

# ARIZONA'S FIVE-YEAR TRANSPORTATION FACILITIES CONSTRUCTION PROGRAM

Highways/Airports

Arizona Department of Transportation  
Fiscal Year 1986-90



# TRANSPORTATION FACILITIES CONSTRUCTION PROGRAM

## 1986-90

This is the 14th annual Five-Year Construction Program released by the State Transportation Board. The federal funds are relatively the same as last year and there has been a slight improvement of state revenues due to the improved economy.

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

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

On the pages that follow is Arizona's "action plan" in transportation for the next five years as seen from the vantage point of the fiscal year, 1985-1986.

### CONTENTS

- 1 Highways Funds
- 3 Five-Year Priority Program Guidelines
- 8 Program Chart
- 9 State Highway System Map
- 10 Engineering District Map and Glossary
- 11 Apache County
- 13 Cochise County
- 14 Coconino County
- 17 Gila County
- 19 Graham County
- 20 Greenlee County
- 21 La Paz County
- 22 Maricopa County
- 27 Mohave County
- 29 Navajo County
- 30 Pima County
- 33 Pinal County
- 35 Santa Cruz County
- 36 Yavapai County
- 38 Yuma County
- 41 Aviation Funds, Program Chart
- 42 State Airport System Map
- 43 Five-Year Airport Development Program
- 48 Glossary

Administrative Headquarters, Arizona Department of Transportation  
206 South 17th Avenue, Phoenix, Arizona 85007



GOVERNOR

BRUCE BABBITT

TRANSPORTATION BOARD

CHAIRMAN

SONDRA EISBERG, Prescott

VICE CHAIRMAN

ARTHUR C. ATONNA, Douglas

MEMBERS

HAL BUTLER, Show Low  
LYNN SHEPPARD, Globe  
TED VALDEZ, SR., Peoria  
DON COOPER, Mesa  
ANDREW M. FEDERHAR, Tucson

STATE TRANSPORTATION DIRECTOR

CHARLES L. MILLER

ASSISTANT ADOT DIRECTORS

HIGHWAYS DIVISION

W. O. FORD

ADMINISTRATIVE SERVICES DIVISION

FRANK BOWMAN

AERONAUTICS DIVISION

SONNY MAJERA, JR.

TRANSPORTATION PLANNING DIVISION

HARRY A. REED

HIGHWAY DISTRICT ENGINEERS

DISTRICT 1

JIM MCGEE  
2120 W. Hilton Avenue  
Phoenix, Arizona 85009

DISTRICT 3

DON SMITH  
1210 E. Sheldon  
Prescott, Arizona 86302

DISTRICT 2

EUGENE IRELAND  
1221 S. 2nd Avenue  
Tucson, Arizona 85726

DISTRICT 4

ED GENTSCH  
1801 S. Milton Rd.  
Flagstaff, Arizona 86001

## HIGHWAY FUNDS

The FY 1986 Five-Year Highway Priority Program adopted by the State Transportation Board on June 13, 1985, can be viewed as a transition program from an investment standpoint. The new transportation finance legislation (H.B. 2306), recently enacted by the Arizona Legislature, will significantly increase the state dollar resources available for highway projects over the next five years. These additional monies, however, are not reflected in this program. An updated Five-Year Plan will be developed over the next six months and released by the State Transportation Board in January 1986.

The programming of projects, without the new revenues from H.B. 2306, presented a serious challenge to transportation decision-makers, recognizing the growing highway facility needs in Arizona. To insure the efficient use of limited resources, highway projects were prioritized within the estimates of expected funding to arrive at a financially balanced program. This interim Five-Year Highway Construction Program anticipates a total of \$1.2 billion in available dollar resources, including Federal, state and local funds.

Federal financial support continues to play a critical role in building and preserving the state highway system in Arizona. Over the five-year period, Federal funds are expected to finance 70 per cent of the program, totaling \$873 million. The State Transportation Board places top priority on matching Federal funds because of the economic benefits realized. On the average, the state receives \$92.00 of Federal funds for every \$8.00 of state matching funds invested.

Overall, the estimated Federal dollar resources available for financing the Five-Year Highway Program have not changed significantly from the level anticipated a year ago. As in last year's program, the 1982 Surface Transportation Assistance Act provided the parameters for the Federal forecast assumptions. The largest share of Federal funds will finance Interstate

completion work, another high priority program category for the Transportation Board. A total of \$309 million has been programmed for Interstate completion projects. Of this amount, \$291 million represents estimated Federal dollars and \$18 million state matching funds. The Federal Interstate forecast was predicated on the assumption that sufficient funding would be received to meet yearly construction schedules with Interstate discretionary monies supplementing annual apportionments. The Five-Year Plan assumes nearly \$135 million in Interstate discretionary dollars. Alternative financial strategies, such as bonding, may need to be implemented if the anticipated level of Federal funding is not received.

The second largest share of Federal dollars is allocated to the Interstate 4R program, reflecting the shift in emphasis toward preserving the existing highway infrastructure. It is estimated that Federal 4R dollars will total \$319 million over the five-year program period. Of this amount, \$202 million will fund major rehabilitation, reconstruction and safety work and \$117 million pavement preservation work. The forecast assumes a relatively large increase in Federal 4R monies in FY 1990 with the expected completion of the Interstate.

The remaining Federal dollars in the new Five-Year Program total \$262 million, primarily financing Primary System road improvements. Nearly \$183 million in Federal dollars has been programmed for the Primary System, of which \$55 million funds pavement preservation work.

It should be noted that the Federal outlook reflects some uncertainty. A new Federal Surface Transportation Bill is being drafted for the period beyond FY 1986. The new bill could reflect changes in funding levels and apportionment formulas which would impact Federal funding for the Five-Year Program. The affect of any changes, however, would be included in next year's program.

## HIGHWAY FUNDS (CON'T.)

The outlook for state revenues for the FY 1986 Five-Year Highway Program is slightly improved over a year ago. Over the five year period, \$21 million more in state dollars has been programmed than the amount in last year's Five-Year Plan. The improvement in the Arizona economy has had an upward influence on highway users revenues, the primary state source of funding for the highway construction. Over the program period, state dollars total \$356 million, of which \$180 million will finance controlled access facilities in the Maricopa and Pima regional areas. The amended FY 1986 program will reflect a substantial increase in the state dollar investment for highway improvements.

In the FY 1986 program, Federal and state financing has been supplemented

with a \$7.8 million investment of local and private funds, slightly lower than the amount programmed a year ago. The new program includes \$20.8 million joint-sponsored projects.

In summary, the new Five-Year Program represents the end result of a complex and comprehensive programming process that involved prioritizing projects and evaluating financial options to maximize roadway improvements within the constraints of available dollars. The existing Federal, state and local resources, when combined with the additional revenues from the new legislation, will provide funding for an expanded program that will address longer term solutions to Arizona's highway needs.

# 5-YEAR PRIORITY PROGRAM GUIDELINES

## 1. COMMITMENT TO THE STATE HIGHWAY SYSTEM.

The State's highest level of commitment will be to the arterial highways of interstate significance. In the rural areas, these will be the principal arterial system. In the urban areas, these will be the controlled-access system. These highways should meet high standards at State and Federal expense. The State's next level of commitment will be to the remaining core system of State Highways, as defined in the State Highway Plan. These highways will generally be developed to lower standards, based on good engineering judgment; costs will be borne by the State and Federal Governments. The State's lowest level of commitment will be to the supplemental system of State Highways, as defined in the State Highway Plan. These highways will be developed and preserved at the lowest standards consistent with good engineering judgment.

## 2. FEDERAL AID.

ADOT will take full advantage of all federal-aid programs within the limits of obligational authority and to the extent those programs are beneficial to achieving the State's objectives.

## 3. JOINT SPONSORSHIP.

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 will be taken into consideration after the normal priority rating process. In all cases, jointly sponsored projects must meet State standards and must not be detrimental to operation of the State Highway. Consequently, a mutually acceptable plan must be agreed upon before a jointly sponsored project can be undertaken. If a local government has difficulty in terms of raising the cash necessary to cover its share of the cost of a project, non-cash alternatives may be negotiated.

Interchange and grade separation projects present a special opportunity for joint State and local sponsorship of construction projects:

- A. For new interchanges or grade separations planned by the State, the State will ordinarily bear the full cost of the project. If the scope of the work is enlarged in order to honor a local request, the additional cost will be paid by the local jurisdiction.
- B. For new interchange or grade separation projects not planned by the State, the State will ordinarily bear no more than 50% of the cost and the local jurisdiction or developer the remainder. Special circumstances in any given instance might require modification. The presumption is that each local government and/or developer proposing a joint project will be willing and able to pay at least half the cost.
- C. For interchange or grade separation projects on existing facilities in which the project is to meet a local need or the scope of a State

## 5-YEAR PRIORITY PROGRAM GUIDELINES (CON'T.)

project is enlarged or the work modified to comply with a local request, the shares of each joint sponsor shall relate to the costs necessitated to fulfill each party's needs. That is, the State shall be responsible for an amount equal to the cost of a project required to assure proper operation of the State Highway. The co-sponsoring local government and/or developer will be responsible for costs over and above those required for operating the State Highway.

### 4. PROGRAM CATEGORIES.

---

Program categories in their general order of priority are as follows:

(a) disbursement of 7% funds to Phoenix and Tucson for their use in improving city streets, (b) matching available federal-aid for State Highway projects to the extent it meets the State's objectives, (c) completion of the Interstate System within the statutory deadline, (d) construction of controlled-access facilities within the two urbanized areas using 15% funds, (e) preservation of existing levels of highway service, (f) constructing safety improvements, (g) upgrading the current level of highway service, and (h) highway service related projects, such as landscaping.

Funding levels for each of these categories will be determined annually, based on HURF collections, federal-aid levels, categorical funding constraints, categorical needs, and system priorities and standards.

