAPE	RARF 15%	\$ 1,800,000	90-91	
202L	149.0	EAST PAPAGO, 48TH ST-WASHINGTON ST	RIGHT OF WAY ACQUISITION	RARF 15%	\$19,110,000	89-90	
202L	149.0	EAST PAPAGO, 48TH ST-PRIEST DR	LANDSCAPE (DESIGN)	RARF 15%	\$ 150,000	90-91	
202L	149.0	EAST PAPAGO, 48TH ST-PRIEST DR	CONSTRUCT ROADWAY	RARF 15%	\$43,400,000	90-91	

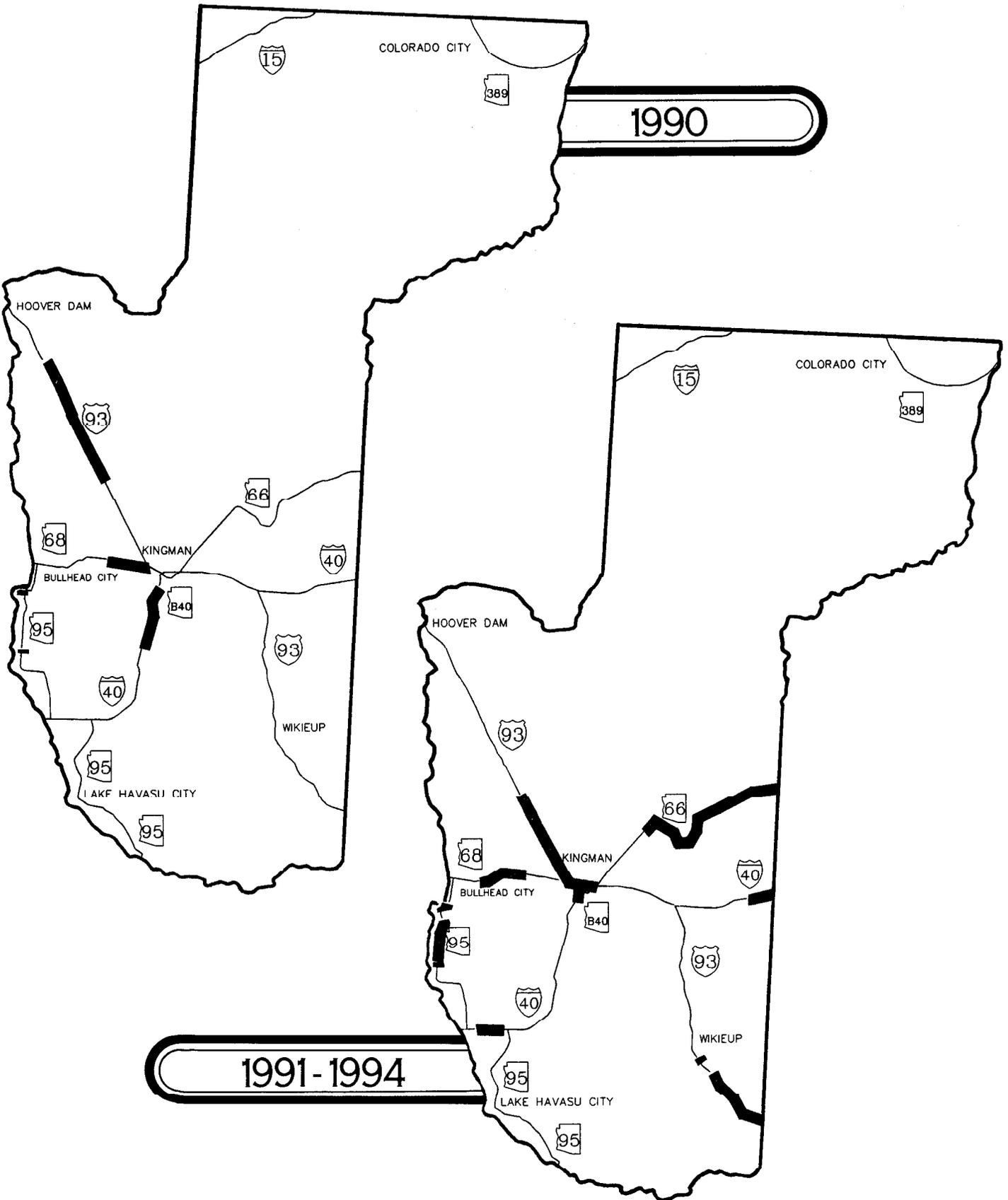
MARICOPA COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
202L	149.0	EAST PAPAGO, 48TH ST-PRIEST DR	CONSTRUCT LANDSCAPE	RARF 15%	\$ 1,500,000	91-92	
202L	150.0	EAST PAPAGO, WASHINGTON ST-PRIEST DR	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 2,230,000	89-90	
202L	151.0	EAST PAPAGO, PRIEST DR-INDIAN BEND WASH, BRIDGES	RIGHT OF WAY ACQUISITION	RARF 15%	\$11,150,000	89-90	
202L	151.0	EAST PAPAGO, PRIEST DR-INDIAN BEND WASH	CONSTRUCT STRUCTURES	RARF 15%	\$34,000,000	90-91	
202L	151.0	EAST PAPAGO, PRIEST DR-INDIAN BEND WASH	LANDSCAPE (DESIGN)	RARF 15%	\$ 140,000	91-92	
202L	151.0	EAST PAPAGO, PRIEST DR-JCT 101L	CONSTRUCT ROADWAY	RARF 15%	\$17,000,000	91-92	
202L	151.0	EAST PAPAGO, PRIEST DR-INDIAN BEND WASH	CONSTRUCT LANDSCAPE	RARF 15%	\$ 1,400,000	92-93	
202L	152.0	EAST PAPAGO, INDIAN BEND WASH-JCT 101L	GEOTECH (DESIGN)	RARF 15%	\$ 1,700,000	89-90	
202L	152.0	EAST PAPAGO, INDIAN BEND WASH-JCT 101L	GEOTECH CONSTRUCTION	RARF 15%	\$28,300,000	89-90	
202L	152.0	EAST PAPAGO, INDIAN BEND WASH-JCT 101L	CONSTRUCT STRUCTURES	RARF 15%	\$45,000,000	90-91	
202L	152.0	EAST PAPAGO, INDIAN BEND WASH-JCT 101L	LANDSCAPE (DESIGN)	RARF 15%	\$ 105,000	91-92	
202L	152.0	EAST PAPAGO, INDIAN BEND WASH-JCT 101L	CONSTRUCT LANDSCAPE	RARF 15%	\$ 1,060,000	92-93	
202L	152.0	EAST PAPAGO, INDIAN BEND WASH-JCT 101L	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 9,000,000	89-90	
202L	156.3	RED MOUNTAIN, PRICE RD-DOBSON RD	RIGHT OF WAY ACQUISITION	RARF 15%	\$10,000,000	90-91	
202L	156.3	RED MOUNTAIN, PRICE RD-DOBSON RD	CONSTRUCT ROADWAY	RARF 15%	\$12,000,000	93-94	
202L	157.3	RED MOUNTAIN, DOBSON RD-COUNTRY CLUB DR	ROADWAY (DESIGN)	RARF 15%	\$ 1,860,000	91-92	
303L	0.0	ESTRELLA, JCT I-10-GRAND AVE (INTERIM)	RIGHT OF WAY ACQUISITION	RARF 15%	\$ 700,000	89-90	
303L	3.5	ESTRELLA, JCT I-10-GLENDALE AVE (INTERIM)	CONSTRUCT ROADWAY	RARF 15%	\$ 2,430,000	89-90	
303L	9.0	ESTRELLA, GLENDALE AVE-CACTUS RD (INTERIM)	CONSTRUCT ROADWAY	RARF 15%	\$ 2,205,000	89-90	
303L	13.0	ESTRELLA, CACTUS RD-GRAND AVE (INTERIM)	CONSTRUCT ROADWAY	RARF 15%	\$ 3,865,000	89-90	

MARICOPA COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
360	0.0	SUPERSTITION FREEWAY	UPGRADE PUMPHOUSES, SELECTED LOCATIONS	STATE	\$ 300,000	89-90	
360	4.3	PRICE RD-VAL VISTA RD	CONSTRUCT DRAINAGE CHANNEL & EROSION CONTROL	STATE	\$ 950,000	89-90	
360	12.4	VAL VISTA RD-HIGLEY RD	LANDSCAPE & EROSION CONTROL	F	\$ 1,900,000	89-90	
360	14.4	HIGLEY RD-POWER RD	LANDSCAPE & EROSION CONTROL	F	\$ 2,000,000	89-90	
360	16.5	POWER RD-US 60, PHASE III	ROADWAY DRAINAGE, PAVE, SIGNS, SIGNALS & LIGHTING	STATE	\$37,500,000	89-90	
360	16.5	POWER RD-US 60, PHASE IV	LANDSCAPE & EROSION CONTROL	F	\$ 7,500,000	90-91	

MOHAVE COUNTY



MOHAVE COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
15	0.0	NEVADA ST LINE-UTAH ST LINE	SIGN REHABILITATION & UPDATE	IR	\$ 240,000	91-92	
15	12.0	LITTLEFIELD-UTAH STATE LINE	SLOPE STABILIZATION	IR	\$ 500,000	93-94	
15	18.3	CEDAR POCKET REST AREA	REHABILITATION REST AREA	IR	\$ 230,000	89-90	
15	18.3	CEDAR POCKET REST AREA	CONSTRUCT INFORMATION BOARDS/MAPS	STATE	\$ 8,000	89-90	
40	0.0	CALIFORNIA STATE LINE-MCCONICO TI	SIGN REHABILITATION & UPDATE	IR	\$ 630,000	91-92	
40	2.4	NEEDLE MOUNTAIN TI-SR 95	OVERLAY & PARTIAL RECONSTRUCTION	IR	\$ 6,200,000	90-91	
40	3.0	TOPOCK POE	RECONSTRUCT PARKING & SCALE APPROACHES	IR	\$ 1,000,000	92-93	
40	14.4	HAVILAND REST AREA	REHABILITATION REST AREA	IR	\$ 185,000	92-93	
40	14.4	HAVILAND REST AREA	CONSTRUCT INFORMATION BOARDS/MAPS	STATE	\$ 16,000	89-90	
40	33.0	WALNUT CREEK-GRIFFITH (WB)	MILL, OVERLAY & ASPHALTIC CONCRETE FINISHING COURSE	IR	\$ 3,330,000	89-90	
40	39.7	VARIOUS-15 LOCATIONS	APPROACH SLABS, DRAINAGE IMPROVEMENT	IR	\$ 3,500,000	93-94	
40	40.4	YUCCA-MCCONNICO (WB)	MILL, REPLACE & ASPHALTIC CONCRETE FINISHING COURSE	IR	\$ 2,130,000	89-90	
40	46.2	MCCONNICO-EAST KINGMAN TI	MILL, REPLACE & ASPHALTIC CONCRETE FINISHING COURSE	IR	\$ 5,015,000	91-92	
40	68.0	HUALAPAI REST AREA	REST AREA WELL	IR	\$ 120,000	90-91	
40	86.0	WILLOW CREEK-JOLLY RD	MILL & ASPHALTIC RUBBER-ASPHALTIC CONCRETE FINISHING COURSE	IR	\$ 3,610,000	91-92	
66	72.0	HUALAPAI RESERVATION-PEACH SPRINGS	SEAL COAT	STATE	\$ 830,000	91-92	
66	100.0	PEACH SPRINGS-CAVERNS	SEAL COAT	STATE	\$ 450,000	90-91	
68	2.5	SUN RIDGE ESTATES	ROCK REMOVAL & BANK PROTECTION	STATE	\$ 197,000	89-90	
68	7.0	EAST OF BULLHEAD	REALIGN CURVE	HES	\$ 1,000,000	90-91	
68	8.0	BULLHEAD CITY-KINGMAN	SEAL COAT	STATE	\$ 200,000	91-92	

MOHAVE COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
68	14.2	SACRAMENTO WASH-WEST	RECONSTRUCT & PAVE	STATE	\$ 5,000,000	90-91	
68	14.2	SACRAMENTO WASH-WEST	DESIGN	STATE	\$ 260,000	89-90	
68	17.0	SACRAMENTO WASH-TWIN WASH	CONSTRUCT DRAINAGE STRUCTURE	STATE	\$10,000,000	89-90	
68	20.4	TWIN WASH-JCT US 93	WIDEN 4 LANE SECTION	STATE	\$ 9,200,000	89-90	
68	20.4	TWIN WASH-JCT US 93	RIGHT OF WAY ACQUISITION	STATE	\$ 500,000	89-90	
93	6.0	HOOVER DAM-SOUTH, PHASE II	UPGRADE GUARDRAIL	STATE	\$ 250,000	89-90	
93	17.0	RECREATION BNDRY-SOUTH	SAFETY IMPROVEMENTS	F	\$ 2,600,000	89-90	
93	36.0	DETRITAL WASH-COTTONWOOD RD	RECONSTRUCT & PAVE (NB), REHAB (SB)	STATE	\$11,500,000	89-90	
93	36.0	DETRITAL WASH-COTTONWOOD RD	RIGHT OF WAY ACQUISITION	STATE	\$ 310,000	89-90	
93	46.7	COTTONWOOD RD-MP 59	RECONSTRUCT & PAVE (NORTHBOUND), REHABILITATION (SOUTHBOUND)	STATE	\$14,000,000	90-91	
93	46.7	COTTONWOOD RD-MP 59	RIGHT OF WAY ACQUISITION	STATE	\$ 300,000	89-90	
93	46.7	COTTONWOOD RD-MP 59	DESIGN	STATE	\$ 700,000	89-90	
93	59.0	MP 59-KINGMAN	RECONSTRUCT & PAVE	STATE	\$12,800,000	91-92	
93	59.0	MP 59-KINGMAN	RIGHT OF WAY ACQUISITION	STATE	\$ 500,000	91-92	
93	59.0	MP 59-KINGMAN	DESIGN	STATE	\$ 700,000	90-91	
93	71.0	JUNCTION I-40-SOUTH	ASPHALTIC RUBBER-ASPHALTIC CONCRETE FINISHING COURSE	STATE	\$ 410,000	91-92	
93	124.0	WIKIEUP-SANTA MARIA RIVER	CONCEPT DESIGN STUDY	STATE	\$ 250,000	89-90	
93	126.0	BIG SANDY BRIDGE #0327	RIGHT OF WAY ACQUISITION	STATE	\$ 100,000	90-91	
93	126.3	BIG SANDY BRIDGE #0327	REPLACE STRUCTURE & APPROACHES	F	\$ 5,600,000	90-91	
93	126.3	BIG SANDY BRIDGE #0327	DESIGN	STATE	\$ 290,000	89-90	

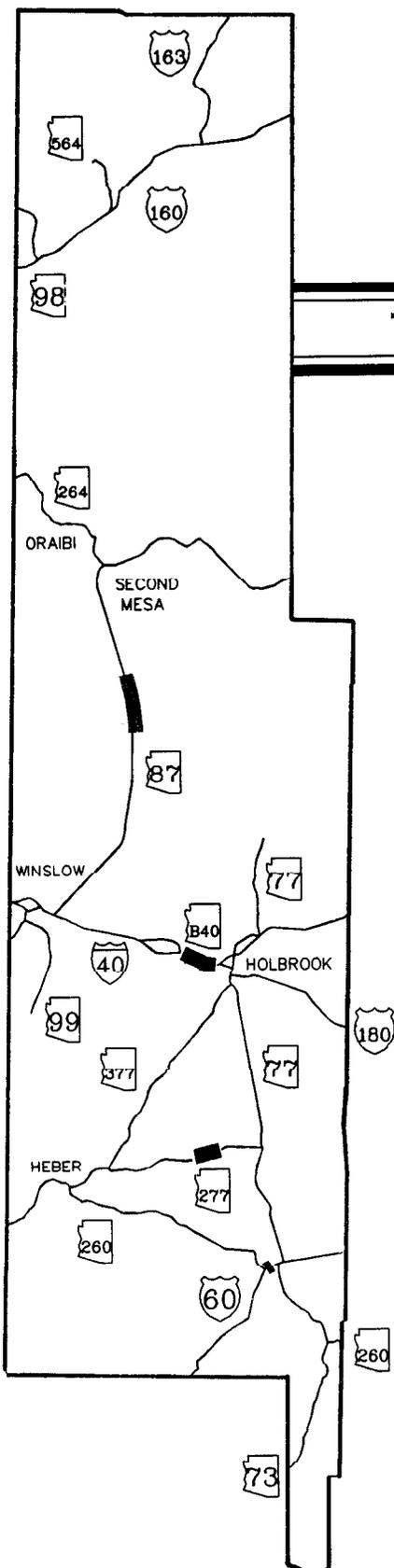
MOHAVE COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
93	131.0	BIG SANDY-BURRO CREEK	RECONSTRUCT & PAVE	F	\$10,000,000	93-94	
93	138.0	BURRO CREEK-JCT SR 97	3" RECYCLE	STATE	\$ 2,455,000	91-92	
95	182.0	LAKE HAVASU CITY	LANDSCAPE & IRRIGATION	STATE	\$ 40,000	89-90	15
95	182.0	LAKE HAVASU CITY	DESIGN	STATE	\$ 4,000,000	89-90	
95	227.0	HIGGINS CORNER-NORTH	ASPHALTIC CONCRETE & ASPHALTIC CONCRETE FINISHING COURSE	STATE	\$ 1,510,000	91-92	
95	227.3	NEEDLES JCT RD	WIDEN LEFT TURN LANES, LIGHTING	STATE	\$ 150,000	89-90	
95	237.4	EL RODEO ROAD (JOINT FUNDED PROJECT W/MOHAVE CO)	LEFT & RIGHT TURN, DRAINAGE STRUCTURES (ADOT SHARE 50%:\$500K CAP)	STATE	\$ 500,000	90-91	12
95	240.2	MESA-MARINA	RECONSTRUCT & PAVE	F	\$ 4,500,000	93-94	
95	240.2	MESA-MARINA	DESIGN	STATE	\$ 270,000	91-92	
95	240.2	MESA-MARINA	RIGHT OF WAY ACQUISITION	STATE	\$ 150,000	92-93	
95	241.0	MOHAVE COUNTY COMMUNITY COLLEGE	LEFT & RIGHT TURN LANES	STATE	\$ 160,000	89-90	
95	249.0	BULLHEAD CITY	LANDSCAPE & IRRIGATION	STATE	\$ 60,000	89-90	15

12/ ADOT's participation limited to 50% of construction cost or \$500,000 whichever is less.