### 5. AIRPORT DEVELOPMENT.

---

The State's participation in airport development will be on the basis of a ratio of State to local funding invested in the airport project, will vary according to the classification of the airport, and will depend on the priority rating of the projects. Air carrier airports will receive a smaller ratio of State money. General aviation airports will receive a larger ratio of State money. The precise ratio of State to local money may vary from year to year, depending upon needs and resources. Each year, the Priority Planning Committee will recommend a set of State/local matching ratios to the Transportation Board for their consideration and adoption. The need for ceiling limits will be reviewed during the program development process.

### 6. PAPAGO FINANCING.

---

ADOT will take maximum advantage of discretionary federal interstate monies. At this time, ADOT supports only technical changes in the Surface Transportation Act. If required and to the extent necessary, ADOT will augment federal interstate funds to meet federal statutory deadlines for design completion and right-of-way acquisition of the Interstate System.

### 7. NEW CONSTRUCTION VS. RECONSTRUCTION.

---

New construction and reconstruction should be compared, both on a link and project basis (the same general approach may be used when comparing reconstruction with reconstruction and new construction with new

## 5-YEAR PRIORITY PROGRAM GUIDELINES (CON'T.)

construction). Several data intensive procedures are currently being tested but may not be available for this program cycle. Consequently, the approaches used at this point in time will be more qualitative in nature, such as comparison of the statewide importance of the route and comparing categorical funding priorities and the long-term funding implications of constructing particular projects.

### 8. 15% CONTROLLED ACCESS FUNDS.

The following guidelines are the basis for the programming of ADOT's 15 Percent Controlled Access Funds:

#### A. PROGRAMMING CRITERIA:

- The Transportation Board will employ the criteria defined in the "Arizona State Highway System Plan" in determining which facilities are eligible for 15 Percent Controlled Access Funds.
- The Transportation Board is responsible for the annual programming of 15 Percent Controlled Access Funds, and will be guided by the priorities established in the MAG and PAG Regional Transportation Plans.
- No monies will be programmed for facilities not located on planned permanent alignments.

#### B. LEVEL AND CONTINUITY OF ACCESS CONTROL:

- Any facility not initially constructed to the ultimate level of access control throughout the entire corridor, as defined in the adopted Regional Transportation Plan, may be programmed to receive 15 Percent Funds on a staged basis.
- In order to insure a level and continuity of access control consistent with adopted Regional Transportation Plans, the Transportation Board, when it deems necessary, will require the Metropolitan Planning Organization and local jurisdictions to develop, cooperatively with ADOT, an Access Control Plan for the facility. 15 Percent Controlled Access Funds will not be obligated for construction of the segment prior to a commitment for the development of an Access Control Plan.

#### C. JURISDICTIONAL RESPONSIBILITIES:

- ADOT shall assume jurisdictional responsibilities for all State Highways as prescribed by law.
- Jurisdictional responsibilities for the construction and maintenance of State Routes funded with 15 Percent Controlled Access monies are as follows:
  - \* ADOT will be responsible for setting minimum design and construction standards and for approving all plans and contracts;
  - \* ADOT will be responsible for construction inspection and

## 5-YEAR PRIORITY PROGRAM GUIDELINES (CON'T.)

final acceptance of projects (local administration is not precluded); and

\* Local jurisdictions will be responsible for the operation, administration, liability and maintenance of the facility.

- Prior to a State Route which has been improved with 15 Percent Controlled Access Funds being considered as eligible for State Highway designation, the facility is to meet the following criteria:

\* Be built to ADOT's highway construction standards;

\* Have met the legal prerequisites for State Highway designation;

\* The segment is to have at least one terminus connecting with an existing State Highway to insure continuity and efficiency of maintenance; and

\* Either have achieved ADOT's minimum access control standards or have achieved the level of access control defined by the adopted Regional Transportation Plan, which may have been further defined and agreed upon in the Access Control Plan.

### 9. 4R DISTRIBUTION GUIDELINES.

---

The Transportation Board has adopted the following priorities for the distribution of 4R Funds:

#### A. PROJECTS WHICH SUPPORT INTERSTATE SYSTEM COMPLETION:

- Features of projects dropped from the ICE
- Items required by previous EIS approvals or commitments
- Papago projects eligible under the ICE

#### B. PROJECTS WHICH SUPPORT SYSTEM PRESERVATION:

- Replacement of non-serviceable roadway features
- Projects aimed at forestalling potential failures
- Minimum program to meet adopted standards for AC and to improve condition of PCC
- Maintain current conditions for AC and meet adopted standards for PCC

#### C. PROJECTS WHICH ENHANCE SYSTEM SAFETY:

- Critical safety projects
- Safety related roadside rest areas



## 5-YEAR PRIORITY PROGRAM GUIDELINES (CON'T.)

- Upgrade overall safety of the System

### D. PROJECTS WHICH UPGRADE LEVELS OF SERVICE:

- Operational improvements (improve system efficiency)
- Access to support economic development
- Increase capacity
- Bring entire system to current standards

### E. PROJECTS WHICH PROVIDE HIGHWAY RELATED SERVICE:

- Fulfill all roadside development commitments to Feds and locals
- Enhance environment
- Upgrade roadside rest facilities
- New roadside enhancements

## 10. TSM POLICY

---

Recognizing the benefits of minimizing congestion on the existing state highway system in small urban and rural areas and the limited funds for high-cost highway construction projects, ADOT will fund (at \$2 mil for 1 year) a pilot Transportation System Management (TSM) program. The TSM program will 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.

# HIGHWAY SYSTEM CONSTRUCTION PROGRAM

PROGRAM CATEGORIES	FY-86	FY-87	FY-88	FY-89	FY-90	TOTAL
Interstate	\$167,110,000	\$122,640,000	\$ 30,240,000	\$ 16,475,000	\$ 0	\$ 336,465,000
Interstate 4R	25,455,000	30,305,000	42,900,000	24,060,000	72,805,000	195,525,000
Non-Interstate	36,530,000	56,795,000	32,375,000	53,885,000	22,855,000	202,440,000
System Maintenance*	47,625,000	50,745,000	57,910,000	57,565,000	59,700,000	273,545,000
Urban Controlled Access	80,090,000	24,655,000	24,410,000	24,970,000	25,925,000	180,050,000
Other	14,130,000	11,785,000	11,630,000	11,720,000	11,720,000	60,985,000
<b>TOTAL:</b>	<b>\$370,940,000</b>	<b>\$296,925,000</b>	<b>\$199,465,000</b>	<b>\$188,675,000</b>	<b>\$193,005,000</b>	<b>\$1,249,010,000</b>

\*This includes Interstate 4R Preservation work.

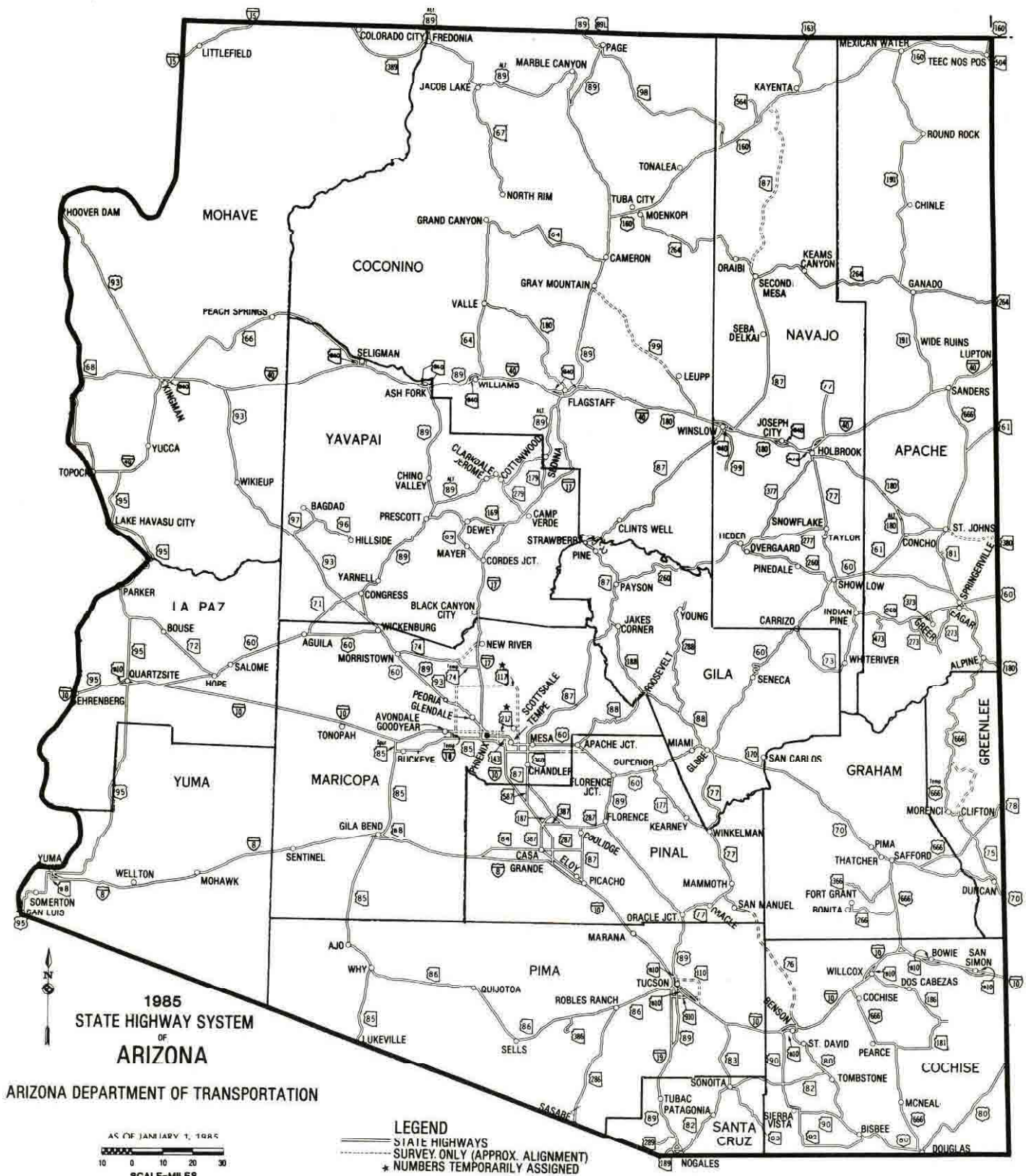
### NOTES

- 1/ Joint funded projects (contingent on funding and FA recommendations).
- 2/ Subject to ADOT and FHWA approval
- 3/ Termini extension subject to Pima County's bank protection projects.
- 4/ Project scope being evaluated subject to I-17/I-10 corridor study findings.
- 5/ Possible project delay to coincide with outer loop construction schedule.
- 6/ Project subject to approval by the Transportation Board, ADOT & FHWA.
- 7/ Project subject to PAG authorizing ADOT use of Federal Aid Urban Funds.
- 8/ Project location to be determined at a later date.

### FUNDING SOURCE

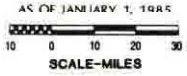
I	- Interstate Funding Sources	HES	- Hazard Elimination - Federal Aid
IR(4R)	- Interstate, Restore, Resurface, Rehabilitate & Reconstruct	FLH	- Federal Lands - Federal Aid
FAP	- Federal Aid Primary	FH	- Forest Highway - Federal Aid
FAS	- Federal Aid Secondary	STATE	- Non-Federal Aid
FAU	- Federal Aid Urban	15%	- Phoenix-Tucson Controlled Access
RS	- Federal Aid Rural Secondary		
BRF	- Bridge Replacement - Federal Aid Primary	Private	- Local or Other Participation
BRS	- Bridge Replacement - Federal Aid Secondary	Bureau	- Bureau of Reclamation
RRP	- Rail Highway - Federal Aid Protective Devices		
RRS	- Rail Highway - Federal Aid Safety Hazards		

# HIGHWAY SYSTEM



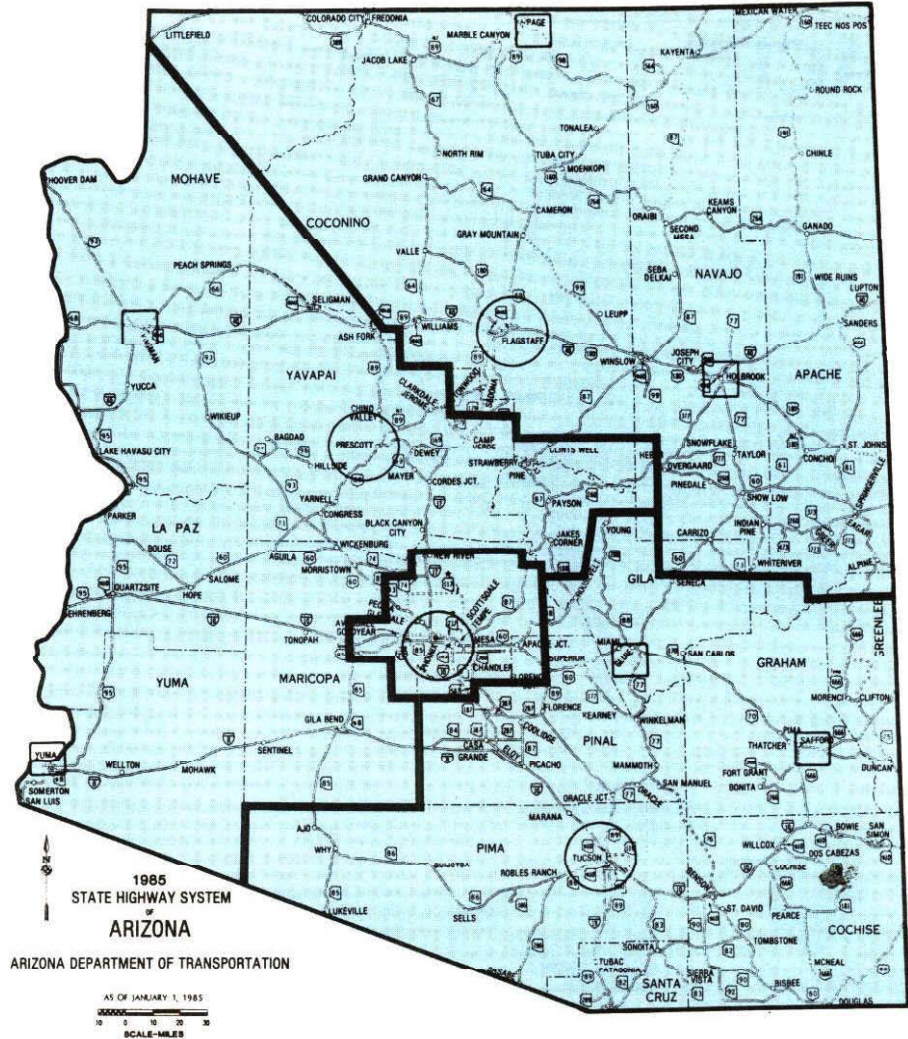
1985  
STATE HIGHWAY SYSTEM  
OF  
ARIZONA

ARIZONA DEPARTMENT OF TRANSPORTATION



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

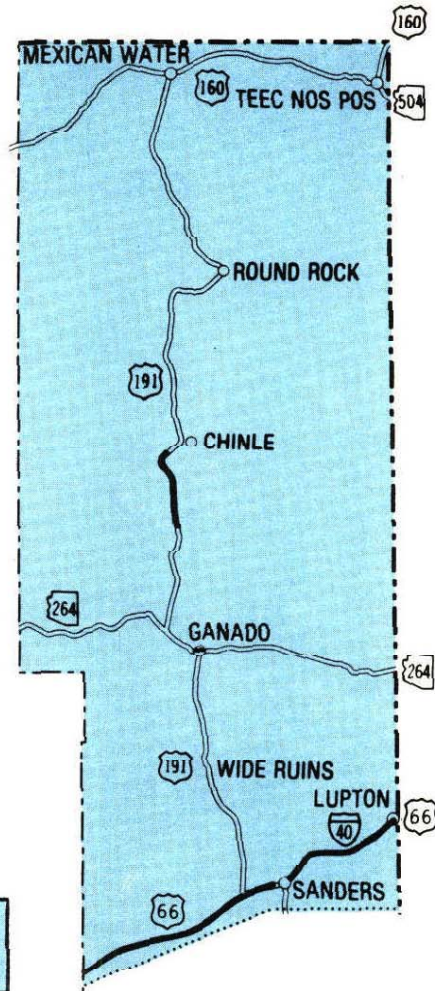
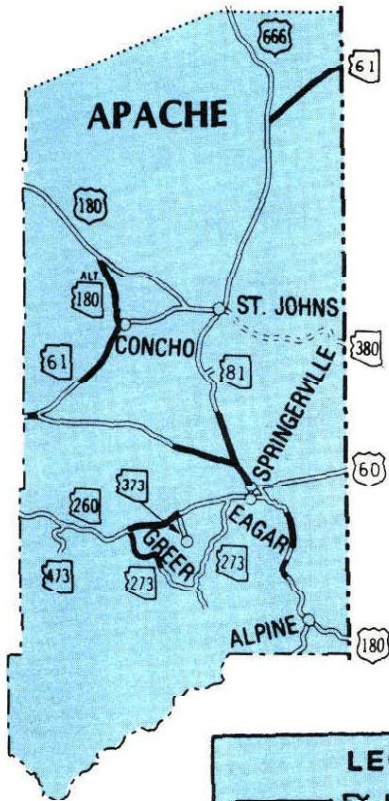
# ENGINEERING DISTRICTS



## HIGHWAY ABBREVIATIONS

AC - Asphaltic Concrete	PLNKG - Planking
ACFC - Asphaltic Concrete Finishing Course	PCCP - Portland Cement Concrete Pavement
ACQ - Acquisition	PE - Preliminary Engineering
ACSC - Asphaltic Concrete Seal Coat	Reconst - Reconstruction
AR - Asphaltic Rubber	R/W - Right-of-Way
Brdg - Bridge	SC - Seal Coat
Chnl - Channel	Sfty - Safety
CMP - Corrugated Metal Pipe	SGN - Signs
D - Drain	SHLD - Shoulders
FRNT - Frontage	ST - Streets
G - Grade	Strs - Structures
GRDRL - Guard Rail	Surf - Surface
HS - Heater Scarify	TI - Traffic Interchange
Imp - Improvement	2WLT - 2-Way Left Turn
Mtrl - Material	Util - Utilities
PKNG - Parking	X-ing - Crossing