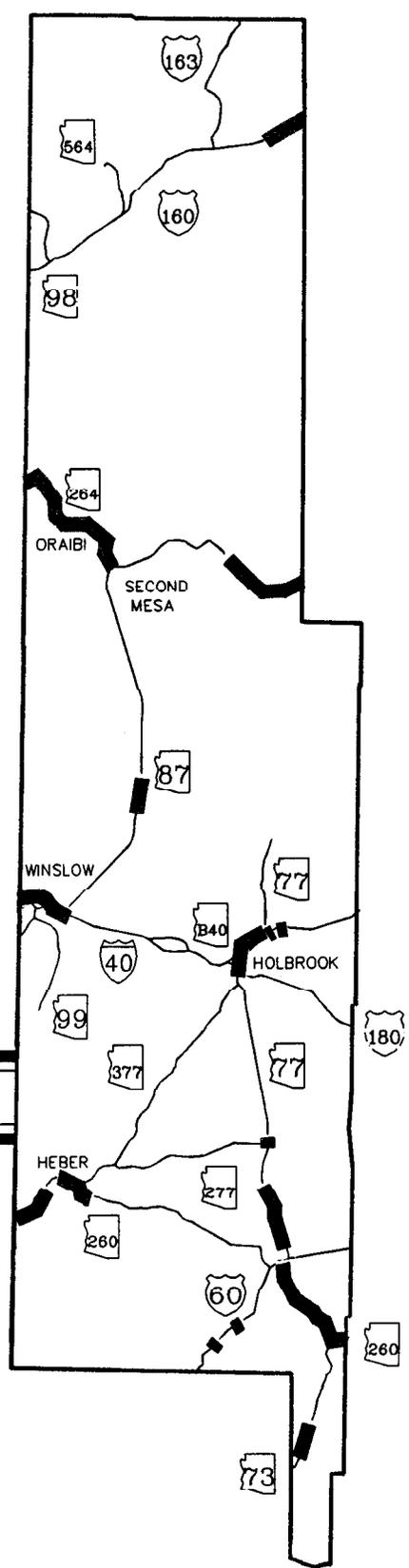
15/ Project subject to local participation.

NAVAJO COUNTY



1990

1991-1994



NAVAJO COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
40	250.0	COUNTY LINE-MINNETONKA	MILL FULL WIDTH, ASPHALTIC CONCRETE WITH FINISHING COURSE	IR	\$ 1,495,000	91-92	
40	251.0	WEST WINSLOW TI (NW QUADRANT-FRONTAGE RD)	LENGTHEN CONCRETE BOX CULVERTS & RECONSTRUCT ROADWAY	STATE	\$ 540,000	90-91	
40	277.4	JOSEPH CITY-PERKINS VALLEY UNDERPASS	MILL & REPLACE	IR	\$ 2,480,000	89-90	
40	290.2	HOLBROOK-STATE LINE	FENCING	IR	\$ 750,000	92-93	
40	292.8	KEAMS CANYON TI	TRAFFIC INTERCHANGE IMPROVEMENT	IR	\$ 1,220,000	90-91	
40	294.5	SUN VALLEY TI	TRAFFIC INTERCHANGE IMPROVEMENT, LIGHTING	IR	\$ 500,000	93-94	
40B	286.5	HOLBROOK-NAVAJO BOULEVARD	MILL, REPLACE & ASPHALTIC CONCRETE FINISHING COURSE	STATE	\$ 580,000	91-92	
60	319.7	HAGEN HILL	CONCEPT DESIGN STUDY	STATE	\$ 50,000	89-90	
60	322.7	CEDAR CANYON BRIDGE #215	BRIDGE REPLACEMENT	STATE	\$ 3,025,000	90-91	
60	327.6	CORDUROY CREEK BRIDGE #216	BRIDGE REPLACEMENT	STATE	\$ 2,790,000	90-91	
60	341.8	SHOW LOW CREEK-JCT SR 77	CONSTRUCT CURB, GUTTER, DRAINAGE & OVERLAY	STATE	\$ 570,000	89-90	
60	342.2	CITY OF SHOW LOW	CURB, GUTTER & SIDEWALK (ADOT SHARE)	STATE	\$ 70,000	90-91	6
60	342.2	CITY OF SHOW LOW	CURB, GUTTER & SIDEWALK	SHOW LOW	\$ 50,000	90-91	6
73	337.9	WHITERIVER ST'S	RECONSTRUCT & PAVE	STATE	\$ 3,170,000	90-91	
73	337.9	WHITERIVER ST'S	RIGHT OF WAY ACQUISITION	STATE	\$ 260,000	90-91	
77	344.2	SHOW LOW-SHUMWAY, UNIT II	WIDEN WITH PASSING LANES	STATE	\$ 2,330,000	91-92	
77	349.0	WHITE MT LAKE RD-SHUMWAY	RECONST & PAVE	STATE	\$ 6,300,000	90-91	
77	360.3	SNOWFLAKE STS & COTTONWOOD WASH BR	RECONSTRUCT, STRUCTURE & PAVE	STATE	\$ 3,100,000	91-92	
77	360.3	SNOWFLAKE STS & COTTONWOOD WASH BR	DESIGN	STATE	\$ 190,000	89-90	
87	361.7	NAVAJO RESERVATION BDY, MP 368	SPOT LEVEL, ASPHALTIC CONCRETE & SEAL COAT	STATE	\$ 880,000	91-92	
87	376.0	DILCON JCT-RESERVATION	SEAL COAT	STATE	\$ 220,000	89-90	

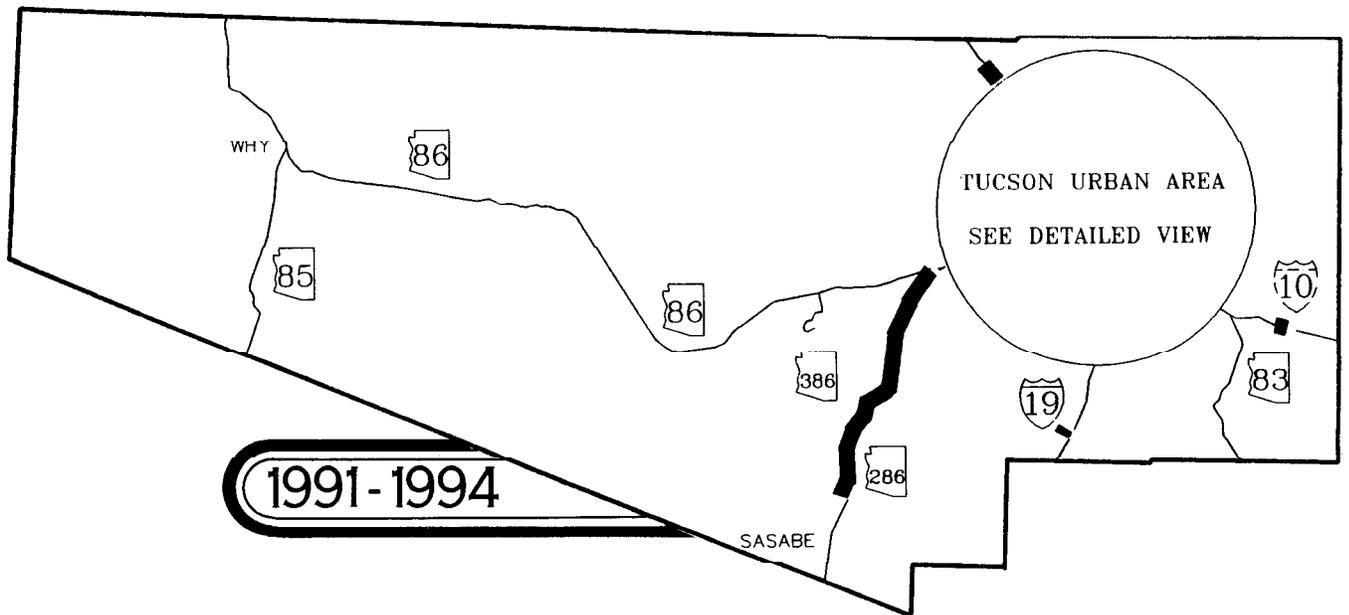
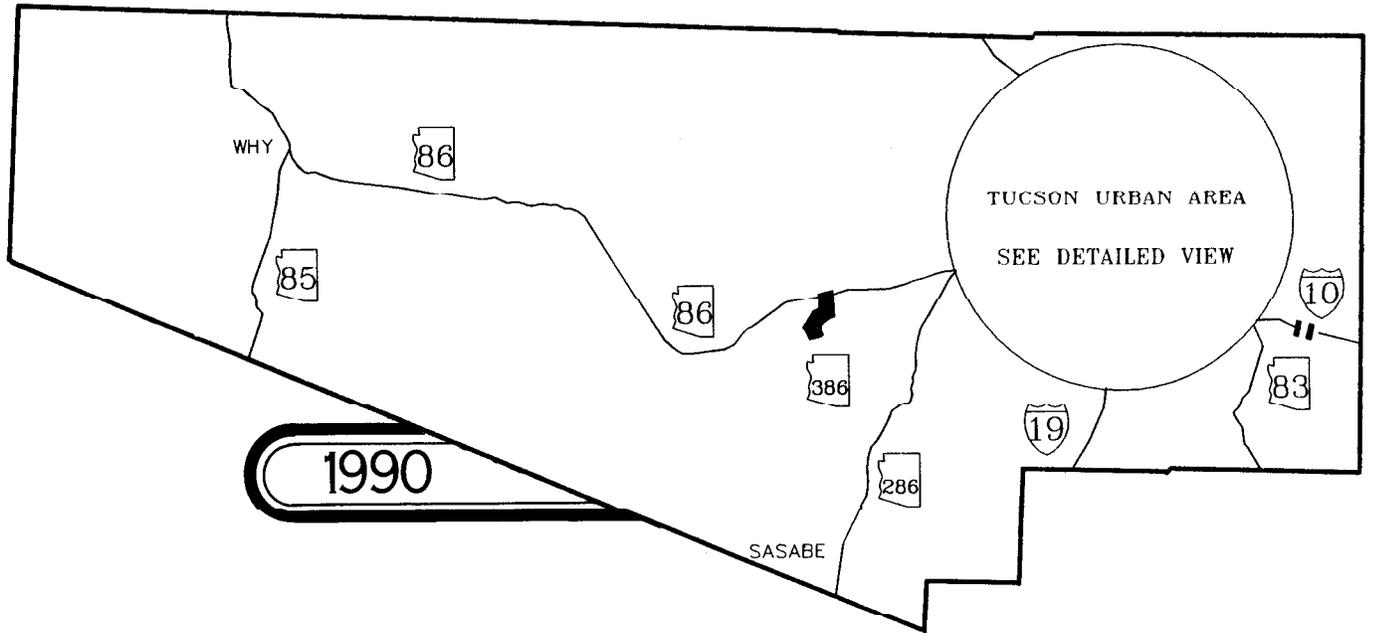
6/ Local jurisdiction funding contribution to construction project.

NAVAJO COUNTY

STATE ROUTE NUMBER	REGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
160	402.0	BABY ROCKS-DENNEHOTSO	ASPHALTIC CONCRETE	F	\$ 2,800,000	90-91	
260	292.0	NAVAJO COUNTY LINE-HEBER	ASPHALTIC CONCRETE & SEAL COAT	STATE	\$ 760,000	90-91	
260	302.0	HEBER-OVERGAARD	RECONSTRUCT & PAVE	F	\$11,000,000	92-93	8
260	302.0	HEBER-OVERGAARD	PHASE II DESIGN	STATE	\$ 660,000	89-90	8
260	341.7	SHOW LOW SECTION	SEAL COAT	STATE	\$ 280,000	91-92	
260	349.0	LAKESIDE-PINETOP	SEAL COAT	STATE	\$ 215,000	90-91	
260	353.0	LAKESIDE-PINETOP	LANDSCAPE & IRRIGATION	STATE	\$ 2,000	89-90	15
260	353.0	LAKESIDE-PINETOP	DESIGN	STATE	\$ 1,000	89-90	
260	354.0	PINETOP-MCNARY	SEAL COAT	STATE	\$ 330,000	90-91	
260	357.5	JCT SR 73 @ HON DAH	REALIGN INTERSECTION	STATE	\$ 803,000	90-91	
264	NA	NAVAJO & HOPI RESERVATION	FENCE & CATTLE GUARD (MATERIAL ONLY)	STATE	\$ 100,000	89-90	5
264	NA	NAVAJO & HOPI RESERVATION	FENCE & CATTLE GUARD (MATERIAL ONLY)	STATE	\$ 100,000	90-91	5
264	359.6	COUNTY LINE-ORAIBI WASH	ASPHALTIC	STATE	\$ 2,413,000	90-91	
264	373.7	ORAIBI WASH-JCT SR 87	ASPHALTIC CONCRETE, SEAL COAT & GUARDRAIL	STATE	\$ 2,127,000	90-91	
264	403.0	KEAMS CYN-STEAMBOAT	ASPHALTIC CONCRETE, SEAL COAT	STATE	\$ 3,190,000	91-92	
277	322.0	FOREST BOUNDARY-MP 327.5	RESURFACE	STATE	\$ 225,000	89-90	

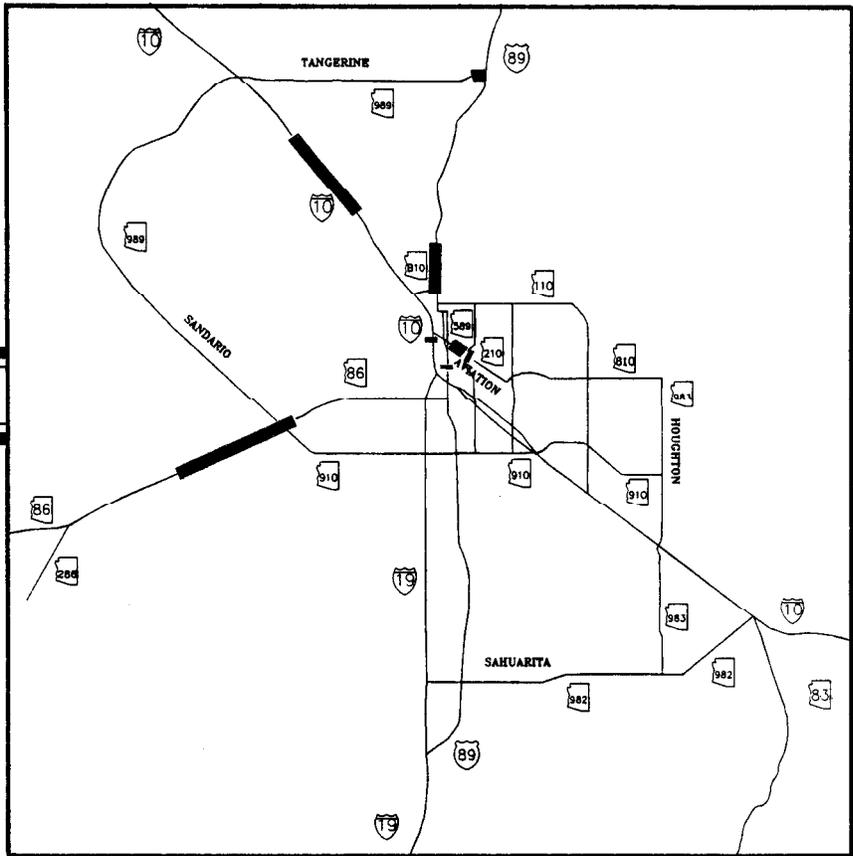
- 5/ Joint project with Navajo tribe.
- 8/ Project construction subject to right-of-way dedication.
- 15/ Project subject to local participation.

PIMA COUNTY

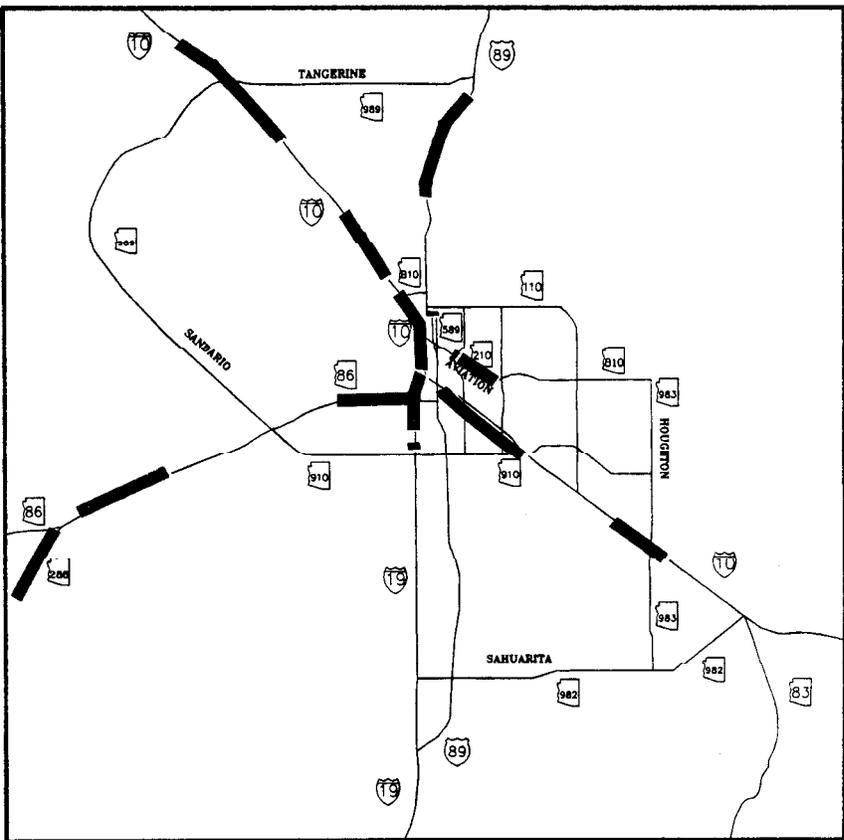


TUCSON METRO AREA

1990



1991-1994



PIMA COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
10	237.0	MARANA-AVRA VALLEY	MILL, REPLACE & ASPHALTIC CONCRETE FINISHING COURSE	IR	\$ 4,050,000	91-92	
10	244.0	AVRA VALLEY RD-ORANGE GROVE	MILL, REPLACE & ASPHALTIC CONCRETE FINISHING COURSE	IR	\$ 2,600,000	89-90	
10	248.7	INA RD-RUTHRAUFF RD	RIGHT OF WAY ACQUISITION	IR	\$ 500,000	89-90	
10	248.7	INA RD-RUTHRAUFF RD	RIGHT OF WAY ACQUISITION	IR	\$ 1,000,000	90-91	
10	248.7	INA RD-RUTHRAUFF RD	RIGHT OF WAY ACQUISITION	IR	\$ 1,000,000	91-92	
10	248.7	INA RD-RUTHRAUFF RD	RIGHT OF WAY ACQUISITION	IR	\$ 500,000	92-93	
10	248.7	INA RD-PRINCE RD (MAIN LINE WIDENING)	DESIGN	IR	\$ 1,500,000	91-92	
10	250.0	ORANGE GROVE-PRINCE RD	MILL, REPLACE, ASPHALTIC CONCRETE & SEAL COAT	IR	\$ 1,666,000	90-91	
10	252.4	RUTHRAUFF RD-MIRACLE MILE	RIGHT OF WAY ACQUISITION	IR	\$ 500,000	89-90	
10	252.4	RUTHRAUFF RD-MIRACLE MILE	RIGHT OF WAY ACQUISITION	IR	\$ 1,000,000	90-91	
10	252.4	RUTHRAUFF RD-MIRACLE MILE	RIGHT OF WAY ACQUISITION	IR	\$ 1,000,000	91-92	
10	252.4	RUTHRAUFF RD-MIRACLE MILE	RIGHT OF WAY ACQUISITION	IR	\$ 1,300,000	92-93	
10	252.4	RUTHRAUFF RD-PRINCE RD (EB FRONT RD)	DESIGN	IR	\$ 360,000	90-91	
10	252.4	RUTHRAUFF RD-PRINCE RD	CONSTRUCT (EASTBOUND) FRONTAGE RD, RAMPS, LANDSCAPING	IR	\$ 4,050,000	92-93	
10	252.4	RUTHRAUFF RD-PRINCE RD	MAIN LINE WIDENING	IR	\$ 9,320,000	93-94	
10	255.1	MIRACLE MILE-SPEEDWAY BLVD (FRONT RDS)	DESIGN	IR	\$ 920,000	90-91	
10	255.1	MIRACLE MILE-SPEEDWAY BLVD	CONSTRUCT FRONTAGE ROADS, RAMPS, LANDSCAPING	IR	\$ 9,930,000	92-93	
10	255.2	WEST MIRACLE MILE-SPEEDWAY BLVD (PIMA COUNTY PROJECT)	BANK PROTECTION (ADOT SHARE)	STATE	\$ 600,000	89-90	3
10	255.2	MIRACLE MILE-SPEEDWAY BLVD (FRONT RDS)	RIGHT OF WAY ACQUISITION	IR	\$ 1,000,000	89-90	

3/ ADOT share of construction cost, Pima County Flood Control Project.