# APACHE COUNTY



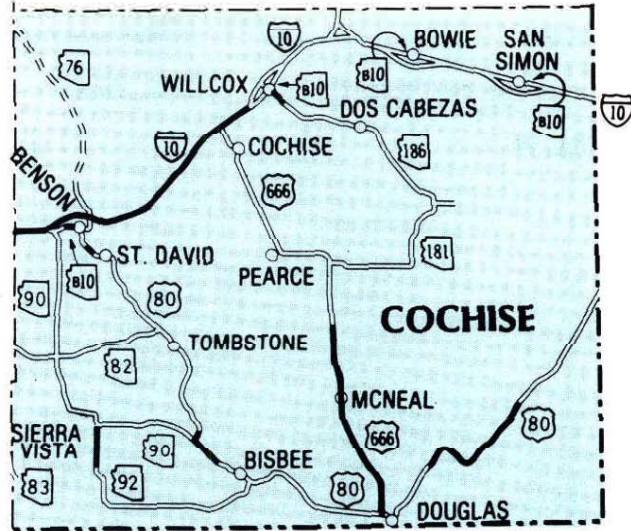
**LEGEND**  
 ——— FY 1986 THRU 1990

ROUTE	LOCATION	LENGTH	TYPE OF WORK	FUND SOURCE	1986	1987	1988	1989	1990
40	NAVAJO CO. LINE-SANDERS	32.0	UPDATE & OVERLAY SIGNS	FA-IR	0	0	0	355	0
40	PAINTED DESERT TI	0.4	TI IMP	FA-IR	0	0	0	915	0
40	SANDERS-NEW MEXICO ST. LINE	20.0	UPDATE & OVERLAY SIGNS	FA-IR	0	0	0	615	0
60	ORTEGA & SEPULVEDA WASH	0.3	REPLACE STR	FA-F	0	355	0	0	0
60	GREEN PK-JCT US 180	12.8	ACFC	STATE	0	320	0	0	0
61	CONCHO-SOUTH	11.0	2" AC & SC	STATE	1165	0	0	0	0
61	WITCH WELL-ZUNI	14.0	2" AC & SC	STATE	1100	0	0	0	0
180	TE ACCESS RD-JCT US 60	8.1	3.5" AC & SC	FA-F	1685	0	0	0	0
180	NELSON RESERVOIR	5.0	SEAL COAT	STATE	0	160	0	0	0
180	NUTRIOSO SECTION	2.2	RECONSTRUCT	FA-F	0	0	0	0	4000
180A	CONCHO-HUNT	11.2	1.5" AC	STATE	700	0	0	0	0

# APACHE COUNTY (CON'T.)

ROUTE	LOCATION	LENGTH	TYPE OF WORK	FUND SOURCE	1986	1987	1988	1989	1990
191	COTTONWOOD WASH-SOUTH	10.8	2" AC + FC	STATE	0	0	1825	0	0
260	RESERVATION LINE-JCT 373	6.9	FENCING	STATE	50	0	0	0	0
264	GANADO	NA	PEDESTRIAN OVERPASS	STATE	350	0	0	0	0
273	JCT SR 260-SUNRISE,UNIT I	4.0	SNOW FENCE	STATE	385	0	0	0	0
** SUBTOTAL **					5435	835	1825	1885	4000

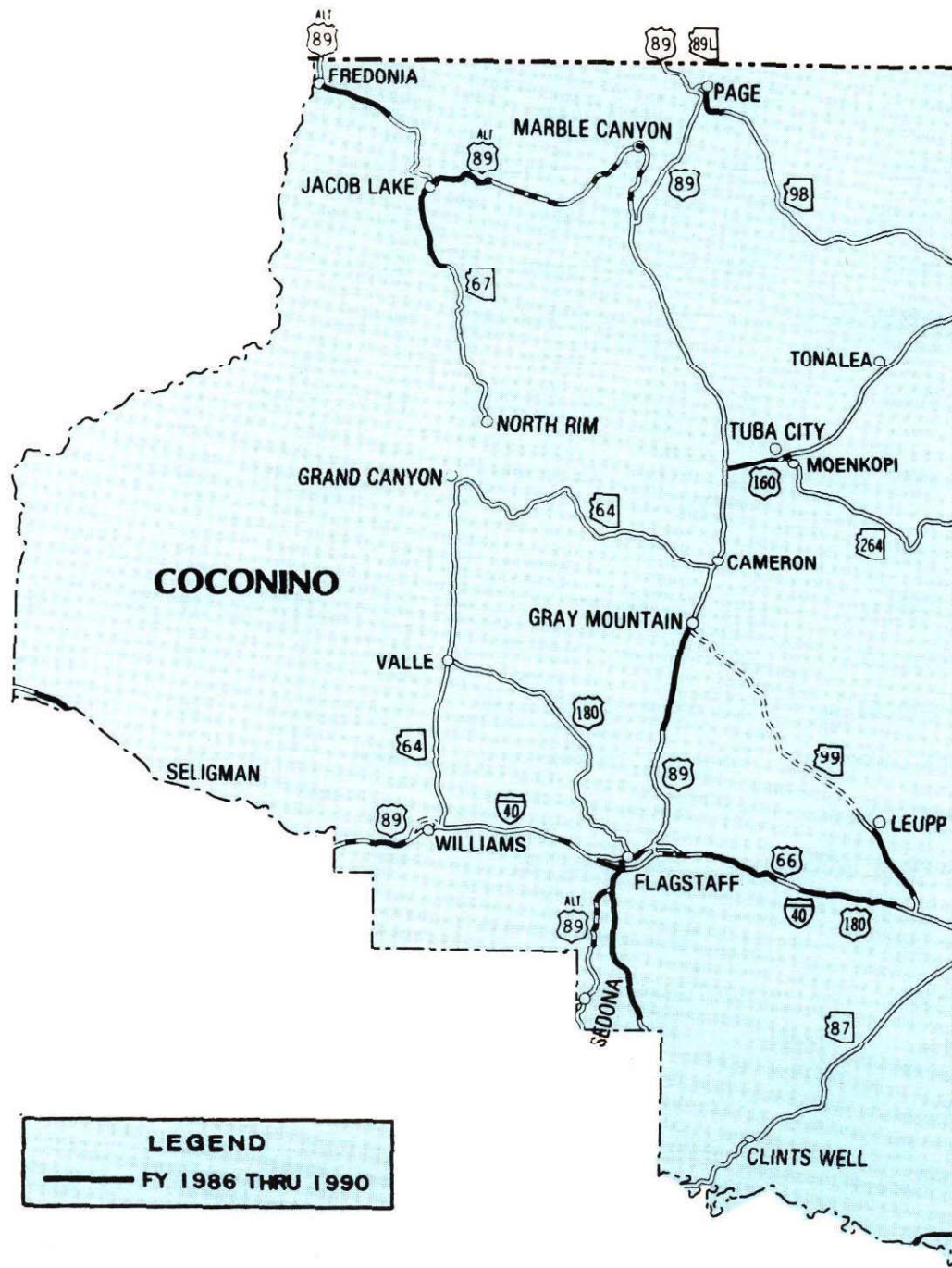
# COCHISE COUNTY



**LEGEND**  
 ——— FY 1986 THRU 1990

ROUTE	LOCATION	LENGTH	TYPE OF WORK	FUND SOURCE	1986	1987	1988	1989	1990
10	PIMA CO LINE-WEST WILCOX	40.0	UPDATE & OVERLAY SIGNS	FA-IR	0	0	0	825	0
10	COCHISE TI-WILCOX TI	5.1	MILL 3", 1.5" AC	FA-IR	0	0	2000	0	0
10S	OCOTILLO RD, BENSON	0.1	RUBBER PLANKING	FA-RRP	100	0	0	0	0
80	W. OF ST. DAVID	0.1	FLASHERS & GATES	FA-RRP	0	105	0	0	0
80	JCT SR 90-MULE PASS TUNN	7.0	2" AC + SC	STATE	0	955	0	0	0
80	SILVER CRK-BERNARDINO	15.1	2" AC + SC	STATE	1400	0	0	0	0
92	JCT SR 90-AVENTIDA COCHISE	1.5	G,D, & PAVE	FA-RS	1685	0	0	0	0
92	JCT SR 90-AVENTIDA COCHISE	1.5	G.D. & PAVE	LOCAL	350	0	0	0	0
92	AVENTIDA COCHISE-GARDEN AVE	1.6	G,D, & PAVE	FA-RS	0	0	0	2715	0
186	REX ALLEN DR	1.0	MILL 3" & RESURFACE	FA-RS	0	0	350	0	0
666	JCT US 80-ELFRIDA	23.5	SEAL COAT	STATE	0	640	0	0	0
666	ELFRIDA-COURTLAND RD	3.6	2" AC + SC	STATE	330	0	0	0	0
**	SUBTOTAL	**			3865	1700	2350	3540	0

# COCONINO COUNTY





# COCONINO COUNTY (CON'T.)

ROUTE	LOCATION	LENGTH	TYPE OF WORK	FUND SOURCE	1986	1987	1988	1989	1990
17	COCONINO CO. LINE-NORTH, NB	10.0	MILL 1", 1" AC	FA-IR	0	610	0	0	0
17	MUNDS PARK TI-AIRPORT TI	16.0	UPDATE & OVERLAY SIGNS	FA-IR	0	0	0	0	500
17	MUNDS PARK TI-AIRPORT TI, NB	13.8	MILL 3", 1.5" AC	FA-IR	0	2750	0	0	0
17	MOUNTAINAIRE TI	0.3	TI IMP	FA-IR	0	0	0	3715	0
17	AIRPORT TI	0.3	TI IMP & SIGNS	FA-IR	0	1695	0	0	0
40	MONIE CARLO TI	0.3	TI IMP	FA-IR	0	0	0	915	0
40	WELCH OP-WILLIAMS	7.0	3" AC ON PCCP	FA-IR	2600	0	0	0	0
40	NAVAJO ORDNANCE TI	0.2	PARTIAL TI LIGHT	FA-IR	0	0	0	90	0
40	RIORDAN RR OP-US 89A OP, EB	4.2	REMOVE SURF, BASE MTRL, RECONST	FA-IR	7920	0	0	0	0
40	DAIRY RD, PHASE II	0.2	TI ADD, NEW EB STRUCT & SIGNS	FA-IR	1025	0	0	0	0
40	DAIRY RD, PHASE II	0.2	TI ADD, NEW EB STRUCT & SIGNS	PRIVATE	330	0	0	0	0
40	BUTLER AVE TI	0.1	TI IMP	FA-IR	0	0	2910	0	0
40	EAST FLAGSTAFF TI	0.2	TI IMP	FA-IR	0	0	3360	0	0 1/
40	EAST FLAGSTAFF TI	0.2	TI IMP	FLAG	0	0	1000	0	0 1/
40	WALNUT CYN-WINONA, EB	7.0	3" AC ON PCCP	FA-IR	1710	0	0	0	0
40	WINONA-TWIN ARROWS, EB	5.8	3" AC ON PCCP	FA-IR	0	1475	0	0	0
40	CANYON PADRE BRDG, WB	0.5	REPLACE STR	FA-IR	0	0	0	0	1875
40	BUFFALO RANGE OP-METEOR CRATER	14.7	MILL 3", 2.5" AC	FA-IR	0	0	7955	0	0
66	MOHAVE CO LN-EAST	14.0	SEAL COAT	STATE	370	0	0	0	0
66	FLAGSTAFF ST'S	3.0	RECONST PCCP & STORM DRAINS	FA-U	3000	0	0	0	0
67	JACOB LAKE-SOUTH, PHASE I	4.5	G,D, & PAVE	FA-FH	0	2550	0	0	0 *
67	JACOB LAKE-SOUTH, PHASE II	6.8	G,D, & PAVE	FA-FH	0	0	0	3850	0 *
89	MP 439.0-MP 457.0	18.4	CONCRETE BOX CULVERTS	STATE	0	530	0	0	0
89A	OAK CRK BRDG	0.1	WIDEN, APPROACHES	FA-BRS	0	0	1150	0	0
89A	ROCK CRK BRDG	0.1	WIDEN, CHNL, APPROACHES	FA-BRS	0	530	0	0	0
89A	OAK CRK CYN	0.1	RETAINING WALL	STATE	0	450	0	0	0