PIMA COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
10	257.3	SPEEDWAY BLVD-29TH ST	RIGHT OF WAY ACQUISITION	IR	\$ 1,800,000	91-92	
10	257.3	SPEEDWAY BLVD-29TH ST	RIGHT OF WAY ACQUISITION	IR	\$ 2,200,000	92-93	
10	257.3	SPEEDWAY BLVD-29TH ST	RIGHT OF WAY ACQUISITION	IR	\$ 6,300,000	93-94	
10	257.7	ST MARY'S-CONGRESS BLVD (WB FRONT RDS)	DESIGN	IR	\$ 150,000	89-90	
10	257.7	ST MARY'S-CONGRESS BLVD	CONSTRUCT (WESTBOUND) FRONTAGE RD, RAMPS, LANDSCAPING	IR	\$ 1,780,000	91-92	
10	298.1	CASA GRANDE-TUCSON RR XING #741-328-A	GATES & FLANKING	RRP	\$ 150,000	89-90	
10	270.0	WILMONT-W BENSON	SIGN REHABILITATION & UPDATE	IR	\$ 600,000	91-92	
10	273.0	RITA RD-HOUGHTON RD	MILL, REPLACE & ASPHALTIC CONCRETE FINISHING COURSE	IR	\$ 2,480,000	90-91	
10	288.6	CIENEGA WASH EXCEPTION AREA	MILL & REPLACE	STATE	\$ 507,000	89-90	
10	255.2	MIRACLE MILE-SPEEDWAY BLVD (FRONT RDS)	RIGHT OF WAY ACQUISITION	IR	\$ 1,000,000	90-91	
10	255.2	MIRACLE MILE-SPEEDWAY BLVD (FRONT RDS)	RIGHT OF WAY ACQUISITION	IR	\$ 1,200,000	91-92	
10	255.2	W MIRACLE MILE TI	DESIGN	IR	\$ 1,160,000	89-90	
10	255.2	W MIRACLE MILE TI	RECONST TRAFFIC INTERCHANGE	IR	\$12,420,000	91-92	
10	255.2	W MIRACLE MILE TI	RIGHT OF WAY ACQUISITION	IR	\$ 500,000	90-91	
10	257.3	SPEEDWAY-29TH ST, (FRONT RD)	MILL & REPLACE	STATE	\$ 970,000	90-91	
10	257.3	SPEEDWAY BLVD-29TH ST	RIGHT OF WAY ACQUISITION	IR	\$ 2,000,000	89-90	
10	257.3	SPEEDWAY BLVD-29TH ST	RIGHT OF WAY ACQUISITION	IR	\$ 1,000,000	90-91	
10	288.7	MARSH STATION SECTION	CONCEPT DESIGN STUDY	STATE	\$ 300,000	90-91	
10	288.7	MARSH STATION TI	RECONSTRUCT, NEW STRUCTURES	IR	\$ 3,000,000	93-94	
10B	247.6	PARK AVE-VALENCIA (LESS KINO)	DESIGN	STATE	\$ 110,000	89-90	

PIMA COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
10B	247.6	PARK AVE-VALENCIA (LESS KINO)	REHABILITATE PAVEMENT WITH SELECTED TURN BAYS	STATE	\$ 1,860,000	91-92	
19	32.9	CANOA RANCH REST AREA	REHABILITATION REST AREA	IR	\$ 200,000	92-93	
19	32.9	CANOA RANCH REST AREA	CONSTRUCT INFORMATION BOARDS/MAPS	STATE	\$ 16,000	89-90	
19	33.9	GREEN VALLEY NB FRONTAGE RD	RECONSTRUCT & PAVE	IR	\$ 750,000	93-94	
19	33.9	GREEN VALLEY NB FRONTAGE RD	RIGHT OF WAY ACQUISITION	IR	\$ 150,000	92-93	
19	59.0	VALENCIA TI (JOINT FUNDED W/TUCSON)	RECONSTRUCT TRAFFIC INTERCHANGE (ADOT SHARE LIMITED TO 50%:\$5.0M CAP)	IR	\$ 5,000,000	93-94	11
19	60.0	IRVINGTON RD TI-I-10	ASPHALTIC CONCRETE, FINISHING COURSE & REHABILITATION SHOULDERS	IR	\$ 2,600,000	90-91	
83	49.0	MP 49.0-JCT I-10, PHASE I	UPGRADE GUARDRAIL	STATE	\$ 500,000	89-90	
86	150.9	ROBLES JCT-AVRA VALLEY RD	RECONSTRUCT & PAVE	STATE	\$ 6,500,000	90-91	
86	150.9	ROBLES JCT-AVRA VALLEY RD	DESIGN	STATE	\$ 320,000	89-90	
86	150.9	ROBLES JCT-AVRA VALLEY RD	RIGHT OF WAY ACQUISITION	STATE	\$ 50,000	90-91	
86	155.1	AVRA VALLEY RD-RYAN FIELD	RECONSTRUCT & PAVE	STATE	\$ 6,900,000	89-90	
86	155.1	AVRA VALLEY RD-RYAN FIELD	RIGHT OF WAY ACQUISITION	STATE	\$ 200,000	89-90	
86	167.3	KINNEY RD-MISSION RD (WR)	OVERLAY ASPHALTIC RUBBER & ASPHALTIC CONCRETE FINISHING COURSE	STATE	\$ 600,000	90-91	
86	170.3	JCT SR 86 @ MISSION RD (TUCSON PROJECT)	REPLACE SIGNALS (ADOT SHARE)	STATE	\$ 80,000	89-90	18
89	65.0	US 89 @ 29TH ST, TUCSON	LEFT-TURN PHASING, SIGNAL UPDATE	HES	\$ 100,000	89-90	
89	67.8	ORACLE RD-STONE AVE	WIDENING, SIDEWALKS, CURBING	STATE	\$ 500,000	90-91	
89	69.3	GLENN STREET-RILLITO CREEK BRIDGE	MILL & REPLACE	F	\$ 680,000	89-90	
89	74.5	US 89 & INA ROAD (JOINT PROJECT W/PIMA CO)	DUAL LEFT TURN LANES 89 (ADOT SHARE LIMITED TO 50%:\$150K CAP)	STATE	\$ 150,000	90-91	13

11/ ADOT's participation limited to 50% of construction cost or \$500,000 whichever is less.

13/ ADOT's participation limited to 50% of construction cost or \$150,000 whichever is less.

18/ ADOT share of signal project, City of Tucson project.

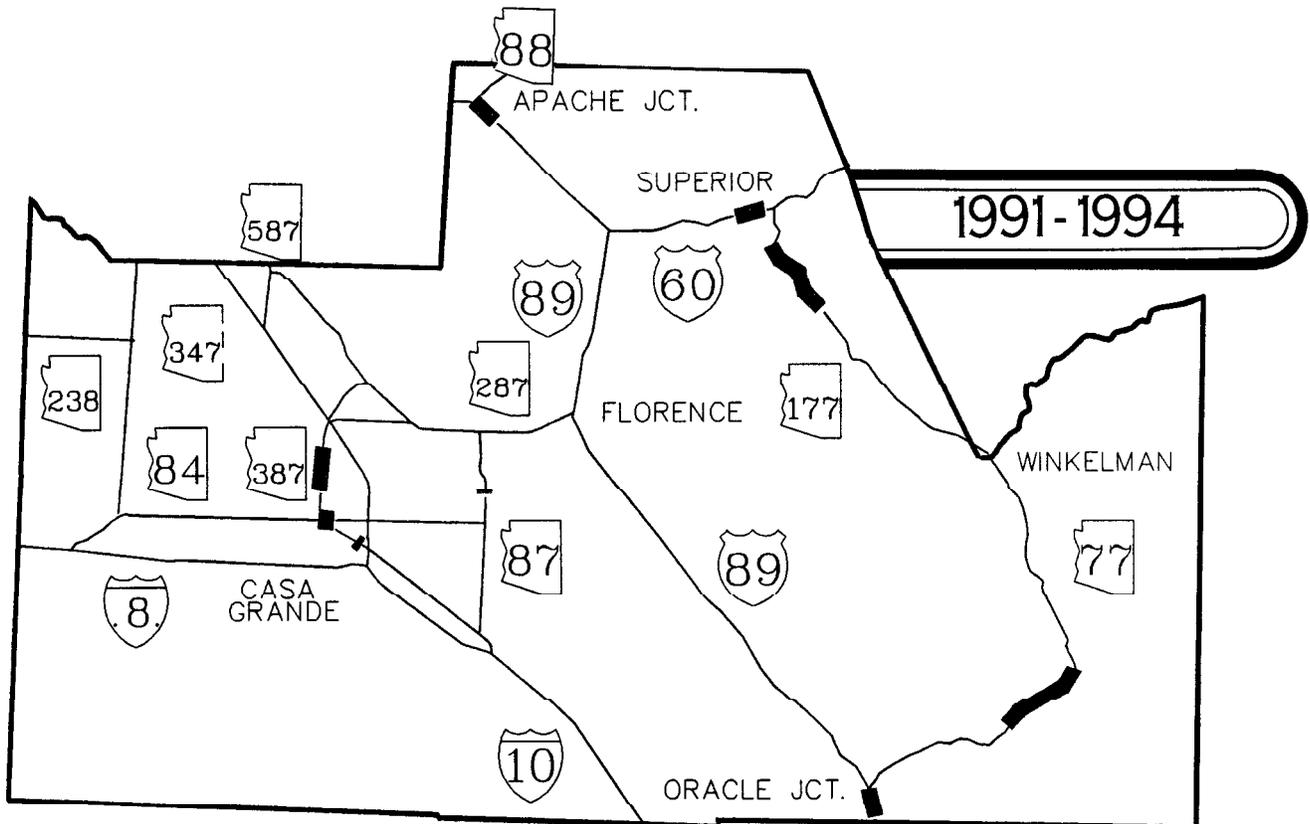
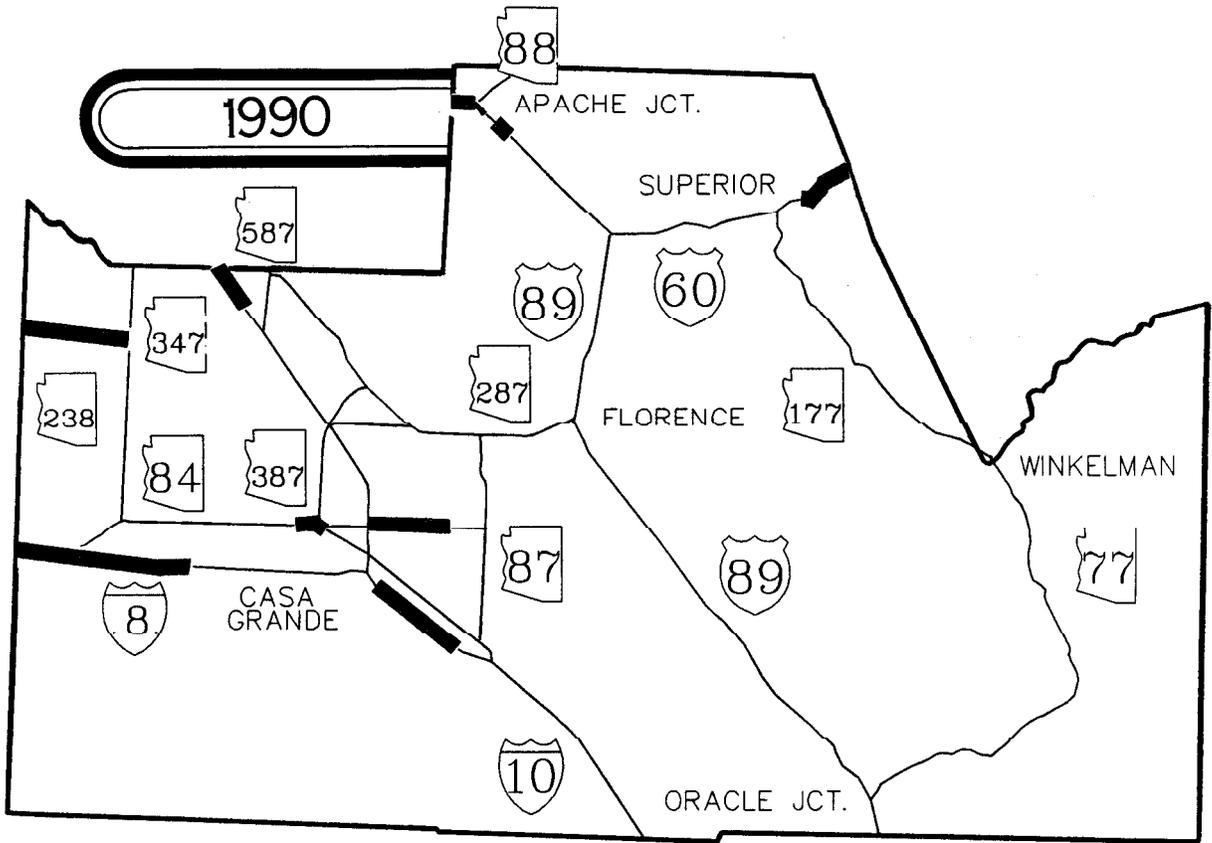
PIMA COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
89	75.0	INA RD-CANADA DEL ORO	OVERLAY ASPHALTIC RUBBER, ASPHALTIC CONCRETE FINISHING COURSE	STATE	\$ 670,000	90-91	
210	0.7	8TH ST-12TH ST	CONSTRUCT STORM DRAINS	15%	\$ 1,250,000	89-90	
210	1.0	8TH ST-GOLF LINKS	RAILROAD & UTILITIES	15%	\$ 2,250,000	89-90	
210	1.0	8TH ST-GOLF LINKS	RAILROAD & UTILITIES	15%	\$ 750,000	90-91	
210	1.1	RAILROAD WASH CULVERT	CONSTRUCT BOX CULVERT & CHANNEL	15%	\$ 1,000,000	89-90	
210	1.1	5TH AVE-17TH ST	CONSTRUCT SANITARY SEWER	15%	\$ 250,000	89-90	
210	1.1	BROADWAY TI	GRADE, DRAIN, PAVE & STRUCTURES	15%	\$12,250,000	89-90	
210	1.2	BROADWAY BLVD-PARK AVE	MID RIGHT OF WAY ACQUISITION	15%	\$10,500,000	89-90	
210	1.2	BROADWAY BLVD-PARK AVE	LANDSCAPE	15%	\$ 500,000	92-93	
210	1.3	EUCLID/PARK SECTION	GRADE, DRAIN, PAVE & STRUCTURES	15%	\$17,000,000	89-90	
210	1.6	PARK AVE-RAILROAD WASH	LANDSCAPE	15%	\$ 750,000	92-93	
210	1.7	KINO BLVD & EAST SECTIONS	GRADE, DRAIN, PAVE & STRUCTURES	15%	\$25,750,000	90-91	
210	2.0	PARK AVE-GOLF LINKS	SOUTHEAST RIGHT OF WAY ACQUISITION	15%	\$21,000,000	89-90	
210	2.0	17TH ST-GOLF LINKS	CONSTRUCT SANITARY SEWER & WATER MAIN	15%	\$ 3,000,000	89-90	
210	2.5	RAILROAD WASH-31ST ST	CONSTRUCT STORM DRAIN	15%	\$ 2,750,000	90-91	
210	2.5	RAILROAD WASH-EASTMORE PARK	LANDSCAPE	15%	\$ 500,000	92-93	
210	2.7	SPTC PEDESTRAIN BRIDGE	CONSTRUCT PEDESTRIAN BRIDGE	15%	\$ 500,000	89-90	
210	2.7	SPTC YARD OFFICE	SOUTHERN PACIFIC TRANSPORTATION COMPANY CONSTRUCTION YARD OFFICE	15%	\$ 1,500,000	89-90	
210	3.4	EASTMORE PARK-GOLF LINKS	LANDSCAPE	15%	\$ 500,000	92-93	
210	3.6	31ST ST-GOLF LINKS RD	CONSTRUCT STORM DRAIN	15%	\$ 1,250,000	90-91	

PIMA COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
286	12.0	BAILEY WASH-MP 30	SPOT LEVEL, SEAL COAT	STATE	\$ 635,000	91-92	
286	30.0	MP 30-JCT SR 86	SEAL COAT	STATE	\$ 435,000	90-91	
386	0.0	JCT SR 86-KITT PEAK	SEAL COAT	STATE	\$ 250,000	89-90	
983	0.0	HOUGHTON RD (SAHUARITA RD-GOLF LINKS RD)	CORRIDOR STUDY	SP15‡	\$ 800,000	89-90	
989	35.0	TANGERINE RD (1ST AVENUE-US 89)	CONSTRUCT, STRUCTURES & PAVE	SP15‡	\$ 8,300,000	89-90	