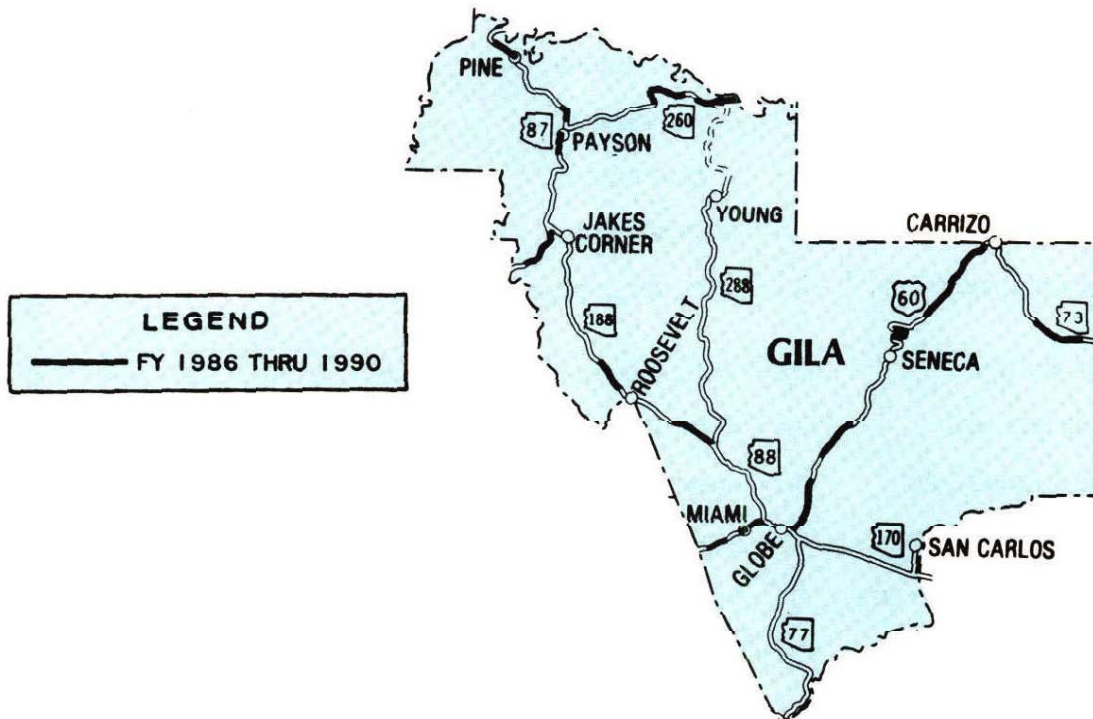
\*Public Lands and Forest Highway Funds 100% Federal Funds.

"Design and Contract Administration on SR 67 to be performed by FHWA."

# COCONINO COUNTY (CON'T.)

ROUTE	LOCATION	LENGTH	TYPE OF WORK	FUND SOURCE	1986	1987	1988	1989	1990
89A	OAK CRK-FLAGSTAFF	10.5	1.5" AC + SC	STATE	0	785	0	0	0
89A	I-17-FLAGSTAFF	1.6	MILL 4" & RESURFACE	FA-U	0	3000	0	0	0
89A	IIS 89A @ MITTON RD	0.2	RECONST INTERSECT	FA-U	0	2120	0	0	0
89A	PETAL HILLS WASH	0.1	WIDEN, APPROACHES	FA-BRF	0	220	0	0	0
89A	JACKASS CRK BRDG	0.1	WIDEN, APPROACHES	FA-BRF	0	200	0	0	0
89A	NAVAJO BRDG	0.1	WIDEN, APPROACHES	FA-BRF	0	0	0	4955	0
89A	BADGER CRK BRDG	0.1	WIDEN, APPROACHES	FA-BRF	0	305	0	0	0
89A	SOUTH FORK, BADGER CRK BRDG	0.1	WIDEN, CHNL, APPROACHES	FA-BRF	0	0	0	0	320
89A	SOAP CRK BRDG	0.1	WIDEN, APPROACHES	FA-BRF	0	0	0	0	445
89A	JACOB WASH BRDG	0.1	WIDEN, CHNL, APPROACHES	FA-BRF	0	0	0	0	320
89A	BLUE CLAY WASH BRDG	0.1	WIDEN, CHNL, APPROACHES	FA-BRF	0	0	0	0	320
89A	HOUSE ROCK CRK BRDG	0.1	WIDEN, CHNL, APPROACHES	FA-BRF	0	0	0	0	600
89A	KAIBAB N.F.-JACOBS LAKE	7.3	MILL 2", 3" AC	STATE	0	1715	0	0	0
89A	JACOBS LAKE-FREDONIA	18.0	FLUSH COAT	STATE	0	0	120	0	0
98	PAGE-SOUTH	5.1	1.5" AC + SC	STATE	0	650	0	0	0
99	LEUPP RD	17.0	1.5" AC	STATE	0	925	0	0	0
160	JCT US 89-EAST	9.5	ACSC	STATE	0	750	0	0	0
160	TUBA CITY	NA	PEDESTRIAN OVERPASS	STATE	350	0	0	0	0
260	RIM RD-NAVAJO CO. LINE	8.0	3" AC + SC	STATE	0	1055	0	0	0
** SUBTOTAL **					17305	22315	16495	13525	4380

# GILA COUNTY



ROUTE	LOCATION	LENGTH	TYPE OF WORK	FUND SOURCE	1986	1987	1988	1989	1990
60	PINTO CREEK	1.1	RECONST FILL SLOPE, DRAINAGE	STATE	1200	0	0	0	0
60	CLAYPOOL SECTION	2.0	MILL 2.5" & REPLACE	FA-F	600	0	0	0	0
60	E. OF MIAMI	0.1	FLASHERS & GATES	FA-RRP	0	105	0	0	0
60	GLOBE-EAST	7.0	2.5" AC + SC	FA-F	1100	0	0	0	0
60	APACHE PEAK-ROCK SPRINGS	8.3	MILL, 2" AC + SC	FA-F	0	0	1720	0	0
60	SALT RIVER CYN BRDG	0.2	BRDG & APPROACHES	FA-F	0	0	3740	0	0
60	BECKER BUTTE-CARRIZO CREEK	17.5	CURVE SGN, GDRL & BCT TERMINAL	FA-HES	140	0	0	0	0
73	CEDAR CRK-FT. APACHE	7.0	2" AC & SC	STATE	0	935	0	0	0
87	ORD MINE-JCT 188, PHASE I	2.0	G,D, & PAVE	FA-F	0	0	0	6490	0
87	ORD MINE-JCT 188, PHASE II	2.0	G,D, & PAVE	FA-F	0	0	0	0	6250
87	PAYSON-SOUTH	3.9	SEAL COAT	STATE	0	0	185	0	0

# GILA COUNTY (CON'T.)

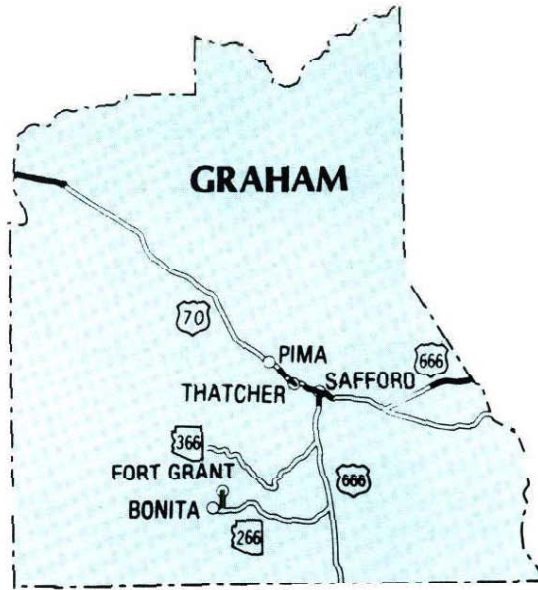
ROUTE	LOCATION	LENGTH	TYPE OF WORK	FUND SOURCE	1986	1987	1988	1989	1990
87	JCT SR 260-AIRPORT RD	1.7	WIDEN, 4 LANES	FA-F	0	0	0	0	2100
87	PINE-STRAWBERRY	3.5	2" AC + FC	STATE	0	420	0	0	0
88	TONTO NAT'L FOR-JCT SR 288	5.2	2" AC + SC	FA-F	0	0	980	0	0 ***
188	ROOSEVELT LAKE BRDG	1.0	BRDG & APPROACHES	FA-FLH	0	10000	0	0	0 *
188	ROOSEVELT LAKE BRDG	1.0	BRDG & APPROACHES	BUREAU	0	12000	0	0	0 *
188	ROOSEVELT BRDG-VINEYARD CYN	1.5	G,D, & PAVE	FA-FLH	5000	0	0	0	0 *
260	KOHL'S RANCH-CHRISTOPHER CK	4.6	SEAL COAT	STATE	0	130	0	0	0
260	COCOORD RD-JCT RIM RD	4.9	G,D, & PAVE	FA-F	0	10600	0	0	0
** SUBTOTAL **					8040	34190	6625	6490	8350

\*Public Lands Funds 100% Federal Funds.