PINAL COUNTY



PINAL COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
8	147.6	COUNTY LINE-STANFIELD RD TI, EB	MILL, REPLACE & ASPHALTIC CONCRETE FINISHING COURSE	IR	\$ 3,747,000	89-90	
10	181.8	SACATON REST AREA	REHABILITATION REST AREA	IR	\$ 260,000	90-91	
10	181.8	SACATON REST AREA	CONSTRUCT INFORMATION BOARDS/MAPS	STATE	\$ 16,000	89-90	
10	199.9	SUNLAND GIN RD-SUNSHINE BLVD	MILL, REPLACE & ASPHALTIC CONCRETE FINISHING COURSE	IR	\$ 3,900,000	89-90	
10	200.1	SUNLAND GIN RD TI	TRAFFIC INTERCHANGE IMPROVEMENT	IR	\$ 3,000,000	89-90	
10	200.1	SUNLAND GIN RD TI	RIGHT OF WAY ACQUISITION	STATE	\$ 1,000,000	89-90	
10	200.1	SUNLAND GIN RD TI	PHASE II DESIGN	IR	\$ 250,000	89-90	
10	226.0	REDROCK-MARANA (WB) FRONTAGE ROAD	SPOT LEVEL, SEAL COAT (WESTBOUND) FRONTAGE ROAD	STATE	\$ 450,000	91-92	
10	232.0	NAVISKA REST AREA	REST AREA WELL	IR	\$ 130,000	90-91	
10	232.0	NAVISKA REST AREA	RIGHT OF WAY ACQUISITION	IR	\$ 100,000	90-91	
10	ASP	PICACHO PEAK STATE PARK	RECONSTRUCT & PAVE	STATE	\$ 1,800,000	90-91	
60	194.0	MERIDIAN RD-ROYAL PALM DR	MEDIAN & OUTSIDE CURB & SIDEWALKS	STATE	\$ 150,000	89-90	
60	194.0	MERIDIAN RD-ROYAL PALM DR	DESIGN	STATE	\$ 8,000	89-90	
60	194.4	DELAWARE DRIVE	INTERSECTION IMPROVEMENT & SIGNALS	STATE	\$ 50,000	90-91	
60	194.9	IRONWOOD DRIVE INTERSECTION	INTERSECTION IMPROVEMENT	STATE	\$ 413,000	89-90	
60	194.9	IRONWOOD DRIVE INTERSECTION	RIGHT OF WAY ACQUISITION	STATE	\$ 150,000	89-90	
60	195.8	SR 88-SR 360 (EB)	MILL & REPLACE	STATE	\$ 800,000	90-91	
60	196.2	WINCHESTER RD	MEDIAN IMPROVEMENTS	STATE	\$ 150,000	90-91	
60	196.5	ROYAL PALM BLVD	INTERSECTION IMPROVEMENT (ADOT SHARE)	STATE	\$ 300,000	89-90	
60	197.1	TOMAHAWK RD INTERSECTION	INTERSECTION IMPROVEMENT (ADOT SHARE)	STATE	\$ 1,100,000	89-90	
60	197.1	TOMOHAWK RD INTERSECTION	DESIGN	STATE	\$ 65,000	89-90	

PINAL COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
60	198.1	STARR RD	INTERSECTION IMPROVEMENT	STATE	\$ 250,000	90-91	
60	214.3	E FLORENCE JCT RR XING #853-084-D	CANTILEVERS, FLASHERS, GATES, PLANKING & ROAD WORK	RRS	\$ 140,000	89-90	
60	223.5	QUEEN CREEK-JCT SR 177	MILL & REPLACE	STATE	\$ 645,000	91-92	
60	226.0	TOWN OF SUPERIOR	LANDSCAPE & IRRIGATION	STATE	\$ 20,000	89-90	15
60	230.0	QUEEN CREEK TUNNEL-GILA COUNTY LINE	RECYCLE & OVERLAY	F	\$ 2,000,000	89-90	
77	104.7	OLD 77-MAMMOTH	MILL, REPLACE & SEAL COAT	STATE	\$ 2,130,000	91-92	
84	175.9	BURRIS RD-CASA GRANDE	RECONSTRUCT & PAVE	STATE	\$ 3,500,000	89-90	
84	175.9	BURRIS RD-CASA GRANDE	RIGHT OF WAY ACQUISITION	STATE	\$ 975,000	89-90	
84	182.0	SR 84 @ I-10	REMOVE CURB MEDIAN & INSTALL GUARDRAIL	HES	\$ 120,000	90-91	
87	128.6	JCT SR 287 & RANDOLPH RD	INTERSECTION IMPROVEMENT (JOINT PROJECT W/DEVELOPER-ADOT SHARE)	STATE	\$ 180,000	90-91	16
88	194.0	SR 360-SCENIC DR	RECONSTRUCT IDAHO ROAD	STATE	\$ 4,730,000	89-90	
88	194.0	SR 360-SCENIC DR	RIGHT OF WAY ACQUISITION	STATE	\$ 100,000	89-90	
89	87.8	PINAL COUNTY LINE-ORACLE JCT	RECONSTRUCT & PAVE	STATE	\$ 6,000,000	90-91	
89	87.8	PINAL COUNTY LINE-ORACLE JCT	DESIGN	STATE	\$ 310,000	89-90	
89	87.8	PINAL COUNTY LINE-ORACLE	RIGHT OF WAY ACQUISITION	STATE	\$ 100,000	89-90	
89	136.3	WEST FLORENCE RR XING #742-407-D	FLASHERS & GATES	RRP	\$ 100,000	90-91	
89B	132.9	FLORENCE BUSINESS ROUTE	REPLACE CURB & GUTTER, MILL, REPLACE & SEAL COAT	STATE	\$ 445,000	89-90	
177	138.8	HAYDEN RR XING #742-390-N	FLASHERS & GATES	RRP	\$ 100,000	89-90	

15/ Project subject to local participation.

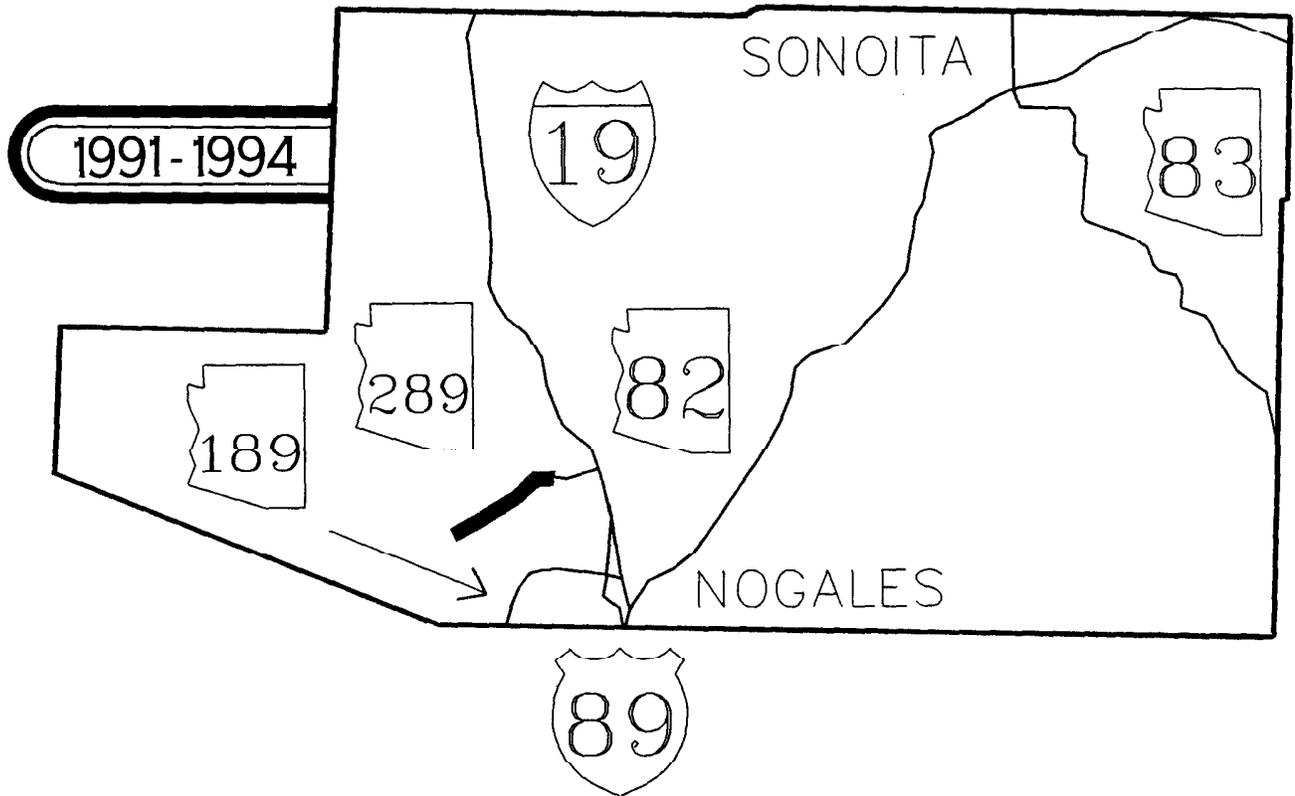
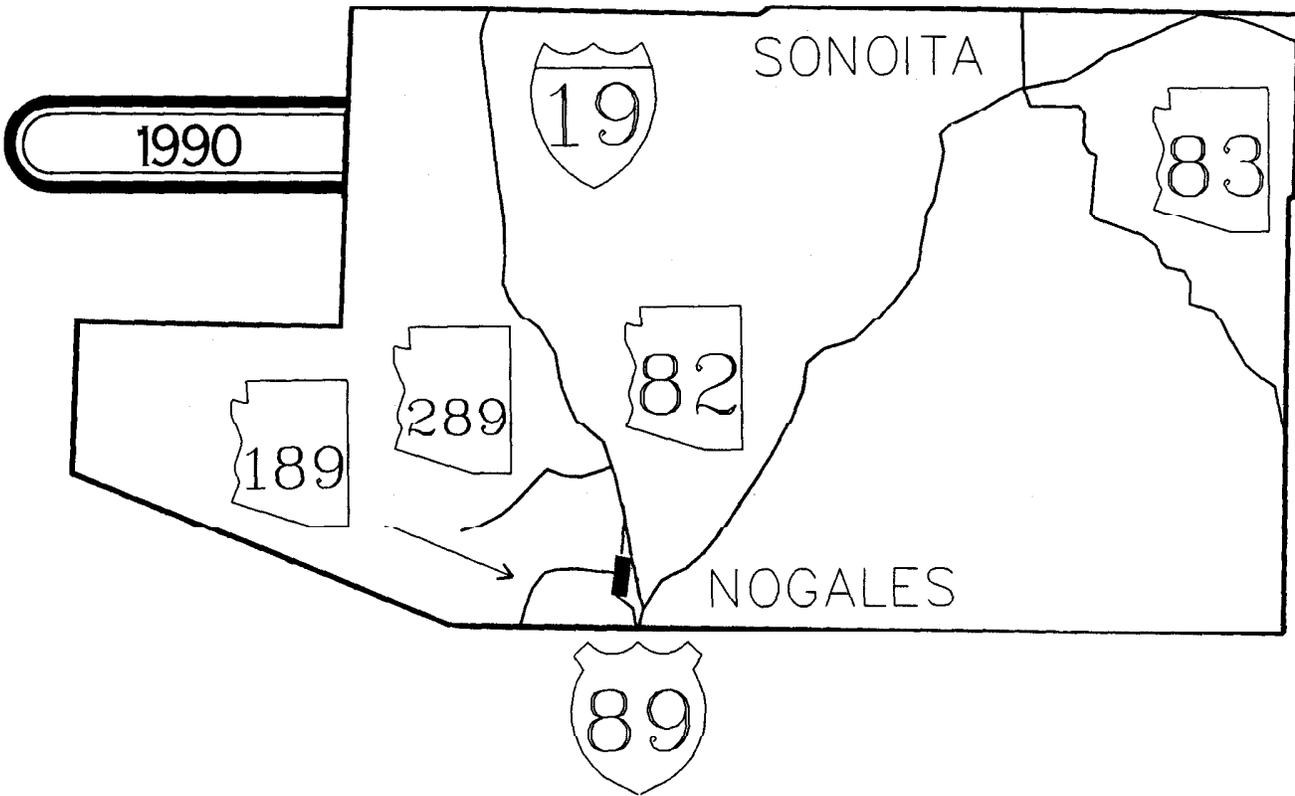
16/ Project subject to private participation.

PINAL COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
177	157.5	RAY MINE-SUPERIOR	ASPHALTIC CONCRETE & SEAL COAT	RS	\$ 1,165,000	91-92	
238	43.5	VEKOL WASH AREA	DRAIN & PAVE	STATE	\$ 2,350,000	89-90	
238	43.5	VEKOL WASH AREA	DESIGN	STATE	\$ 350,000	89-90	
287	111.7	JCT SR 84-PUEBLO ST	MILL, REPLACE & SEAL COAT	STATE	\$ 255,000	91-92	
287	116.0	WEAVER RD-11 MILE CORNER	ASPHALTIC CONCRETE FINISHING COURSE	STATE	\$ 250,000	89-90	
347	NA	MARICOPA RD (PINAL COUNTY PROJECT)	DESIGN (ADOT SHARE)	STATE	\$ 1,000,000	89-90	19
347	NA	MARICOPA RD (PINAL COUNTY PROJECT)	SEGMENT III CONSTRUCT (ADOT SHARE)	STATE	\$ 2,000,000	90-91	19
387	2.5	CASA GRANDE-JCT I-10	MILL, REPLACE & SEAL COAT	STATE	\$ 1,530,000	90-91	

19/ Pinal County project with ADOT participation.

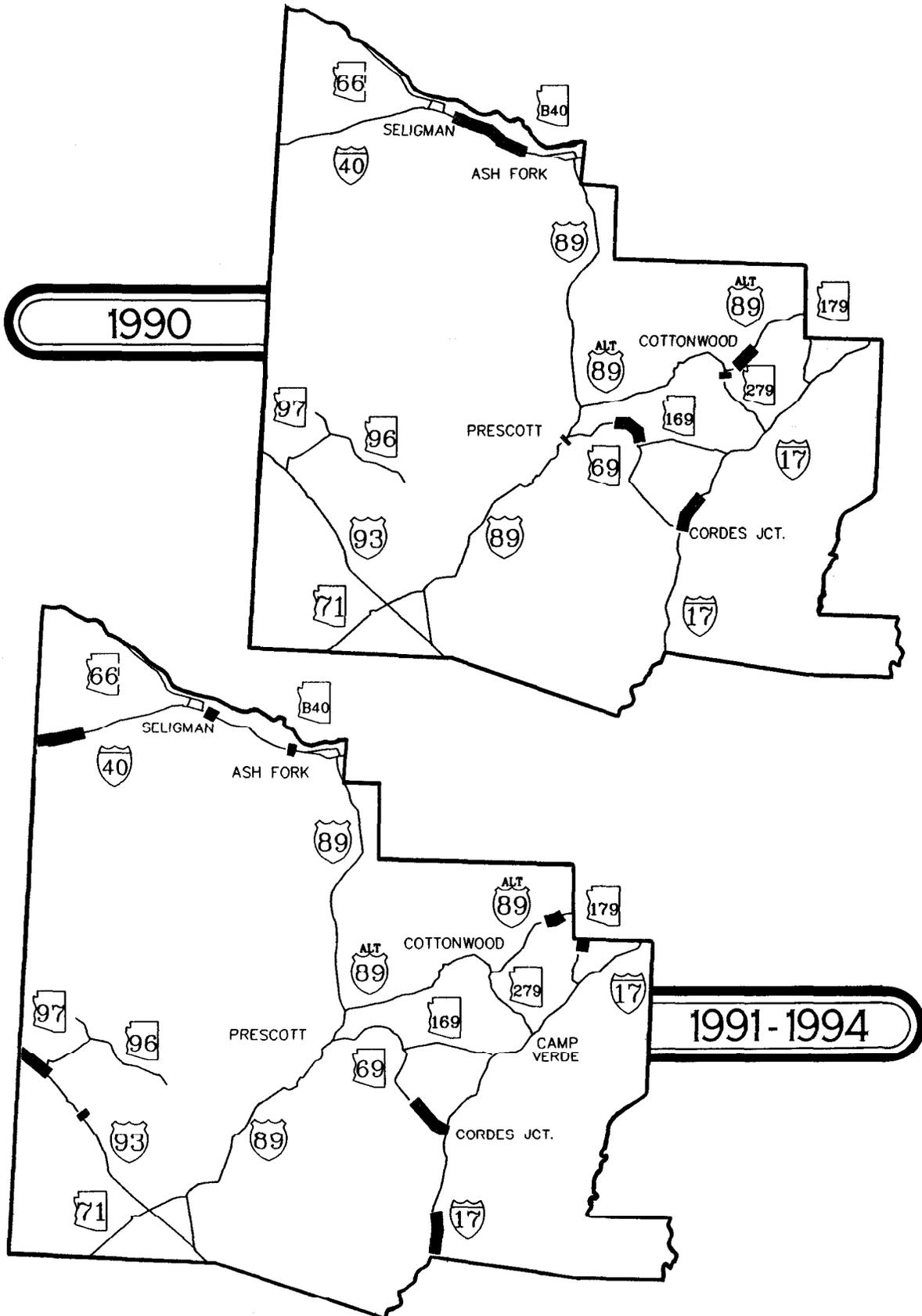
SANTA CRUZ COUNTY



SANTA CRUZ COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
19	0.0	NOGALES-TUCSON	SIGN REHABILITATION & UPDATE	IR	\$ 1,610,000	93-94	
83	22.0	EIGHT MILES SOUTH OF SONOITA	GRADE CURVE (FORCE ACCOUNT)	STATE	\$ 90,000	89-90	
189	2.5	FRANK REED RD-US 89	RECONSTRUCT, PAVE & MODIFY I-19 RAMPS	STATE	\$ 3,500,000	89-90	
189	2.5	FRANK REED RD-US 89	RIGHT OF WAY ACQUISITION	STATE	\$ 300,000	89-90	
289	2.9	FOREST BNDRY-PENA BLANCA LAKE	SPOT LEVEL & SEAL COAT	STATE	\$ 300,000	91-92	

YAVAPAI COUNTY



YAVAPAI COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
17	244.0	BLACK CANYON-SUNSET POINT (SB)	MILL, REPLACE & ASPHALTIC CONCRETE FINISHING COURSE	IR	\$ 1,400,000	90-91	
17	251.7	SUNSET POINT REST AREA	REHABILITATION REST AREA	IR	\$ 295,000	90-91	
17	251.7	SUNSET POINT REST AREA	CONSTRUCT INFORMATION BOARDS/MAPS	STATE	\$ 8,000	89-90	
17	262.6	CORDES JCT-DUGAS TI	MILL & REPLACE	IR	\$ 3,284,000	89-90	
17	296.9	MCGUIREVILLE REST AREA	RECONST FACILITIES & PARKING	IR	\$ 4,000,000	89-90	
17	296.9	MCGUIREVILLE REST AREA	RIGHT OF WAY ACQUISITION	STATE	\$ 200,000	89-90	
40	103.6	JUNIPER REST AREA	REST AREA WELL	IR	\$ 120,000	90-91	
40	123.0	SELIGMAN-PINEVETA (WB)	RESURFACE & FINISHING COURSE	IR	\$ 4,150,000	89-90	
40	123.4	SELIGMAN-PINEVETA (EB) UNIT II	MILL, REPLACE & ASPHALTIC CONCRETE FINISHING COURSE	IR	\$ 5,200,000	90-91	
69	263.0	CORDES JCT-MAYER	DESIGN	STATE	\$ 626,000	89-90	
69	263.0	CORDES JCT-MAYER	RECONSTRUCT & PAVE	STATE	\$12,000,000	90-91	
69	263.0	CORDES JCT-MAYER	RIGHT OF WAY ACQUISITION	STATE	\$ 175,000	89-90	
69	281.0	JCT SR 169-PRESCOTT COUNTRY CLUB	RECONSTRUCT & PAVE	STATE	\$ 4,600,000	89-90	
69	281.0	JCT SR 169-PRESCOTT COUNTRY CLUB	DESIGN	STATE	\$ 200,000	89-90	
69	281.0	JCT SR 169-PRESCOTT VALLEY	RIGHT OF WAY ACQUISITION	STATE	\$ 250,000	89-90	
69	284.0	PRESCOTT COUNTRY CLUB-PRESCOTT VALLEY	RECONSTRUCT & PAVE	STATE	\$ 4,600,000	89-90	
89	305.2	WHITE SPAR-PRESCOTT	UPGRADE GUARDRAIL	STATE	\$ 250,000	89-90	
89	311.0	CITY OF PRESCOTT	LANDSCAPE & IRRIGATION	STATE	\$ 40,000	89-90	15
89	312.0	JCT SR 69 & SHELDON	RECONSTRUCT JUNCTION	STATE	\$ 4,800,000	89-90	
89	312.0	JCT SR 69 & SHELDON	RIGHT OF WAY ACQUISITION	STATE	\$ 130,000	89-90	

15/ Project subject to local participation.