"Design and Contract Administration on SR 188 to be performed by FHWA."

\*\*\*Contingent upon completion of Roosevelt Lake Bridge.

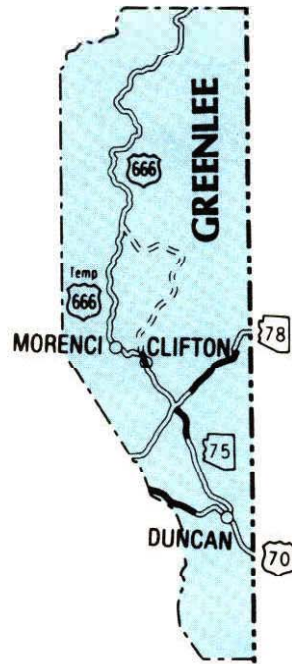
# GRAHAM COUNTY



**LEGEND**  
 ——— FY 1986 THRU 1990

ROUTE	LOCATION	LENGTH	TYPE OF WORK	FUND SOURCE	1986	1987	1988	1989	1990
70	SAN CARLOS-EAST	8.0	2" AC + SC	STATE	0	920	0	0	0
70	US 70 @ 3RD SOUTH, PIMA	0.1	"Y" INTERSECT IMP	STATE	185	0	0	0	0
70	US 70 @ PALMER LANE (THATCHER)	0.1	"Y" INTERSECT IMP	STATE	175	0	0	0	0
70	THATCHER-SAFFORD	1.9	ACFC	STATE	0	0	125	0	0
70	THATCHER-SAFFORD	1.8	MILL 2" & RESURFACE	FA-F	0	0	600	0	0
266S	FT. GRANT RD	3.1	SEAL COAT	STATE	0	65	0	0	0
666	SAFFORD	0.1	FLASHERS & GATES	FA-RRP	0	105	0	0	0
666	MP 139-GREENLEE CO LINE	5.2	G,D, & PAVE	FA-F	0	0	7480	0	0
** SUBTOTAL **					360	1090	8205	0	0

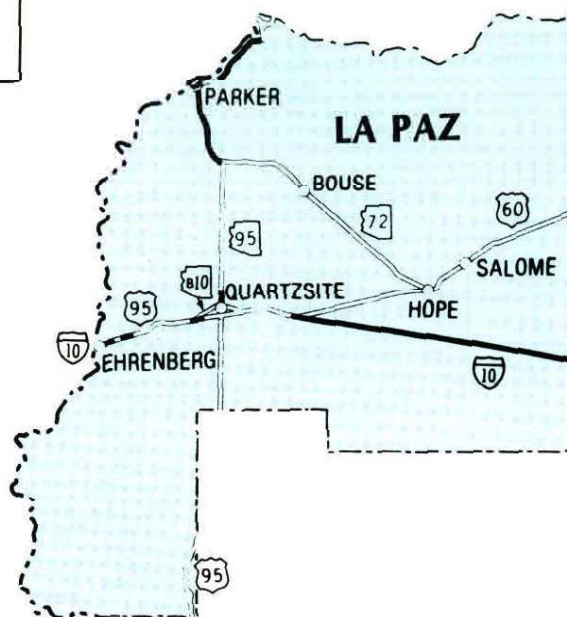
# GREENLEE COUNTY



**LEGEND**  
 ——— FY 1986 THRU 1990

ROUTE	LOCATION	LENGTH	TYPE OF WORK	FUND SOURCE	1986	1987	1988	1989	1990
70	GRAHAM CO LINE-DUNCAN	7.9	SEAL COAT	STATE	0	0	275	0	0
75	BITTER CK-THREWAY	8.9	SEAL COAT	STATE	0	0	240	0	0
78	BLACK JACK CYN-SUMMIT	11.0	SEAL COAT	STATE	0	0	235	0	0
666	CLIFTON ST'S	2.2	CRACK SEAL, 1.5" AC	STATE	200	0	0	0	0
** SUBTOTAL **					200	0	750	0	0

# LA PAZ COUNTY



**LEGEND**  
**—** FY 1986 THRU 1990

ROUTE	LOCATION	LENGTH	TYPE OF WORK	FUND SOURCE	1986	1987	1988	1989	1990
10	EHRENBERG INSPECTION STATION	0.1	INSTALL TRUCK SCALES	FA-IR	285	0	0	0	0
10	TOM WELLS TI	0.1	WIDEN EXISTING OFF RAMP	FA-IR	0	0	0	0	315
10	QUARTZSITE TI'S	0.1	WIDEN TI RAMP	FA-IR	0	0	0	370	0
10	BRENDA TI-TONOPAH TI	64.0	UPDATE & OVERLAY SIGNS	FA-IR	0	0	0	470	0
10	BRENDA-NEW WATER	10.8	MILL 3", 1.5" AC	FA-IR	0	3000	0	0	0
10	NEW WATER-VICKSBURG TI	5.2	MILL 3", 1.5" AC	FA-IR	1715	0	0	0	0
10	VICKSBURG TI	0.1	WIDEN EXISTING OFF RAMP	FA-IR	0	0	0	0	315
95	NORTH QUARTZSITE	0.1	CONSTRUCT DRAINAGE STRUCTURE	STATE	0	210	0	0	0
95	PARKER-SOUTH	12.2	2" AC + SC	STATE	0	0	2570	0	0
95	SR 95 ATSF RR-XING (PARKER)	0.1	FLASHERS,GATES & FLANKING	FA-RRP	150	0	0	0	0
95	OSBORN WASH-NORTH, PHASE II	6.3	G,D, & PAVE	FA-F	0	7790	0	0	0
95	OSBORN WASH-NORTH, PHASE I	4.0	G,D, & STRS	FA-F	5670	0	0	0	0
95	OSBORN WASH-NORTH, PHASE III	1.5	G,D, & PAVE	FA-F	0	0	0	3420	0
** SUBTOTAL **					7820	11000	2570	4260	630





# MARICOPA COUNTY (CON'T.)

ROUTE	LOCATION	LENGTH	TYPE OF WORK	FUND SOURCE	1986	1987	1988	1989	1990
10	55TH AVE-27TH AVE	3.5	EROSION CONTROL	FA-I	1400	0	0	0	0
10	55TH AVE-27TH AVE	3.5	LANDSCAPE	FA-IR	2100	0	0	0	0
10	27TH AVE-3RD AVE	2.3	LANDSCAPE	FA-IR	0	0	0	1770	0
10	BLACK CYN TT, MAINLINE	1.8	STRS	FA-I	0	66250	0	0	0
10	27TH AVE-3RD AVE	2.3	EROSION CONTROL	FA-I	0	0	0	1180	0
10	BLACK CYN MAINLINE	1.0	RECONSTRUCT	FA-IR	4500	0	0	0	0
10	I-10 COMPLETION		P.E., R/W & UTILITIES	FA-I	5000	0	0	0	0
10	BLACK CYN TT, HIGH RAMPS	0.4	G,D & STR	FA-I	0	0	11200	0	0
10	BLACK CYN FRNT RDS	0.8	RECONSTRUCT	FA-I	8000	0	0	0	0
10	BLACK CYN FRNT RDS	0.2	RECONSTRUCT	FA-IR	2000	0	0	0	0
10	BLACK CYN MAINLINE	0.5	RECONSTRUCT	FA-I	17000	0	0	0	0
10	BLACK CYN TT, LOWER RAMPS	0.4	G,D, PAVE & STR	FA-I	15500	0	0	0	0
10	15TH AVE-3RD AVE	0.8	G,D, PAVE & STR	FA-I	0	0	19040	0	0
10	I-10 W. & N. TUNNEL INLETS	3.0	STORM INTECPT, DROP SHAFT & STR	FA-I	16000	0	0	0	0
10	7TH AVE-3RD AVE	0.3	STR	FA-I	6820	0	0	0	0
10	3RD AVE-3RD ST	0.5	DECK STR, G,D & PAVE	FA-I	0	40810	0	0	0
10	3RD AVE-3RD ST	0.5	DECK COVERING	FA-I	0	0	0	5900	0
10	3RD AVE-3RD ST	0.5	DECK STR	FA-IR	0	7100	0	0	0
10	3RD AVE-3RD ST	0.5	DECK LANDSCAPE	FA-IR	0	0	0	1180	0
10	WEST TUNNEL OUTFALL	NA	DRAINAGE TUNNEL OUTFALL	FA-I	1600	0	0	0	0
10	3RD ST-40TH ST (MARICOPA FWY)	4.9	LANDSCAPE	FA-IR	0	5090	0	0	0
10	3RD ST-40TH ST (MARICOPA FWY)	4.9	EROSION CONTROL	FA-I	0	3390	0	0	0
10	3RD ST-MARICOPA FWY	4.0	G,D, PAVE & STR	FA-I	53500	0	0	0	0
10	7TH ST OVER I-10	0.3	STR	FA-I	3500	0	0	0	0
10	16TH ST-28TH ST (MARICOPA FWY)	1.5	G,D, PAVE & STRS	FA-I	23000	0	0	0	0
10	EAST TUNNEL OUTFALL	NA	DRAINAGE TUNNEL OUTFALL	FA-I	2950	0	0	0	0
10	40TH ST-BASELINE RD	3.5	WIDEN & STRS	FA-IR	0	15135	0	0	0
10	40TH ST-BASELINE RD	3.5	WIDEN & STRS	FA-IR	0	0	0	0	7000