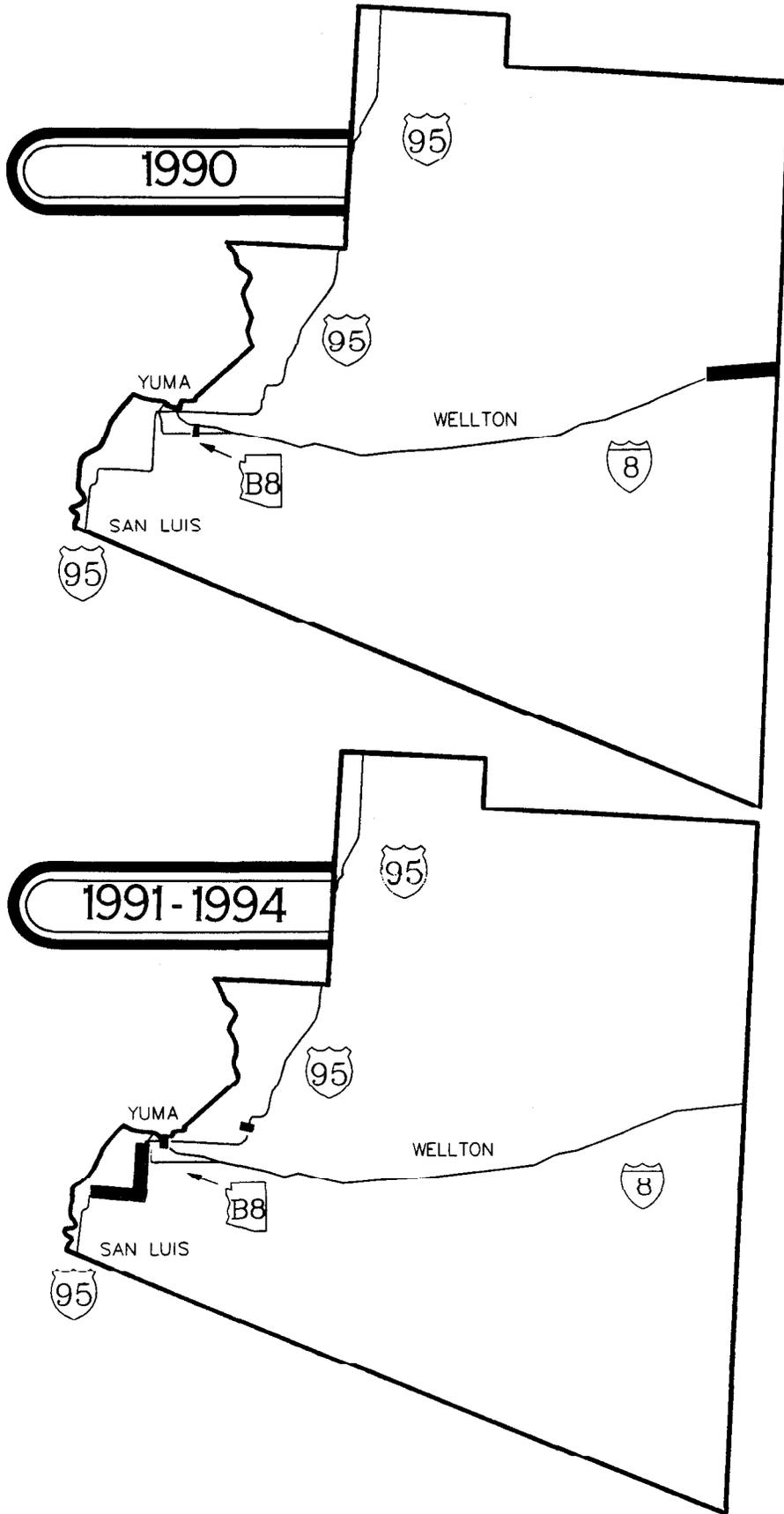
YAVAPAI COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
89	312.0	JCT SR 69 & SHELDON	PHASE II DESIGN	STATE	\$ 300,000	89-90	
89A	344.0	TOWN OF JEROME	LANDSCAPE & IRRIGATION	STATE	\$ 20,000	89-90	15
89A	356.5	BRIDGEPORT-NORTH	MILL & REPLACE	STATE	\$ 450,000	89-90	
89A	367.3	DRY CREEK-SEDONA	RECONSTRUCT & PAVE	RS	\$ 5,000,000	93-94	
89A	367.3	DRY CREEK-SEDONA	RIGHT OF WAY ACQUISITION	STATE	\$ 100,000	92-93	
89A	ASP	RED ROCK STATE PARK	RECONSTRUCT & PAVE	STATE	\$ 3,250,000	89-90	10
93	161.0	SANTA MARIA RIVER	REST ROOMS & PARKING FACILITY	STATE	\$ 400,000	92-93	
93	161.0	SANTA MARIA RIVER	REALIGN CURVE	HES	\$ 800,000	90-91	
97	163.0	HIGHWAY 93-BAGDAD	RIGHT OF WAY FENCING	STATE	\$ 50,000	90-91	
179	305.7	VILLAGE OF OAK CREEK-NORTH	RECONSTRUCT & PAVE	STATE	\$ 5,500,000	92-93	
179	305.7	VILLAGE OF OAK CREEK-NORTH	RIGHT OF WAY ACQUISITION	STATE	\$ 100,000	91-92	
279	298.0	WESTERN DRIVE	PAVEMENT WIDENING	STATE	\$ 100,000	89-90	
279	299.6	CITY OF COTTONWOOD	LANDSCAPE & IRRIGATION	STATE	\$ 10,000	89-90	15

10/ State park project subject to design and funding availability.

15/ Project subject to local participation.

YUMA COUNTY



YUMA COUNTY

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
8	0.4	GISS PARKWAY	REVISE DRAINAGE SYSTEM	IR	\$ 500,000	93-94	
8	55.9	MOHAWK REST AREA	REHABILITATION REST AREA	IR	\$ 210,000	91-92	
8	55.9	MOHAWK REST AREA	CONSTRUCT INFORMATION BOARDS/MAPS	STATE	\$ 16,000	89-90	
8	66.0	DATELAND-PINAL CO LINE	SIGN REHABILITATION & UPDATE	IR	\$ 840,000	92-93	
8	72.0	AZTEC-COUNTY LINE	MILL, REPLACE & ASPHALTIC CONCRETE FINISHING COURSE	IR	\$ 4,930,000	89-90	
8B	7.9	SB 8 @ AVE 4E	INTERSECTION IMPROVEMENT	STATE	\$ 187,000	89-90	
8B	ASP	QUARTERMASTER DEPOT, YUMA	ASPHALTIC CONCRETE PAVE	STATE	\$ 1,050,000	89-90	10
95	0.5	CITY OF SAN LUIS	REST ROOMS & PARKING FACILITY	STATE	\$ 200,000	89-90	
95	4.7	SAN LUIS-YUMA	CORRIDOR ANALYSIS (ADOT SHARE)	STATE	\$ 500,000	89-90	7
95	8.9	SOMERTON-YUMA	MILL, FINISHING COURSE & INTERSECTION IMPROVEMENT	STATE	\$ 2,477,000	90-91	
95	24.0	ARIZONA AVE-HOTEL LANE	RECONSTRUCT & PAVE	STATE	\$ 1,860,000	91-92	
95	24.0	ARIZONA AVE-HOTEL LANE	DESIGN	STATE	\$ 110,000	89-90	
95	24.0	ARIZONA AVE-HOTEL LANE	RIGHT OF WAY ACQUISITION	STATE	\$ 200,000	90-91	
95	34.5	BLAISDELL	RECONSTRUCT STRUCTURES	STATE	\$ 1,200,000	90-91	
280	3.9	I-8/AVE 3E	INTERSECTION IMPROVEMENT	STATE	\$ 200,000	90-91	

7/ Project subject to local jurisdiction funding contribution to corridor study.
 10/ State park project subject to design and funding availability.

STATEWIDE

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
999	900.1	STATEWIDE	CONSTRUCTION PREPARATION	STATE	\$ 7,400,000	89-90	
999	900.2	FOREST HIGHWAYS	RIGHT OF WAY DOCUMENTATION	STATE	\$ 500,000	89-90	
999	900.3	RESEARCH & TRAINING	CONTRACT RESEARCH PROJECTS	FA/ST	\$ 1,800,000	89-90	
999	900.4	TRAFFIC ENGINEERING	TRAFFIC SIGNALS	STATE	\$ 1,500,000	89-90	
999	900.5	BRIDGE PRESERVATION	CONTRACT REPAIR	STATE	\$ 1,500,000	89-90	
999	900.6	EMERGENCY PROJECTS	CONTRACT REPAIR	STATE	\$ 800,000	89-90	
999	900.7	SPECIAL SIGNS	SCENIC, HISTORIC, TOURIST SIGNS	STATE	\$ 100,000	89-90	
999	900.9	GENERAL HIGHWAY MAPPING	DIGITAL MAPPING & GEODETIC SURVEY	STATE	\$ 50,000	89-90	
999	901.0	STATEWIDE	ARCHEOLOGICAL STUDIES	STATE	\$ 1,050,000	89-90	
999	901.1	STATEWIDE	PASSING LANE SITE SELECTION & CONSTRUCTION	STATE	\$ 2,000,000	89-90	
999	901.2	CONTINGENCY	PROGRAM COST ADJUSTMENTS	STATE	\$ 5,000,000	89-90	
999	901.3	STATEWIDE	HEADWALL MARKING PROGRAM	HES	\$ 950,000	89-90	
999	901.5	MOTOR VEHICLE DIVISION	MOTOR VEHICLE DIVISION HIGHWAY SAFETY PROGRAM	STATE	\$ 50,000	89-90	
999	901.7	STATEWIDE	CONTRACT ENGINEERING SERVICES	STATE	\$ 900,000	89-90	
999	901.8	STATEWIDE	RIGHT OF WAY ACQUISITION	STATE	\$ 1,600,000	89-90	
999	901.9	STATEWIDE	PRELIMINARY ENGINEERING	STATE	\$ 3,500,000	89-90	
999	902.0	TRAFFIC ENGINEERING	TRAFFIC SIGNAL COORDINATION	DE	\$ 830,000	89-90	
999	910.1	STATEWIDE	CONSTRUCTION PREPARATION	STATE	\$ 3,000,000	90-91	
999	910.2	STATEWIDE	RIGHT OF WAY ACQUISITION	STATE	\$ 350,000	90-91	
999	910.3	RESEARCH & TRAINING	CONTRACT RESEARCH PROJECTS	FA/ST	\$ 1,860,000	90-91	

STATEWIDE

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
999	910.4	TRAFFIC ENGINEERING	TRAFFIC SIGNALS	STATE	\$ 1,500,000	90-91	
999	910.5	BRIDGE PRESERVATION	CONTRACT REPAIR	STATE	\$ 1,500,000	90-91	
999	910.6	EMERGENCY PROJECTS	CONTRACT REPAIR	STATE	\$ 800,000	90-91	
999	910.7	SPECIAL SIGNS	SCENIC, HISTORIC & TOURIST SIGNS	STATE	\$ 100,000	90-91	
999	910.8	STATE PARKS	PRELIMINARY ENGINEERING, RIGHT OF WAY, UTILITIES & CONSTRUCTION	STATE	\$ 4,200,000	90-91	
999	910.9	NON-INTERSTATE LANDSCAPE PROGRAM	JOINT FUNDED PROJECTS	STATE	\$ 300,000	90-91	
999	911.0	GENERAL HIGHWAY MAPPING	DIGITAL MAPPING & GEODETIC CONTROL SURVEY	STATE	\$ 50,000	90-91	
999	911.1	STATEWIDE	ARCHAEOLOGICAL STUDIES	STATE	\$ 1,200,000	90-91	
999	911.2	STATEWIDE	PASSING LANE SITE SELECTION & CONSTRUCTION	STATE	\$ 2,000,000	90-91	
999	911.3	CONTINGENCY	PROGRAM COST ADJUSTMENTS	STATE	\$ 5,000,000	90-91	
999	911.4	STATEWIDE	GUARDRAIL IMPROVEMENT PROGRAM	STATE	\$ 1,000,000	90-91	
999	911.6	MOTOR VEHICLE DIVISION	MOTOR VEHICLE DIVISION HIGHWAY SAFETY PROGRAM	STATE	\$ 50,000	90-91	
999	920.1	STATEWIDE	CONSTRUCTION PREPARATION	STATE	\$ 500,000	91-92	
999	920.2	STATEWIDE	RIGHT OF WAY ACQUISITION	STATE	\$ 350,000	91-92	
999	920.3	RESEARCH & TRAINING	CONTRACT RESEARCH PROJECTS	FA/ST	\$ 2,205,000	91-92	
999	920.4	TRAFFIC ENGINEERING	TRAFFIC SIGNALS	STATE	\$ 1,500,000	91-92	
999	920.5	BRIDGE PRESERVATION	CONTRACT REPAIR	STATE	\$ 1,500,000	91-92	
999	920.6	EMERGENCY PROJECTS	CONTRACT REPAIR	STATE	\$ 800,000	91-92	
999	920.7	SPECIAL SIGNS	SCENIC, HISTORIC, TOURIST SIGNS	STATE	\$ 100,000	91-92	

STATEWIDE

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
999	920.8	STATE PARKS	PRELIMINARY ENGINEERING, RIGHT OF WAY, UTILITIES & CONSTRUCTION	STATE	\$ 5,000,000	91-92	
999	920.9	NON-INTERSTATE LANDSCAPE PROGRAM	JOINT FUNDED PROJECTS	STATE	\$ 300,000	91-92	
999	921.0	GENERAL HIGHWAY MAPPING	DIGITAL MAPPING & GEODETIC CONTROL SURVEY	STATE	\$ 50,000	91-92	
999	921.1	MINOR PROJECTS	CONTRACT REPAIR	STATE	\$ 2,000,000	91-92	
999	921.2	STATEWIDE	PASSING LANE SITE SELECTION & CONSTRUCTION	STATE	\$ 2,000,000	91-92	
999	921.3	CONTINGENCY	PROGRAM COST ADJUSTMENTS	STATE	\$ 5,000,000	91-92	
999	921.4	STATEWIDE	GUARDRAIL IMPROVEMENT PROGRAM	STATE	\$ 1,000,000	91-92	
999	921.5	STATEWIDE	ARCHAEOLOGICAL STUDIES	STATE	\$ 600,000	91-92	
999	921.6	STATEWIDE	TRANSPORTATION SYSTEM MANAGEMENT (TSM)	STATE	\$ 2,000,000	91-92	
999	921.7	TITLE II SAFETY	HAZARD ELIMINATION SAFETY	HES	\$ 2,000,000	91-92	
999	921.8	MOTOR VEHICLE DIVISION	MOTOR VEHICLE DIVISION HIGHWAY SAFETY PROGRAM	STATE	\$ 50,000	91-92	
999	930.1	STATEWIDE	CONSTRUCTION PREPARATION	STATE	\$ 500,000	92-93	
999	930.2	STATEWIDE	RIGHT OF WAY ACQUISITION	STATE	\$ 250,000	92-93	
999	930.3	RESEARCH & TRAINING	CONTRACT RESEARCH PROJECTS	FA/ST	\$ 2,205,000	92-93	
999	930.4	TRAFFIC ENGINEERING	TRAFFIC SIGNALS	STATE	\$ 1,500,000	92-93	
999	930.5	BRIDGE PRESERVATION	CONTRACT REPAIR	STATE	\$ 1,500,000	92-93	
999	930.6	EMERGENCY PROJECTS	CONTRACT REPAIR	STATE	\$ 800,000	92-93	
999	930.7	SPECIAL SIGNS	SCENIC, HISTORIC & TOURIST SIGNS	STATE	\$ 100,000	92-93	
999	930.8	STATE PARKS	P.E., RIGHT OF WAY, UTILITIES & CONSTRUCTION	STATE	\$ 5,000,000	92-93	