# MARICOPA COUNTY (CON'T.)

ROUTE	LOCATION	LENGTH	TYPE OF WORK	FUND SOURCE	1986	1987	1988	1989	1990
10	SUPERSTITION FWY (SR 360 TI)	0.4	TI IMP & FULL LIGHT	FA-IR	0	0	12190	0	0
10	BASELINE RD-WILLIAMS FIELD RD	5.3	WIDEN TO 6 LANES	FA-IR	0	0	0	0	17850
10	ELLIOT RD-WILLIAMS FIELD RD	3.0	EROSION CONTROL & LANDSCAPE	FA-IR	0	0	0	0	1500
10	RAY RD TI	0.2	TI ADD & SIGNS	FA-IR	2835	0	0	0	0
10	RAY RD TI	0.2	TI ADD & SIGNS	PRIVATE	2835	0	0	0	0
10	RIGGS RD TI	NA	PARTIAL TI LIGHT	FA-IR	0	0	0	90	0
17	16TH ST-BUCKEYE RD, FRNT RD	3.8	MILL 2" & REPLACE	FA-F	650	0	0	0	0
17	7TH AVE @ I-17	0.2	INTERSECTION & MEDIAN IMPVMTS	FA-IR	0	0	240	0	0
17	I-17 @ 3RD ST FRNT RD	0.1	RUBBER PLANKING	FA-RRS	0	105	0	0	0
17	7TH ST @ I-17	0.2	INTERSECTION & MEDIAN IMPVMTS	FA-IR	0	0	195	0	0
17	I-17 @ 11TH AVE FRNT RD	0.1	FLASHERS & GATES	FA-RRP	0	215	0	0	0
17	THOMAS ROAD UNDERPASS	NA	STRUCTURES	FA-IR	0	3180	0	0	0
17	GRAND AVE-GLENDALE, FRNT RD	3.9	MILL 2" & RESURFACE	FA-F	0	650	0	0	0
17	INDIAN SCHOOL RD TI X-ING	0.1	WIDEN EXIST STR, UPDATE SCNS	FA-IR	0	2650	0	0	0
17	CAMELBACK RD TI	0.1	WIDEN EXIST STR	FA-IR	0	0	645	0	0 4/
17	BETHANY HOME RD TI X-ING	0.1	CONSTRUCT LEFT TURN LANES	FA-IR	0	90	0	0	0 4/
17	GLENDALE AVE TI X-ING	0.1	CONSTRUCT LEFT TURN LANES	FA-IR	0	0	95	0	0 4/
17	GLENDALE-CACTUS, FRNT RD	4.0	MILL 2" & RESURFACE	FA-F	0	0	700	0	0
17	NORTHERN AVE TI X-ING	0.1	WIDEN EXIST STR	FA-IR	0	600	0	0	0 4/
17	DUNLAP AVE TI	0.1	WIDEN EXIST STR	FA-IR	0	0	635	0	0
17	AZ CNL - THUNDERBIRD TI	2.7	GRIND PCCP & REPLACE AC SHLD	FA-IR	3400	0	0	0	0
17	PEORIA AVE TI X-ING	0.1	CONSTRUCT LEFT TURN LANES	FA-IR	0	1060	0	0	0
17	CACTUS RD TI X-ING	0.1	CONSTRUCT LEFT TURN LANES	FA-IR	0	530	0	0	0
17	THUNDERBIRD RD-BEARDSLEY RD	4.1	WIDEN, 6 LANES	FA-IR	5670	0	0	0	0 4/
17	THUNDERBIRD RD TI X-ING	0.1	CONSTRUCT LEFT TURN LANES	FA-IR	0	90	0	0	0
17	BEARDSLEY RD TI	0.3	TI ADD & SIGNS	FA-IR	0	1180	0	0	0 5/

# MARICOPA COUNTY (CON'T.)

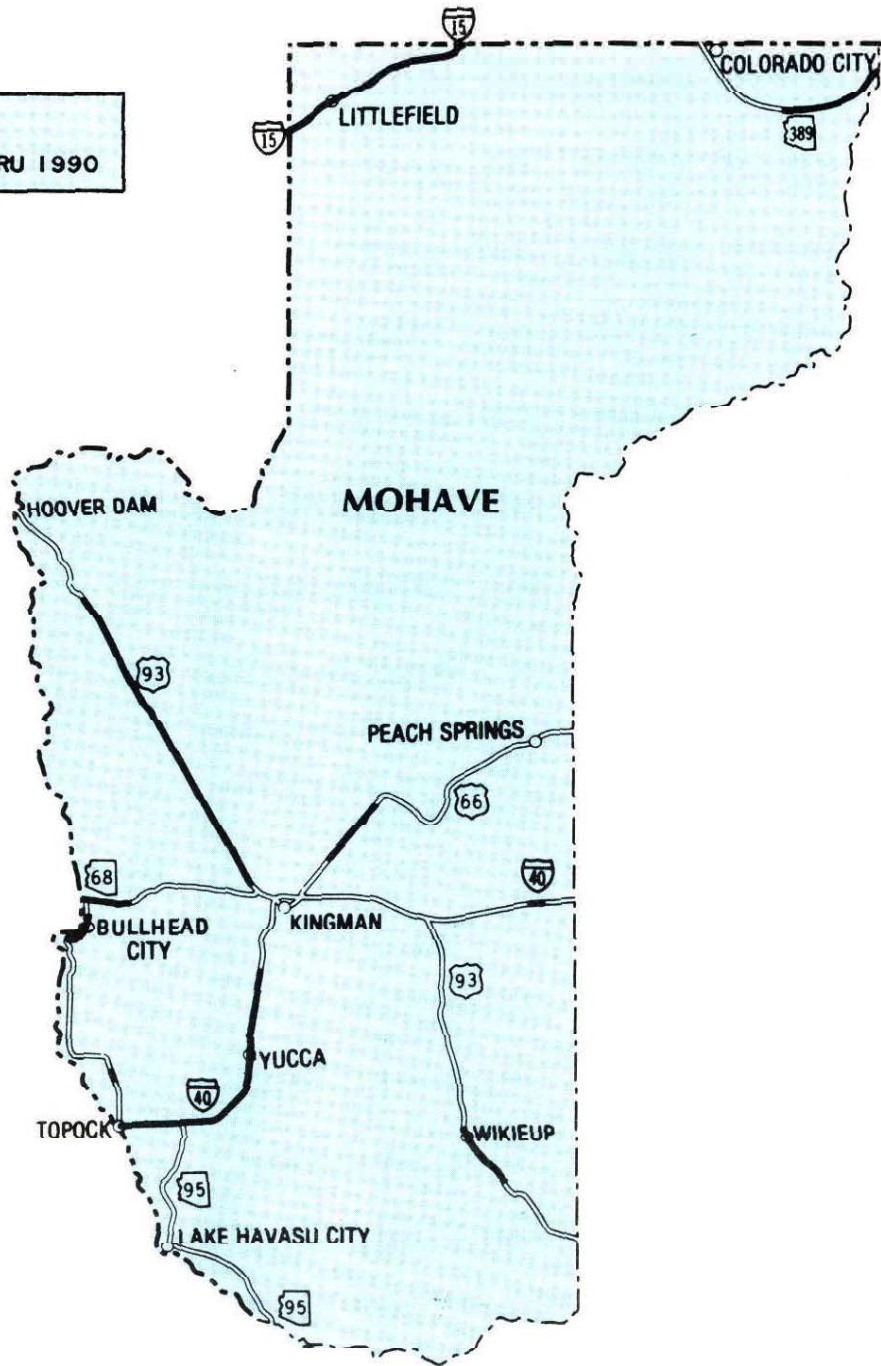
ROUTE	LOCATION	LENGTH	TYPE OF WORK	FUND SOURCE	1986	1987	1988	1989	1990
17	DESERT HILLS REST AREA	1.3	FACILITIES	FA-IR	0	0	0	4755	0
17	TABLE MESA-SUNSET POINT	14.6	UPDATE & OVERLAY SIGNS	FA-IR	0	0	0	300	0
60	WITTMANN	0.1	PEDESTRIAN OVERPASS	STATE	350	0	0	0	0
60	US 60 @ M.P. 138.08	0.3	PVMNT WIDEN + 2WLT LANE	FA-HES	100	0	0	0	0
60	EL MIRAGE	0.1	FLASHERS,GATES & RUBBER PLANK.	FA-RRP	150	0	0	0	0
60	AGUA FRIA RIVER BRIDGE	0.2	BRDG & APPROACHES	FA-F	0	0	5030	0	0
60	GRAND AVE, 75TH-67TH	1.4	MILL 2" & RESURFACE	FA-F	0	0	450	0	0
60	GRAND AVE, 67TH-43RD	4.3	MILL 2" & RESURFACE	FA-F	0	0	1250	0	0
60	GLENDALE	0.1	FLASHERS & GATES	FA-RRP	0	160	0	0	0
60	SALT RIVER BRDG-MESA W.C.L.	4.2	MILL 2" & REPLACE	FA-F	1000	0	0	0	0
60	MESA W.C.L.-JCT SR 87	2.6	MILL 2" & RESURFACE	FA-F	0	700	0	0	0
60	JCT SR 87-GILBERT RD	3.0	MILL 2" & RESURFACE	FA-F	0	800	0	0	0
60	POWER RD-CRISMON RD, WB	4.0	MILL 2" & RESURFACE	FA-F	0	0	705	0	0
60	CRISMON RD-PINAL CO. LINE	2.0	MILL 2" & RESURFACE	FA-F	0	0	705	0	0
85	DISTRICT BNDRY-NORTH	5.0	1.5" AC + SC	STATE	0	650	0	0	0
85	GILA BEND-COSMO	6.5	3" AC + FC	FA-F	1150	0	0	0	0
85	OGLESBY RD-BUCKEYE W.C.L.	1.8	AR, ACFC	STATE	0	145	0	0	0
85	BUCKEYE ST'S	1.6	MILL 2" & RESURFACE	FA-RS	0	0	350	0	0
85	41ST AVE	0.1	RUBBER PLANKING	FA-RRP	100	0	0	0	0
85	JCT 17TH AVE-VAN BUREN ST	0.1	INTERSEC IMP	STATE	0	210	0	0	0
87	ELLIOT RD - BASELINE RD	2.0	G,D, & PAVE	FA-F	0	0	0	4000	0
87	SHEA BLVD-TONIO NAT'L FOR BDRY	5.6	2" AC + ACFC	STATE	700	0	0	0	0
87	SR 87 @ M.P. 199.0, BUSH HWY	0.2	REALIGN HWY/RELOCATE INTERSEC.	FA-HES	0	425	0	0	0
87	SAHUARO LK-SYCAMORE CK	11.3	2.5" AC + FC	STATE	0	0	1500	0	0
87	SR 87 @ MP 214	0.2	FLATTEN CURVE	FA-HES	500	0	0	0	0
117	OUTER LOOP, SR 360-SHEA BLVD	12.1	PE,R/W,UTIL & CONSTRUCT	15%	20000	0	0	0	0
117	OUTER LOOP, SR 360-SHEA BLVD	12.1	PE,R/W,UTIL & CONSTRUCT	15%	0	10000	0	0	0