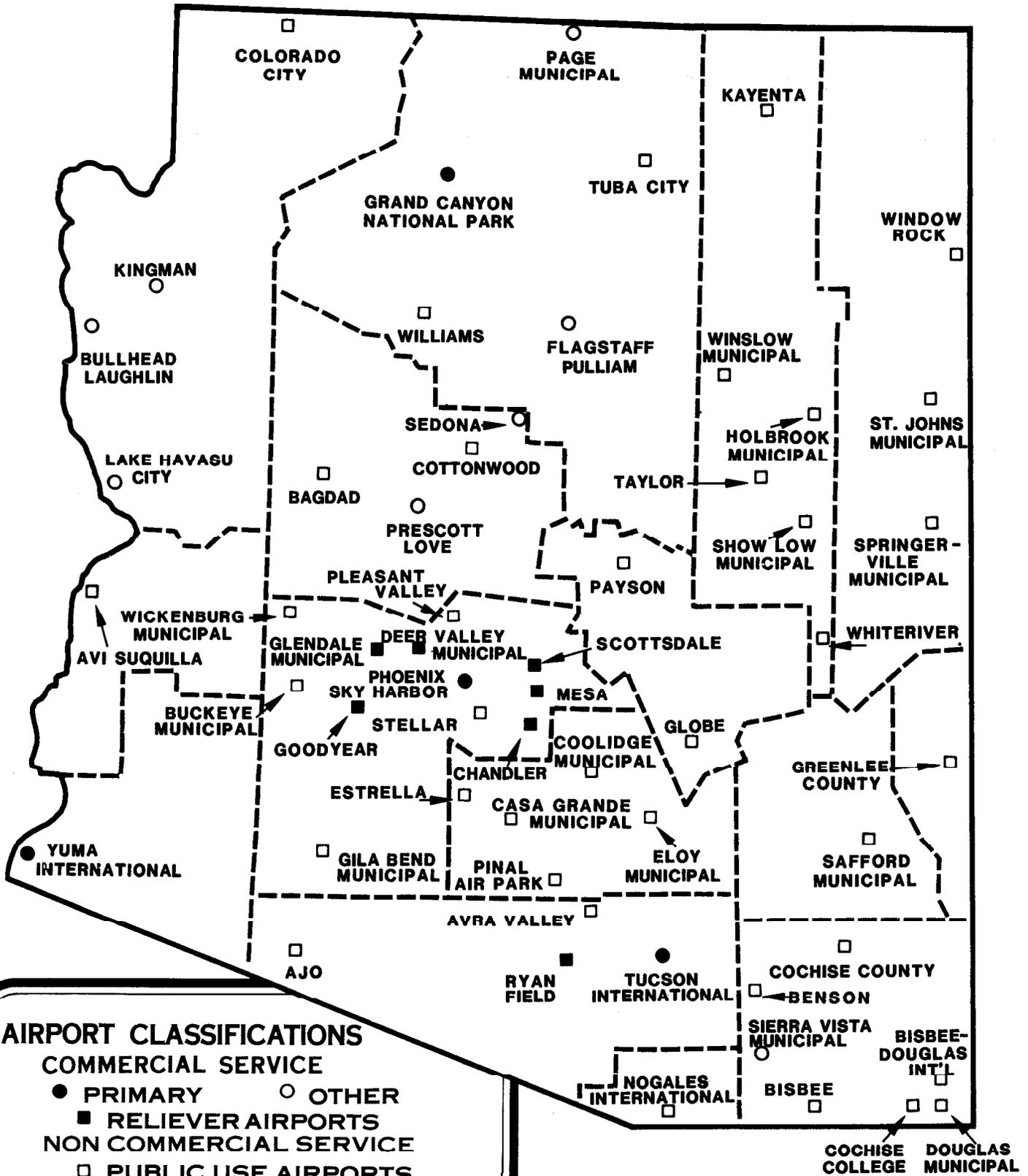
STATEWIDE

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
999	930.9	NON-INTERSTATE LANDSCAPING PROGRAM	JOINT FUNDED PROJECTS	STATE	\$ 300,000	92-93	
999	931.0	GENERAL HIGHWAY MAPPING	DIGITAL MAPPING & GEODETIC SURVEY	STATE	\$ 50,000	92-93	
999	931.1	STATEWIDE	ARCHAEOLOGICAL STUDIES	STATE	\$ 400,000	92-93	
999	931.2	STATEWIDE	PASSING LANE SITE SELECTION & CONSTRUCTION	STATE	\$ 2,000,000	92-93	
999	931.3	CONTINGENCY	PROGRAM COST ADJUSTMENTS	STATE	\$ 5,000,000	92-93	
999	931.4	STATEWIDE	GUARDRAIL IMPROVEMENT PROGRAM	STATE	\$ 1,000,000	92-93	
999	931.5	STATEWIDE	TRANSPORTATION SYSTEM MANAGEMENT (TSM)	STATE	\$ 2,000,000	92-93	
999	931.6	MINOR PROJECTS	CONTRACT REPAIR	STATE	\$ 2,000,000	92-93	
999	931.7	TITLE II SAFETY	HAZARD ELIMINATION SAFETY	HES	\$ 2,000,000	92-93	
999	931.8	PAVEMENT PRESERVATION	RESURFACE & SEAL COATS	FA/ST	\$68,000,000	92-93	
999	931.9	MOTOR VEHICLE DIVISION	MOTOR VEHICLE DIVISION HIGHWAY SAFETY PROGRAM	STATE	\$ 50,000	92-93	
999	940.1	STATEWIDE	CONSTRUCTION PREPARATION	STATE	\$ 500,000	93-94	
999	940.2	STATEWIDE	RIGHT OF WAY ACQUISITION	STATE	\$ 300,000	93-94	
999	940.3	RESEARCH & TRAINING	CONTRACT RESEARCH PROJECTS	FA/ST	\$ 2,540,000	93-94	
999	940.4	TRAFFIC ENGINEERING	TRAFFIC SIGNALS	STATE	\$ 1,500,000	93-94	
999	940.5	BRIDGE PRESERVATION	CONTRACT REPAIR	STATE	\$ 1,500,000	93-94	
999	940.6	EMERGENCY PROJECTS	CONTRACT REPAIR	STATE	\$ 800,000	93-94	
999	940.7	SPECIAL SIGNS	SCENIC, HISTORIC & TOURIST SIGNS	STATE	\$ 100,000	93-94	
999	940.8	STATE PARKS	PRELIMINARY ENGINEERING, RIGHT OF WAY, UTILITIES & CONSTRUCTION	STATE	\$ 5,000,000	93-94	

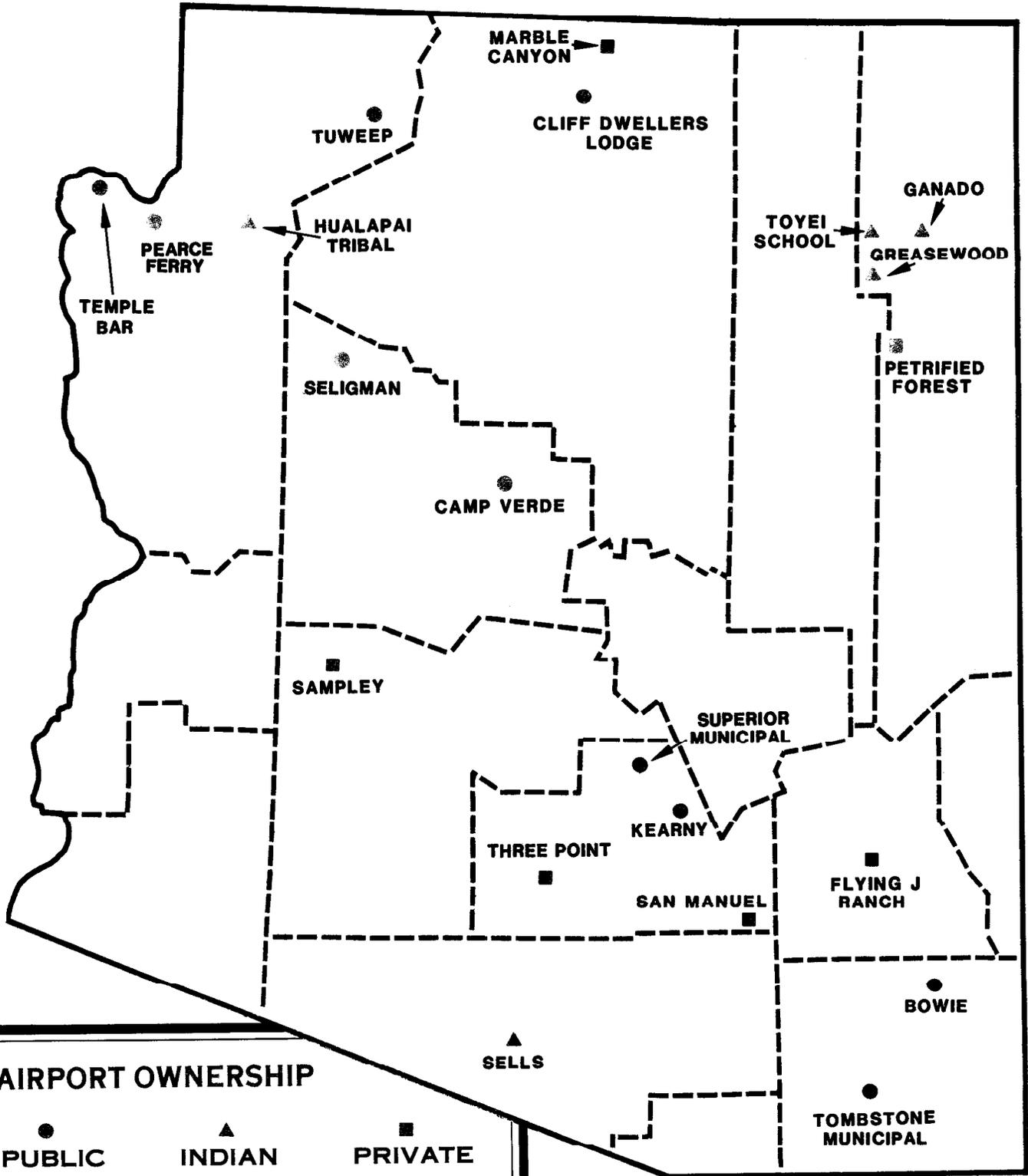
STATEWIDE

STATE ROUTE NUMBER	BEGIN MILE POST	PROJECT LOCATION	TYPE OF WORK	FUND TYPE	PROJECT COST ESTIMATE	FISCAL YEAR PGM.	FOOT NOTE
999	940.9	NON-INTERSTATE LANDSCAPING PROGRAM	JOINT FUNDED PROJECTS	STATE	\$ 300,000	93-94	
999	941.0	GENERAL HIGHWAY MAPPING	DIGITAL MAPPING & GEODETIC SURVEY	STATE	\$ 50,000	93-94	
999	941.1	STATEWIDE	ARCHAEOLOGICAL STUDIES	STATE	\$ 150,000	93-94	
999	941.2	STATEWIDE	PASSING LANE SITE SELECTION & CONSTRUCTION	STATE	\$ 2,000,000	93-94	
999	941.3	CONTINGENCY	PROGRAM COST ADJUSTMENTS	STATE	\$ 5,000,000	93-94	
999	941.4	STATEWIDE	GUARDRAIL IMPROVEMENT PROGRAM	STATE	\$ 1,000,000	93-94	
999	941.5	STATEWIDE	TRANSPORTATION SYSTEM MANAGEMENT (TSM)	STATE	\$ 2,000,000	93-94	
999	941.6	MINOR PROJECTS	CONTRACT REPAIR	STATE	\$ 2,000,000	93-94	
999	941.7	TITLE II SAFETY	HAZARD ELIMINATION SAFETY	HES	\$ 2,000,000	93-94	
999	941.8	PAVEMENT PRESERVATION	RESURFACE & SEAL COAT	FA/ST	\$68,000,000	93-94	
999	941.9	MOTOR VEHICLE DIVISION	MOTOR VEHICLE DIVISION HIGHWAY SAFETY PROGRAM	STATE	\$ 50,000	93-94	

PRIMARY AIRPORT SYSTEM



SECONDARY AIRPORT SYSTEM



AIRPORT OWNERSHIP

● PUBLIC ▲ INDIAN ■ PRIVATE

SECONDARY SYSTEM DEFINITION: ALL PUBLIC USE FACILITIES NOT IN THE STATE'S PRIMARY SYSTEM.

SOURCE: FAA'S 5010 FIELD INSPECTION FORMS

AIRPORT DEVELOPMENT PROGRAM

The Five Year Airport Development Program (1990-1994) reflects the responsibility of the Arizona Department of Transportation (ADOT) to provide financial assistance to public airports for development projects and is a product of the Transportation Board's annual priority programming process.

Aviation projects are prioritized using the Airport Priority Rating System which incorporates a number of factors, including Board policies, the importance of the project to the airport itself (as identified by airport managers throughout the state) and to the people of Arizona.

Over the next five years, nearly \$250 million has been programmed for Arizona's airports. Of that total, more than \$51 million comes from state funds and nearly \$13 million are local dollars with the major share -- \$180 million -- coming from the Federal government.

State aviation revenues come from flight property taxes, aviation fuel sales and aircraft registration. Federal monies come from taxes on airline tickets and are distributed by the Federal Aviation Administration (FAA). The state program has the dual objectives of maximizing effective use of state dollars for airport improvements while attracting maximum Federal Aviation funds.

Specific current programming and expansion plans for Arizona's airports are summarized below: In 1991-92, the main runway, taxiway and apron of the Ajo Airport in rural Pima County is proposed for resurfacing work and drainage improvements.

The Avra Valley Airport north of Tucson is due for major improvements over the next five years, starting in 1989-90 with surface work on the main runway, taxiway and apron. Future plans include a new runway and taxiway extension (1991-92), parallel taxiway (1992-93) and apron (1993-94).

The Bagdad Airport in western Yavapai County will see resurfacing and pavement work on the main runway, taxiway and apron in 1989-90. Installation of a lighted wind cone is scheduled in 1992-93.

A study is underway to select the site for the new Benson Airport southeast of Tucson with land acquisition proposed for 1990-91; fire protection planned for 1991-92 and major work scheduled to begin on a new apron, as well as utilities, lighting, parking and fencing in 1993-94. Federal assistance, not yet programmed, will also be required for the Benson Airport construction.

The Bisbee Airport is getting a new parallel taxiway in 1989-90 with a beacon and approach indicators to be installed in 1990-91. Construction of new runway and taxiway extensions and an apron and installation of lighting are on the books for 1992-93. The Bisbee-Douglas International Airport north of Douglas is in line for paving improvements in the next five years, with the runway receiving primary attention in 1989-90. Future resurfacing plans target the taxiway in 1990-91 and the apron in 1992-93. In 1991-92, lighting is proposed for the taxiway.

Significant upgrades are proposed over the next five years for the Buckeye Airport, beginning with a new apron and the attendant new lighting systems, fencing, security lighting and access road in 1989-90. Future plans include land acquisition in 1990-91; a new runway and taxiway and more lighting improvements in 1991-92; pavement preservation of the main runway and taxiway in 1992-93; and, a new apron area, hangar, taxiway and security lighting in 1993-94.

Major construction work on the Bullhead-Laughlin Airport in Mohave County should be completed over the next five years at a total expenditure of \$27 million. The second and third phases of construction work on a new main runway and taxiway and land acquisition are planned for 1989-90 and 1990-91, along with site preparation in 1989-90. In 1992-93, airport lighting aids, utilities, an access road and terminal building and related items are projected with a new apron to follow.

Projects during 1989-90 at the Casa Grande Airport include adding a beacon and security fencing, relocating utilities and tie-downs, constructing taxiways, and surfacing an existing taxiway. Future proposed projects are a new taxiway in 1990-91; major resurfacing in 1991-92; a new perimeter access road in 1992-93; and a new taxiway and apron in 1993-94.

The Chandler Airport is in line for a heliport and land acquisition in 1989-90. Future plans include pavement preservation on the main runway in 1990-91. The existing runway and taxiway extension the following year, and the apron in 1993-94.

Two small airport upgrades are scheduled in Cochise County. The Cochise College Airport is slated for surface work on the main runway in 1989-90 with a new taxiway on the books in 1990-91. In 1992-93 the main runway of the Cochise County Airport in Willcox will be resurfaced.

Beginning in 1990, plans for the Colorado City Airport in Mohave County, will include land acquisition, with surfacing of the runway to follow in 1991-92 and construction of a new apron in 1993-94. It is expected that additional Federal funding will be provided for Colorado City as soon as a Master Plan update is completed.

Fiscal year 1989-90 will see expansion activity at the Coolidge Airport as a new main runway extension is planned, accompanied by the relocation of the visual approach indicators and the access road and the replacement of runway lighting. The Cottonwood Airport in Yavapai County is due for runway upgrades, grade and surface overruns and an environmental assessment in 1989-90. Proposed for the balance of the five year plan are a new main runway extension, plus runway identifier lights and a new non-directional beacon in 1990-91; surface work on the taxiway and apron in 1992-93 and land acquisition in 1993-94.

The Douglas Municipal Airport is in line for a new taxiway and taxiway lights 1990-91.

In Pinal County, the Eloy Airport is set for a runway extension in 1989-90 and the following year the main runway, taxiway and apron will be resurfaced.

Flagstaff's Pulliam Airport will receive phased pavement preservation work on the south apron during 1989-90 and 1990-91. Future plans include land acquisition in 1991-92; resurfacing on the commercial service apron in 1992-93 and surface maintenance on the main runway, taxiway and apron the following year.

The Gila Bend Airport is in line for a main runway extension, runway lighting and fencing in 1989-90, with plans to resurface the main runway, taxiway and apron in 1991-92.

In 1989-90, the runway at the Glendale Airport will be extended if local funding is committed. If not, the funding will be used for drainage improvements. The following year pavement preservation work on the runway, taxiway and apron is planned. In 1990-91, a new apron is programmed with land acquisition in 1993-94.

Surface work on the main runway, taxiway and apron is scheduled for the the Globe Airport in 1991-92, as is the installation of taxiway delineators.

Nearly \$10 million is slated for the state-owned Grand Canyon Airport over the next five years, including Phase II of the access road construction, apron and heliport and Phase I of the terminal expansion project, as well as automobile parking additions and land acquisition in 1989-90. Proposed future improvements provide for expansion of the terminal building in 1990-91 and for a water storage/treatment facility/well, surface work on the apron, a new access road and a new parking lot in 1991-92. Other upgrades include runway, taxiway and apron resurfacing in 1992-93 and a new apron and fencing in 1992-93.

Plans for the Greenlee County Airport in 1991-92 include surface improvements on the main runway, taxiway and apron.

The Holbrook Airport in Navajo County will receive various navigational aids -- a non-directional beacon, approach and taxiway indicators -- and a new taxiway in 1989-90. The main runway, taxiway and apron are scheduled for resurfacing in 1991-92 and a new taxiway and access road are planned in 1993-94.

The master plan of the Kingman Airport will be updated in 1989-90. Also that year the apron will be resurfaced and signs on the runway will be installed. Projects slated for future years include resurfacing work on various aprons, runways and taxiways through 1994.

In 1989-90 alone, nearly \$4 million will be invested in the Lake Havasu City Airport for a new runway, taxiway and apron, as well as an access road, an automobile parking facility and additional lighting. Future proposals include more new runway, taxiway and apron construction, a taxiway extension and the installation of a beacon, terminal facilities and fencing.

Mesa's Falcon Field is scheduled for several pavement preservation projects on the apron over the next few years. In addition, new fencing will be installed in 1989-90 with more lighting and fencing upgrades in 1992-93. Land acquisition for major future expansion is planned in 1993-94.

The Nogales International Airport on the Mexico border is in line for significant improvements, beginning with land acquisition and perimeter fencing in 1989-90. Proposals for the balance of the five year plan include: Runway and taxiway surface work and access road realignment (1990-91); a new runway and taxiway extension and new runway lights (1991-92); taxiway delineators (1992-93); and, fire protection and apron security lighting (1993-94).

The main runway and taxiway of the Page Municipal Airport are in line for maintenance surface work in 1989-90 while a Site Selection Study begins major future improvements for this facility.

Significant construction is scheduled for each of the next five years at the Payson Airport in Gila County. A new apron, fire protection and fencing will be added in 1989-90. A new runway and taxiway extension and accompanying lighting are proposed in 1990-91; parking facilities are scheduled for 1991-92; and a non-directional beacon is slated for 1993-94.

The Phoenix-Deer Valley Airport is in line for significant upgrades, designed to relieve congestion at Phoenix Sky Harbor. During 1989-90, a new taxiway and apron will be constructed in the northeast area, with surface work and heavy maintenance scheduled through 1993. Land will be acquired for future expansion in 1993-94.

Work over the next five years at another reliever airport in the metropolitan Phoenix area, the Phoenix-Goodyear Airport, will include fencing and a perimeter road in 1989-90. Future projects include a new runway, taxiway and high-speed turnoff and various navigational aids (1990-91); a new apron and drainage realignment (1991-92); runway surface upgrades, utilities and drainage work (1992-93) and land acquisition (1993-94).

\$4.3 million has been programmed in 1989-90 for land acquisition at Phoenix Sky Harbor airport.

Major activity is proposed for Prescott's Love Field, particularly in the next two years during which the phased construction of a new runway is planned, pending the outcome of an environmental assessment. Other future projects include a new taxiway and structural upgrades and surface work on the apron and access road and fencing. In 1993-94, land acquisition is planned, allowing for further development.

Phase II of a runway construction project at the Safford Airport in southeastern Arizona will dominate activity there in 1989, along with taxiway resurfacing and new runway lighting in 1989-90. Future plans

include a new taxiway and lighting in 1991-92 and surface work on the apron and runway and the installation of a sophisticated navigational device to follow.

Structural upgrades and drainage improvements are planned for the Scottsdale Airport in 1989-90. Work through 1994 includes pavement preservation projects for the runway, taxiway and apron and extending the taxiway and apron.

The Sedona Airport will receive surface upgrades on the main runway as well as the taxiway and apron in 1989-90, with new apron areas proposed in 1991-93. Then, in 1993-94, plans include an access road and land acquisition.

A new apron is in store for 1989-90 at the Show Low Airport with major surfacing and construction projects planned over the next five years. Proposed projects include runway, taxiway and apron resurfacing and new approach indicators in 1990-91; maintenance on the main runway and new runway lights and indicators in 1991-92; a new parallel taxiway and fencing in 1992-93 and surface maintenance on the apron in 1993-94.

Proposed work at the Sierra Vista Airport is scheduled to begin in 1990-91 with the addition of new fencing and automobile parking facilities. The following year, the apron pavement is slated for a resurfacing and in 1992-94 construction work is planned, first on a taxiway extension and then on a new apron.

The Springerville Airport in Apache County is slated for significant upgrades through 1993. Construction of a new apron, auto parking area and access road, and an environmental assessment will occur in 1989-90. In 1990-91, maintenance work is planned for one taxiway while another will be constructed. Plans through 1994 include a new taxiway, new runway and taxiway extension with related indicators and pavement markings, plus security fencing, a perimeter road, and resurfacing work and land acquisition.

The nearby St. Johns Airport is scheduled for various landing enhancements, a new beacon, and taxiway lighting as well as fencing and security lighting in 1989-90. A new taxiway and land acquisition are proposed over the next two years. In 1992-93, runway surface work is proposed and in 1993-94, new runway and taxiway extensions are planned, along with a taxiway and utilities.

The Taylor Airport north of Snowflake will see Phase II of surface work on the main runway in 1989-90 with land acquisitions and structural runway upgrades planned for the following year. Other proposed projects involve widening and extending the runway in 1991-92 and resurfacing the apron in 1993-94.

Plans for work on the Tucson International Airport represent a proposed investment of more than \$27 million over the next five years. Construction of a new runway, taxiway and apron (Phase I), fencing, a terminal access road and terminal improvements plus land acquisition, are programmed for 1989-90. Phase II is scheduled for the following year along with more land acquisition and resurfacing work. Other future plans include drainage and resurfacing work and security fencing in 1991-92; land acquisition and a new apron and taxiway with fencing in 1992-93; and, a new runway, taxiway and apron and roadway resurfacing in 1993-94. Land purchases for future expansion are also scheduled for each year through 1994.

Tucson's Ryan Field is in line for significant upgrades during this five year airport development program to provide relief at the Tucson International Airport, beginning with construction of a new apron and fencing, along with land acquisition in 1989-90. Future plans include additional land acquisition and site preparation for the main runway scheduled for 1990-91 and Phase I and II of surface work on the main runway in 1991-93. Utilities are proposed for 1993-94.

Proposed land acquisition to provide for clear zone and encroachment protection dominates plans for the Wickenburg Airport over the next

five years. Additionally, in 1990-91, the main runway, taxiway and apron are scheduled for resurfacing, and in 1993-94, a heliport is scheduled for construction.

Upgrades at the Williams Airport include a new main runway extension and an environmental assessment during 1989-90 and surface work on the main runway, taxiway and apron in 1992-93.

Scheduled for work in 1989-90, the main runway at the Winslow Airport is the first of a number of resurfacing projects over the next five years. Other surface maintenance work includes an alternative runway in 1991-92; the adjoining taxiway and apron in 1992-93; and, another taxiway in 1993-94.

Nearly \$4.5 million is projected for the Yuma International Airport over the next five years with a new apron and security lighting 1989-90. Plans through 1993 propose construction of a new apron (1990-91) and a hangar taxilane and relocation of the Fixed Base Operator building (1991-92) along with utilities, fencing, parking and access facilities. In 1993-94, structural upgrades to the apron and drainage facilities and heavy surface maintenance on the taxiway and the perimeter roadway are planned.

GLOSSARY OF TERMS

AWOS - automatic weather observation system

EA - environmental assessment

FAA - Federal Aviation Administration

FBO - fixed base operator

ILS - instrument landing system

MIRL - medium intensity runway lights

MITL - medium intensity taxiway lights

NON-DIRECTIONAL BEACON OR NDB - a navigational aid to find the airport

ODALS - omni-directional approach light system

PAPI - precision approach path indicator

PAVE PRES - pavement preservation

PH I - phase I of a multi-year project

REILS - runway end identifier lights

SASP - state airport system plan

SET ASIDE - a fund allocation for a specific reason

SURF - surface

TVOR - terminal very high frequency omni-directional range navigation aid

VASI - visual approach slope indicator

AIRPORT DEVELOPMENT PROGRAM

FISCAL YEAR 1989-90

AIRPORT	COUNTY	PROJECT DESCRIPTION	STATE AMOUNT	LOCAL AMOUNT	FEDERAL AMOUNT	TOTAL AMOUNT
COMMERCIAL SERVICE/ RELIEVER AIRPORT PROJECTS						
Bullhead Laughlin	Mohave	Grade, Drain & Surface Main Rwy 16/34 & Txwy (Ph III); Land Acquisition	432,000	375,999	7,517,003	8,325,002
Chandler	Maricopa	Surface Main Runway 4L/22R (Pave Pres) (Ph I)	432,000	48,000	0	480,000
Flagstaff-Pulliam	Coconino	Surface Apron (Pave Pres) (South-Ph III)	432,000	48,000	0	480,000
Glendale	Maricopa	Surface Rwy, Txwy & Apron (Pave Pres)	180,000	20,000	0	200,000
Grand Canyon	Coconino	Terminal Building Expansion (1)*; (1)* Public Funding Not Required if Private Financing Obtained	835,600	0	1,560,000	2,395,600
Kingman	Mohave	Surface Apron (Pave Pres)	283,500	31,500	0	315,000
Lake Havasu City	Mohave	Grade, Drain & Surface Rwy, Txwy & Apron; Terminal; Install NDB; Fencing	432,000	48,000	0	480,000
Mesa-Falcon Field	Maricopa	Surface Apron (Pave Pres); Lighting; Fencing	432,000	48,000	0	480,000
Phoenix-Deer Valley	Maricopa	Grade, Drain & Surface Rwy 7L/25R Ext.	432,000	194,066	3,347,518	3,973,584
Phoenix-Goodyear	Maricopa	Grade, Drain & Surface Rwy 3L/21R & Txwy; Hi-Speed Turnoff; Navaid's	432,000	125,480	1,775,670	2,333,150
Phoenix-Sky Harbor	Maricopa	Land Acquisition	432,000	206,933	3,642,400	4,281,333
Prescott-Love Field	Yavapai	Grade, Drain & Surface Rwy 3L/21R (Ph II) & Related Items; Grade, Drain & Surface Txwy; Fencing	432,000	204,152	3,578,658	4,214,810
Scottsdale	Maricopa	Surface Rwy 3/21 & Txwys (Pave Pres)	432,000	48,000	0	480,000
Sierra Vista	Cochise	Fencing; Grade, Drain & Surface Auto Parking	87,000	9,000	0	96,000
Tucson Intn'l	Pima	Grade, Drain & Surface Rwy 11I/29R, Apron & Txwy; Surface Txwys & Aprons; Land Acquisition;	432,000	189,346	3,239,346	3,860,692
Tucson Ryan Field	Pima	Site Prep Main Runway 6L/24R; Land Acquisition	432,000	186,308	3,169,710	3,788,018
Yuma Intn'l	Yuma	Fencing, Utilities; Security Lighting; Auto Access Gate; Access Road; Auto Parking; Grade, Drain & Surface Apron	432,000	71,402	996,196	1,499,598
Commercial Service/Reliever Sub-Total			\$7,002,100	\$1,854,187	\$28,826,501	\$37,682,788

AIRPORT DEVELOPMENT PROGRAM

FISCAL YEAR 1989-90

AIRPORT	COUNTY	PROJECT DESCRIPTION	STATE AMOUNT	LOCAL AMOUNT	FEDERAL AMOUNT	TOTAL AMOUNT
PUBLIC AIRPORT PROJECTS						
Avra Valley	Pima	Surface Main Rwy 12/30, Txwy, & Apron (Pave Pres)	189,000	21,000	0	210,000
Bagdad	Yavapai	Surface Main Rwy 5/23, Txwy & Apron (Pave Pres)	135,000	15,000	0	150,000
Bisbee	Cochise	Grade, Drain & Surface Parallel Txwy 17/35	16,027	16,027	326,496	358,550
Bisbee-Douglas Intn'l Buckeye	Cochise	Surface Rwy 17/35 (Pave Pres)	171,000	19,000	0	190,000
	Maricopa	Grade, Drain and Surface Apron; MIRL; MITL; PLASI; Fencing; Security Lighting; Access Road	32,296	32,296	657,909	722,501
Casa Grande	Pinal	NDB; Utility relocations; T-Hangar Taxilanes; Security Fencing; Construct Taxilane & Relocate Tie-Downs; Surface Txwy	12,745	12,745	259,630	285,120
Cochise College	Cochise	Surface Main Rwy 5/23 (Pave Pres)	225,000	25,000	0	250,000
Coolidge	Pinal	Grade, Drain & Surface Main Rwy 5/23 Ext; Relocate VASI & Access Rd; Replace MIRL's 5/23	24,044	24,044	489,812	537,900
Cottonwood	Yavapai	Surface Rwy 14/32 (Pave Pres); Grade, & Surface Overruns; EA	53,590	13,590	175,000	242,180
Eloy	Pinal	Grade, Drain & Surface Main Rwy 2/20 Ext.	157,500	17,500	0	175,000
Gila Bend	Maricopa	Grade, Drain & Surface Main Rwy 4/22 Ext; MIRL's; Fencing	30,637	36,130	750,000	816,767
Holbrook	Navajo	NDB; PAPIs; Grade, Drain, & Surface Apron; Txwy Delineators	8,918	8,588	174,107	191,613
Nogales Intn'l	Santa Cruz	Land Acquisition; Perimeter Fencing	31,290	31,290	637,420	700,000
Payson	Gila	Grade, Drain & Surface Apron; Fire Protection; Fencing	14,628	14,628	297,994	327,250
Safford	Graham	Grade, Drain & Surface Rwy 12/30 Ext. (Ph II); MIRL's Rwy 8/26; Surface Txwy to Rwy 8	258,675	36,688	182,120	477,483
Show Low Springerville	Navajo Apache	Grade, Drain & Surface Apron; Grade, Drain & Surface Apron; Auto Parking; Access Rd; EA	154,800	17,200	0	172,000
St. Johns	Apache	NDB; PAPIs; REILs; Fencing; AWOS, MITLs; Security Lighting	99,000	14,763	66,669	200,472
Taylor	Navajo	Surface Main Rwy 3/21 (Ph II)	53,534	8,816	65,730	128,080
Wickenburg Williams	Maricopa Coconino	Land Acquisition; Grade, Drain & Surface Main Rwy 18/36 Ext.; EA	24,585	24,585	500,830	550,000
Winslow	Navajo	Surface Main Rwy 11/29 (Pave Pres)	14,785	14,159	286,839	315,783
		Public Sub-Total	14,554	13,934	282,286	310,774
			1,901,608	437,004	5,172,862	7,511,474
SPECIAL AIRPORT PROJECTS						
		Secondary Airports	200,000	10,526	0	210,526
		FAA Match Set Aside	500,000	322,222	6,111,409	6,933,631
		Contingencies	100,000	11,111	0	111,111
		AWOS Navaid Project	50,000	5,556	0	55,556
		SASP and Master Plans	350,000	48,488	220,000	618,488
		Pavement Management System	100,000	11,111	0	111,111
		Set Aside Sub-Total	1,300,000	409,014	6,331,409	8,040,423
		Total 1989-1990	\$9,989,125	\$2,805,378	\$40,655,820	\$53,450,323

AIRPORT DEVELOPMENT PROGRAM

FISCAL YEAR 1990-91

AIRPORT	COUNTY	PROJECT DESCRIPTION	STATE AMOUNT	LOCAL AMOUNT	FEDERAL AMOUNT	TOTAL AMOUNT
COMMERCIAL SERVICE/ RELIEVER AIRPORT PROJECTS						
Bullhead Laughlin	Mohave	Grade, Drain & Surface Txwy & Apron	441,000	362,893	7,193,740	7,997,633
Chandler	Maricopa	Surface Main Rwy & Txwy Ext. (Pave Pres) (Ph II)	441,000	49,000	0	490,000
Flagstaff-Pulliam	Coconino	Land Acquisition	441,000	100,653	1,183,780	1,725,433
Glendale	Maricopa	Grade, Drain & Surface Apron	441,000	49,000	0	490,000
Grand Canyon	Coconino	Water Storage/Treatment Facility/Well; Apron Surfacing; Surface Access Road; Grade, Drain & Surface Auto Parking	441,000	0	1,333,000	1,774,000
Kingman	Mohave	Surface Rwy 17/35 & Txwy (Pave Pres)	441,000	49,000	0	490,000
Lake Havasu City	Mohave	Grade, Drain & Surface Rwy & Txwy Ext.	441,000	49,000	0	490,000
Mesa-Falcon Field	Maricopa	Surface Apron (Pave Pres); Lighting	441,000	49,000	0	490,000
Phoenix-Deer Valley	Maricopa	Grade, Drain & Surface Access Txwy (NE Area)	441,000	49,000	0	490,000
Phoenix-Goodyear	Maricopa	Grade, Drain & Surface Apron; Realign Drainage	441,000	116,547	1,548,020	2,105,567
Phoenix-Sky Harbor	Maricopa	Land Acquisition	441,000	207,933	3,642,400	4,291,333
Frescott-Love field	Yavapai	Structural Upgrade Apron; Fencing; Access Road	441,000	78,005	664,783	1,183,743
Scottsdale	Maricopa	Surface Apron (Pave Pres)	441,000	49,000	0	490,000
Sedona	Yavapai	Surface Apron (Pave Pres); Grade, Drain & Surface Apron	441,000	49,000	0	490,000
Sierra Vista	Cochise	Surface Apron (Pave Pres)	135,000	15,000	0	150,000
Tucson Intn'l	Pima	Rwy 1L/29R Drainage; Land Acquisition; Security Fencing; Surface Roadway (Pave Pres)	441,000	391,230	7,843,152	8,675,382
Tucson Ryan Field	Pima	Surface Main Rwy 6L/24R; Related Items (Ph I)	441,000	125,107	1,744,210	2,310,317
Yuma Intn'l	Yuma	Relocate FBO Building	22,350	22,350	455,300	500,000
Commercial Service Reliever Sub-Total			\$7,213,350	\$1,811,719	\$25,608,340	\$34,633,409

AIRPORT DEVELOPMENT PROGRAM

FISCAL YEAR 1990-91

AIRPORT	COUNTY	PROJECT DESCRIPTION	STATE AMOUNT	LOCAL AMOUNT	FEDERAL AMOUNT	TOTAL AMOUNT
PUBLIC AIRPORT PROJECTS						
Benson	Cochise	Land Acquisition	162,000	18,000	0	180,000
Bisbee	Cochise	NDB; PAPI's	90,000	10,000	0	100,000
Bisbee-Douglas Intn'l	Cochise	Surface Txwys (Pave Pres)	45,000	5,000	0	50,000
Buckeye	Maricopa	Land Acquisition	37,995	37,995	774,010	850,000
Casa Grande	Pinal	Grade, Drain & Surface Txwy; Auto Parking	3,258	3,258	66,360	72,875
Cochise College	Cochise	Grade, Drain & Surface Txwy	70,200	7,800	0	78,000
Colorado City	Mohave	Land Acquisition	162,000	29,000	0	191,000
Cottonwood	Yavapai	Grade, Drain & Surface Main Rwy 14/32 Ext; REIL's; NDB	111,600	12,400	0	124,000
Douglas Municipal	Cochise	Grade, Drain & Surface Txwy; MITL	270,000	30,000	0	300,000
Eloy	Pinal	Surface Main Rwy, Txwy & Apron (Pave Pres)	67,932	7,548	0	75,480
Nogales Intn'l	Santa Cruz	Surface Txwy & Apron (Pave Pres); Realign Access Road	16,986	16,986	346,028	380,000
Payson	Gila	Grade, Drain & Surface Rwy 6/24 & Txwy Ext; MIRL; MITL	18,104	18,104	368,793	405,000
Safford	Graham	MITL; Grade, Drain & Surface Txwy 12/30 Ext.	16,763	16,763	341,475	375,000
Show Low	Navajo	Surface Rwy 6/24, Txwy and Apron (Pave Pres); PAPI	199,800	22,200	0	222,000
Springerville	Apache	Land Acquisition; Surface Txwy 3/21 (Pave Pres); Grade, Drain & Surface Txwy	25,064	25,063	510,574	560,701
St. Johns	Apache	Grade, Drain & Surface Txwy	6,705	6,705	136,590	150,000
Taylor	Navajo	Land Acquisition; Structural Upgrade-Rwy	13,410	13,410	273,180	300,000
Wickenburg	Maricopa	Surface Main Rwy 5/23, Txwy & Apron	300,899	33,433	0	334,332
Public Sub-Total			1,617,715	313,664	2,817,010	4,748,389
SPECIAL AIRPORT PROJECTS						
Secondary Airports			200,000	10,526	0	210,526
FAA Match Set Aside			500,000	322,222	6,111,409	6,933,631
Contingencies			100,000	11,111	0	111,111
AWOS Demonstration Project			100,000	11,111	0	111,111
SASP and Master Plans			300,000	42,933	220,000	562,933
Pavement Management System			100,000	11,111	0	111,111
Set Aside Sub-Total			1,300,000	409,014	6,331,409	8,040,423
Total 1990-1991			\$9,919,815	\$2,576,865	\$37,974,920	\$50,471,600

AIRPORT DEVELOPMENT PROGRAM

FISCAL YEAR 1991-92

AIRPORT	COUNTY	PROJECT DESCRIPTION	STATE AMOUNT	LOCAL AMOUNT	FEDERAL AMOUNT	TOTAL AMOUNT
COMMERCIAL SERVICE/ RELIEVER AIRPORT PROJECTS						
Bullhead Laughlin	Mohave	Airport Lighting Aids; Utilities; Access Road; Terminal Building; Related Items	459,000	199,762	3,409,286	4,068,048
Chandler	Maricopa	Surface Apron (Pave Pres)	459,000	51,000	0	510,000
Flagstaff-Pulliam	Coconino	Surface Apron (Pave Pres) (Comm Service Apron)	459,000	51,000	0	510,000
Glendale	Maricopa	Grade, Drain & Surface Apron	19,400	19,400	395,200	434,000
Grand Canyon	Coconino	Surface Rwy, Taxi & Apron (Pave Pres)	459,000	0	1,600,000	2,059,000
Kingman	Mohave	Surface Apron (Pave Pres)	283,000	31,444	0	314,444
Lake Havasu City	Mohave	Grade, Drain & Surface Apron	459,000	51,000	0	510,000
Mesa-Falcon Field	Maricopa	Surface Apron (Pave Pres); Lighting	459,000	51,000	0	510,000
Phoenix-Deer Valley	Maricopa	Grade, Drain & Surface Apron	459,000	51,000	0	510,000
Phoenix-Goodyear	Maricopa	Utilities; Drainage; Surface Rwy 3R/21L (Pave Pres)	459,000	129,751	1,804,809	2,393,560
Phoenix-Sky Harbor	Maricopa	Land Acquisition	459,000	209,933	3,642,400	4,311,333
Prescott-Love Field	Yavapai	Surface Apron (Pave Pres); Security Fencing	459,000	68,920	410,681	938,601
Scottsdale	Maricopa	Grade, Drain & Surface Txwy A Ext.	459,000	51,000	0	510,000
Sedona	Yavapai	Grade, Drain & Surface Apron	459,000	51,000	0	510,000
Sierra Vista	Cochise	Grade, Drain & Surface Txwy B Ext.	15,645	15,645	318,710	350,000
Tucson Intn'l	Pima	Land Acquisition; Grade, Drain & Surface Apron & Txwy; Fencing	459,000	368,867	7,284,800	8,122,667
Tucson Ryan Field	Pima	Surface Main Rwy 6L/24R; Related Items (Ph II)	459,000	127,107	1,744,210	2,330,317
Yuma Intn'l	Yuma	Fencing; Utilities; Security Lighting; Access Road; Grade, Drain & Surface Hangar Taxiline; Auto Parking	459,000	29,417	375,167	863,584
Commercial Service/Reliever Sub-Total			\$7,203,045	\$1,557,246	\$20,985,263	29,745,555

AIRPORT DEVELOPMENT PROGRAM

FISCAL YEAR 1991-92

AIRPORT	COUNTY	PROJECT DESCRIPTION	STATE AMOUNT	LOCAL AMOUNT	FEDERAL AMOUNT	TOTAL AMOUNT
PUBLIC AIRPORT PROJECTS						
Ajo	Pima	Surface Main Rwy 17/35, Txwy & Apron (Pave Pres); Drainage Improvements	208,800	23,200	0	232,000
Avra Valley	Pima	Grade, Drain & Surface Rwy 3/21 & Txy Ext.	24,360	24,360	496,248	544,968
Bisbee-Douglas Intn'l	Cochise	MITL (Rwy 17/35)	99,000	11,000	0	110,000
Buckeye	Maricopa	Grade, Drain & Surface Rwy 17/35 & Txwy Ext; MIRL; MITL; Relocate PLASI	25,703	25,703	523,595	575,000
Casa Grande	Pinal	Surface Rwy 5/23, Txwy & Apron (Pave Pres)	161,595	17,955	0	179,550
Colorado City	Mohave	Surface Rwy 2/20	99,000	11,000	0	110,000
Gila Bend	Maricopa	Surface Main Rwy 4/22, Txwy & Apron (Pave Pres)	104,800	11,644	0	116,444
Globe	Gila	Surface Main Rwy 9/27, Txwy & Apron (Pave Pres)	45,000	5,000	0	50,000
Greenlee County	Greenlee	Txwy Delineators surface Main Rwy 7/25, Txwy & Apron (Pave Pres)	36,000	4,000	0	40,000
Holbrook	Navajo	Surface Main Rwy 3/21, Txwy & Apron (Pave Pres)	179,568	19,952	0	199,520
Noqaes Intn'l	Santa Cruz	Grade, Drain & Surface Main Rwy 3/21 & Txwy Ext; MIRL	291,926	66,806	787,669	1,146,401
Payson	Gila	Grade, Drain & Surface Terminal and Ramp; Auto Parking	13,857	13,857	282,286	310,000
Safford	Graham	Surface Apron (Pave Pres)	90,000	10,000	0	100,000
Show Low	Navajo	Surface Main Rwy 3/21; Install MIRL & PAPI	133,864	14,874	0	148,738
Springerville	Apache	Grade, Drain & Surface Rwy 3/21 & Txwy Ext; Land Acquisition; REILs; Security Fence; Pavement Markings; Perimeter Road	26,485	26,485	539,530	592,500
St. Johns	Apache	Land Acquisition	17,880	17,880	364,240	400,000
Taylor	Navajo	Grade, Drain & Surface	17,880	17,880	364,240	400,000
Wickenburg	Maricopa	Land Acquisition	15,556	15,556	316,889	348,001
Winslow	Navajo	Surface Runway 4/22 (Pave Pres)	32,408	32,408	660,185	725,001
Public Sub-Total			1,623,682	369,558	4,334,882	6,328,122

SPECIAL AIRPORT PROJECTS

Secondary Airports	205,000	10,789	0	215,789
FAA Match Set Aside	510,000	510,000	10,389,396	11,409,396
Contingencies	100,000	11,111	0	111,111
Navaid's	102,000	11,333	0	113,333
SASP & Master Plans	305,000	43,488	220,000	568,488
Pavement Management System	100,000	11,111	0	111,111
Set Aside Sub-Total	1,322,000	597,833	10,609,396	12,529,229
Total 1991-1992	\$10,159,032	\$2,779,110	\$40,552,618	\$53,490,760

AIRPORT DEVELOPMENT PROGRAM

FISCAL YEAR 1992-93

AIRPORT	COUNTY	PROJECT DESCRIPTION	STATE AMOUNT	LOCAL AMOUNT	FEDERAL AMOUNT	TOTAL AMOUNT
COMMERCIAL SERVICE/ RELIEVER AIRPORT PROJECTS						
Bullhead Laughlin Chandler	Mohave	Grade, Drain & Surface Apron	200,000	136,475	2,618,430	2,954,905
Flagstaff-Pulliam	Maricopa	Surface Apron (Pave Pres)	477,000	53,000	0	530,000
	Coconino	Surface Main Rwy 3/21, Txwy & Apron (Pave Pres)	477,000	53,000	0	530,000
Glendale Grand Canyon	Maricopa	Land Acquisition	477,000	53,000	0	530,000
	Coconino	Grade, Drain & Surface Apron; Fencing	477,000	0	1,600,000	2,077,000
Kingman	Mohave	Surface Rwy 3/21	477,000	72,867	455,300	1,005,167
Lake Havasu City	Mohave	Surface Rwy & Txwy	477,000	53,000	0	530,000
Mesa-Falcon Field	Maricopa	Land Acquisition	477,000	124,520	1,639,080	2,240,600
Phoenix-Deer Valley	Maricopa	Land Acquisition	477,000	53,000	0	530,000
Phoenix-Goodyear	Maricopa	Land Acquisition	477,000	53,000	0	530,000
Phoenix-Sky Harbor	Maricopa	Land Acquisition	477,000	53,000	0	530,000
Prescott-Love Field	Yavapai	Land Acquisition	477,000	53,000	0	530,000
Scottsdale	Maricopa	Grade Drain & Surface Apron	477,000	53,000	0	530,000
Sedona	Yavapai	Land Acquisition; Access Road	477,000	53,000	0	530,000
Sierra Vista	Cochise	Grade, Drain & Surface Apron	477,000	53,000	0	530,000
Tucson Intn'l	Pima	Grade, Drain & Surface Rwy, Txwy & Apron; Land Acquisition; Surface Roadway (Pave Pres)	477,000	389,079	7,793,024	8,659,103
Tucson Ryan Field	Pima	Land Acquisition; Utilities	22,350	22,350	455,350	500,000
Yuma Intn'l	Yuma	Structural Upgrade Apron & Drainage; Surface Txwy & Perimeter Roadway (Pave Pres)	477,000	86,773	865,070	1,428,843
Commercial Service/Reliever Sub-Total			\$7,854,350	\$1,415,064	\$15,426,204	\$24,695,618

AIRPORT DEVELOPMENT PROGRAM

FISCAL YEAR 1992-93

AIRPORT	COUNTY	PROJECT DESCRIPTION	STATE AMOUNT	LOCAL AMOUNT	FEDERAL AMOUNT	TOTAL AMOUNT
PUBLIC AIRPORT PROJECTS						
Avra Valley	Pima	Grade, Drain & Surface Parallel Txyw 12/30	17,570	17,570	340,420	375,560
Bagdad	Yavapai	MIRL; PAPIs; Lighted Wind Cone	135,000	15,000	0	150,000
Benson	Cochise	Fire Protection	90,000	10,000	0	100,000
Bisbee	Cochise	Grade, Drain & Surface 17/35 & Txyw Ext; MIRL; Surface Rwy; Txyw & Apron (Pave Pres)	242,508	32,508	127,484	402,500
Bisbee-Douglas Intn'l	Cochise	Surface Apron (Pave Pres)	57,600	6,400	0	64,000
Buckeye	Maricopa	Surface Main Rwy 17/35 & Txyw (Pave Pres)	121,500	13,500	0	135,000
Casa Grande	Pinal	Perimeter Access Road	4,917	4,917	100,166	110,000
Cochise County	Cochise	Surface Main Rwy 3/21 (Pave Pres)	11,734	11,734	239,032	262,500
Cottonwood	Yavapai	Surface Txyw, Apron (Pave Pres)	90,000	10,000	0	100,000
Nogales Intn'l	Santa Cruz	Install Txyw Delineators	894	894	18,212	20,000
Payson	Gila	Surface Apron (Pave Pres)	43,200	4,800	0	48,000
Safford	Graham	Install TVOR	90,000	10,000	0	100,000
Show Low	Navajo	Fencing; Grade, Drain & Surface Parallel Txyw 3/21	288,000	32,000	0	320,000
Springerville	Apache	Surface Rwy 3/21 (Pave Pres)	23,065	23,065	469,870	516,000
St. Johns	Apache	Surface Rwy 2/20 (Pave Pres)	49,500	5,500	0	55,000
Taylor	Navajo	Surface Apron (Pave Pres)	22,500	2,500	0	25,000
Wickenburg	Maricopa	Land Acquisition	297,000	33,000	0	330,000
Williams	Coconino	Surface Main Rwy 18/36, Txyw (Pave Pres)	90,000	10,000	0	100,000
Winslow	Navajo	Surface Rwy 4/22, Txyw & Apron (Pave Pres)	100,000	11,111	0	111,111
Public Sub-Total			1,774,988	254,499	1,295,184	3,324,671
SPECIAL AIRPORT PROJECTS						
Secondary Airports			208,000	10,947	0	218,947
FAA Match Set Aside			519,000	519,000	10,572,738	11,610,738
Contingencies			104,000	0	0	104,000
Navajo's			104,000	11,556	0	115,556
SASP and Master Plans			314,000	44,488	220,000	578,488
Pavement Management System			104,000	11,556	0	115,556
Set Aside Sub-Total			1,353,000	597,547	10,792,738	12,743,285
Total 1992-1993			\$10,331,033	\$2,409,292	\$33,073,185	\$45,813,510

AIRPORT DEVELOPMENT PROGRAM

FISCAL YEAR 1993-94

AIRPORT	COUNTY	PROJECT DESCRIPTION	STATE AMOUNT	LOCAL AMOUNT	FEDERAL AMOUNT	TOTAL AMOUNT
COMMERCIAL SERVICE/ RELIEVER AIRPORT PROJECTS						
Bullhead Laughlin	Mohave	Grade, Drain & Surface Main Rwy 16/34 & Txwy (Ph II); Utilities; Site Preparation; Land Acquisition	423,000	224,807	4,074,935	4,722,742
Chandler	Maricopa	Land Acquisition; Heliport	423,000	47,000	0	470,000
Flagstaff-Pulliam	Coconino	Surface Apron (Pave Pres) (South-Ph II)	423,000	47,000	0	470,000
Glendale	Maricopa	Grade, Drain & Surface Rwy 1/19 Ext.	69,196	69,196	1,409,608	1,548,000
Grand Canyon	Coconino	Grade, Drain & Surface Access Road, Apron and Heliport (Ph II); Terminal Expansion (Ph I); Auto Parking; Land Acquisition	423,000	0	1,600,000	2,023,000
Kingman	Mohave	Distance Remaining Signs Rwy 3/21; Master Plan Update; Surface Apron (Pave Pres)	293,470	32,608	0	326,078
Lake Havasu City	Mohave	Grade, Drain & Surface Rwy, Txwy, & Apron Access Road; Auto Parking; Lighting	423,000	185,308	3,169,710	3,778,018
Mesa Falcon Field	Maricopa	Surface Apron (Pave Pres); Fencing	423,000	47,000	0	470,000
Page Municipal	Coconino	Surface Main Rwy 15/33 & Txwy (Pave Pres); Site Selection Study	376,851	49,024	163,908	589,783
Phoenix-Deer Valley	Maricopa	Grade, Drain & Surface Txwy & Apron (NE Area)	423,000	98,227	1,174,010	1,695,237
Phoenix-Goodyear	Maricopa	Fencing; Perimeter Road	423,000	97,000	0	520,000
Phoenix-Sky Harbor	Maricopa	Land Acquisition	423,000	211,946	3,780,204	4,415,150
Prescott-Love Field	Yavapai	Grade, Drain & Surface Rwy 3L/21R (Ph I) and Related Items	423,000	191,232	3,305,478	3,919,710
Scottsdale	Maricopa	Structural Upgrade Apron; Drainage	423,000	63,887	387,005	873,892
Sedona	Yavapai	Surface Main Rwy 3/21, Txwy & Apron (Pave Pres)	126,000	14,000	0	140,000
Tucson Intn'l	Pima	Grade, Drain & Surface Rwy 11L/29R, Txwy & Apron; Fencing Land Acquisition	423,000	415,765	8,451,279	9,290,044
Tucson Ryan Field	Pima	Terminal Access Rd., Terminal Grade, Drain & Surface Apron; Land Acquisition; Fencing	423,000	104,950	1,328,084	1,856,034
Yuma Intn'l	Yuma	Grade, Drain & Surface Apron; Security Lighting	423,000	60,410	307,328	790,738
Commercial Service/Reliever Sub-Total			\$6,787,517	\$1,959,359	\$29,151,549	\$37,898,425

AIRPORT DEVELOPMENT PROGRAM

FISCAL YEAR 1993-94

AIRPORT	COUNTY	PROJECT DESCRIPTION	STATE AMOUNT	LOCAL AMOUNT	FEDERAL AMOUNT	TOTAL AMOUNT
PUBLIC AIRPORT PROJECTS						
Avra Valley	Pima	Grade, Drain & Surface Apron	180,000	20,000	0	200,000
Benson	Cochise	Grade, Drain & Surface Apron; Utilities; Lighting; Auto Parking; Fencing	198,000	22,000	0	220,000
Buckeye	Maricopa	Grade, Drain & Surface Apron; Hangar Taxilane; Security Lighting	19,668	19,668	400,664	440,000
Casa Grande	Pinal	Grade, Drain & Surface Apron; construct Taxilane	209,000	21,000	0	230,000
Colorado City	Mohave	Grade, Drain & Surface Apron	198,000	22,000	0	220,000
Cottonwood	Yavapai	Land Acquisition	306,000	34,000	0	340,000
Holbrook	Mohave	Construct Taxilane; Access Rd	90,000	10,000	0	100,000
Nogales Intn'l	Santa	Fire Protection; Apron Security Lighting	5,811	5,811	118,378	130,000
Payson	Gila	Surface Main Rwy 6/24 & Txy (Pave Pres); NDB	109,793	13,193	22,765	145,751
Safford	Graham	Surface Rwy 12/30 (Pave Pres)	95,304	15,433	111,000	221,737
Show Low	Navajo	Surface Apron (Pave Pres)	108,000	12,000	0	120,000
St. Johns	Apache	Grade, Drain and Surface Rwy 2/20 & Txy Ext., Rwy 13/31 Ext.; Construct Taxilane; Utilities	67,067	35,067	632,867	735,001
Wickenburg	Maricopa	Heliport	45,000	5,000	0	50,000
Winslow	Navajo	Surface Txy 11/29 (Pave Pres)	72,000	8,000	0	80,000
Public Sub-Total			1,703,643	243,171	1,285,674	3,232,488
SPECIAL AIRPORT PROJECTS						
Secondary Airports			212,000	11,158	0	223,158
FAA Match Set Aside			530,000	530,000	10,796,823	11,856,823
Contingencies			106,000	11,778	0	117,778
AWOS Demonstration Project			106,000	11,778	0	117,778
SASP and Master Plans			320,000	45,155	220,000	585,155
Pavement Management System			106,000	11,778	0	117,778
Set Aside Sub-Total			1,380,000	621,646	11,016,823	13,018,470
Total 1993-1994			10,937,993	2,279,881	27,728,701	40,946,576
Grand Total 1990-1994			\$51,336,998	\$12,850,527	\$179,985,244	\$244,172,768