# MARICOPA COUNTY (CON'T.)

ROUTE	LOCATION	LENGTH	TYPE OF WORK	FUND SOURCE	1986	1987	1988	1989	1990
117	OUTER LOOP, SR 360-SHEA BLVD	12.1	PE,R/W,UTIL & CONSTRUCT	15%	0	0	10000	0	0
117	OUTER LOOP, SR 360-SHEA BLVD	12.1	PE,R/W,UTIL & CONSTRUCT	15%	0	0	0	10000	0
117	OUTER LOOP, SR 360-SHEA BLVD	12.1	PE,R/W,UTIL & CONSTRUCT	15%	0	0	0	0	10000
117	OUTER LOOP, SHEA BLVD - I-17	22.0	PE,R/W,UTIL & CONSTRUCT	15%	3000	0	0	0	0
117	OUTER LOOP, SHEA BLVD - I-17	22.0	PE,R/W,UTIL & CONSTRUCT	15%	0	3000	0	0	0
117	OUTER LOOP, SHEA BLVD - I-17	22.0	PE,R/W,UTIL & CONSTRUCT	15%	0	0	3000	0	0
117	OUTER LOOP, SHEA BLVD - I-17	22.0	PE,R/W,UTIL & CONSTRUCT	15%	0	0	0	3000	0
117	OUTER LOOP, SHEA BLVD - I-17	22.0	PE,R/W,UTIL & CONSTRUCT	15%	0	0	0	0	3000
217	EAST TUNNEL OUTFALL	NA	DRAINAGE TUNNEL OUTFALL	15%	750	0	0	0	0
217	EAST PAPAGO	2.5	PE,R/W,UTIL & CONSTRUCT	15%	16250	0	0	0	0
360	JCT I-10-PRICE RD	4.0	GROOVE PCCP & JOINT SEALING	FA-F	860	0	0	0	0
360	SR 360-CENTER ST,MESA	0.1	DRAINAGE IMP	FA-F	0	1895	0	0	0
360	VAL VISTA RD-HIGLEY RD	2.0	EROSION CONTROL & LANDSCAPE	FA-F	0	0	0	2975	0
360	HIGLEY RD-POWER RD	2.0	EROSION CONTROL & LANDSCAPE	FA-F	0	0	0	2975	0
360	POWER RD-ELLSWORTH RD, PHASE I	3.0	G,D,PAVE & LANDSCAPE	FA-F	0	0	0	7000	0
360	POWER RD-ELLSWORTH RD,PHASE II	3.0	G,D,PAVE & LANDSCAPE	FA-F	0	0	0	0	7000
417	OUTER LOOP, I-10 - I-17	20.0	PE,R/W,UTIL & CONSTRUCT	15%	8380	0	0	0	0
417	OUTER LOOP, I-10 - I-17	20.0	PE,R/W,UTIL & CONSTRUCT	15%	0	5460	0	0	0
417	OUTER LOOP, I-10 - I-17	20.0	PE,R/W,UTIL & CONSTRUCT	15%	0	0	5300	0	0
417	OUTER LOOP, I-10 - I-17	20.0	PE,R/W,UTIL & CONSTRUCT	15%	0	0	0	5730	0
417	OUTER LOOP, I-10 - I-17	20.0	PE,R/W,UTIL & CONSTRUCT	15%	0	0	0	0	6445
** SUBTOTAL **					235870	173575	75270	57595	52795

# MOHAVE COUNTY

**LEGEND**  
 — FY 1986 THRU 1990

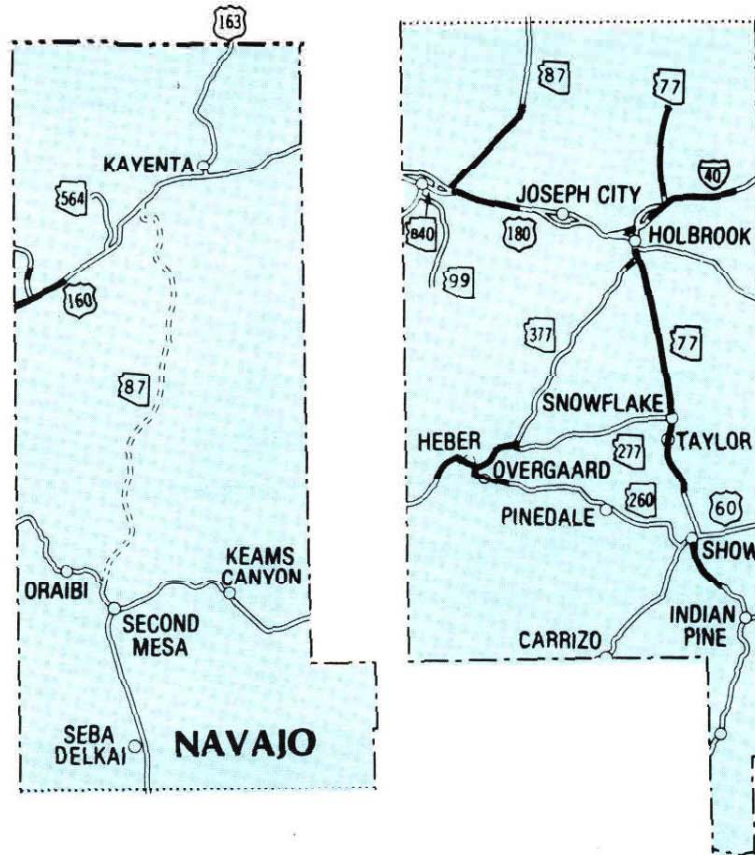


ROUTE	LOCATION	LENGTH	TYPE OF WORK	FUND SOURCE	1986	1987	1988	1989	1990
15	NEV. ST. LINE-UT. ST. LINE	9.0	UPDATE & OVERLAY SIGNS	FA-IR	0	0	0	0	325

# MOHAVE COUNTY (CON'T.)

ROUTE	LOCATION	LENGTH	TYPE OF WORK	FUND SOURCE	1986	1987	1988	1989	1990
15	ROADSIDE PKNG AREA-M.P. 9.8	1.9	RAMPS, PKNG AREAS, FRNT RDS	FA-IR	800	0	0	0	0
15	VIRGIN RIVER BRDG #1	0.2	REPLACE BRIDGE	FA-IR	0	795	0	0	0
40	ST. LINE-GRIFFITH	38.0	UPDATE & OVERLAY SIGNS	FA-IR	0	0	0	0	625
40	TOPOCK TI	0.1	EXPAND RAMP TERMINI	FA-IR	0	0	0	150	0
40	LAKE HAVASU TI	0.1	EXPAND RAMP TERMINI	FA-IR	0	0	0	150	0
40	YUCCA-KINGMAN	9.0	MILL 3", 1.5" AC	FA-IR	0	0	5050	0	0
40	LOOKOUT WASH SECT	2.0	DRAINAGE IMP	FA-IR	0	0	0	595	0
66	KINGMAN-NORTH	10.0	AR, ACFC	FA-RS	0	1000	0	0	0
68	DAVIS DAM-UNION PASS	8.0	2" AC + SC	STATE	0	0	950	0	0
93	RECREATION BNDRY-SOUTH	17.0	SAFETY IMPROVEMENTS	FA-F	2800	0	0	0	0
93	HOOVER DAM-KINGMAN	13.7	ACFC	STATE	0	320	0	0	0
93	PIERCE FERRY RD-INSPECT STA.	14.0	1.5" AC + SC	STATE	0	0	1360	0	0
93	JCT SR 68-NORTH	8.3	2.5" AC + FC	STATE	1145	0	0	0	0
93	WIKIEUP SECTION	9.0	2" AC & FC	FA-F	1800	0	0	0	0
95	SR 95 @ M.P. 216.3	1.7	'Y' INTERSECT IMP	FA-HES	200	0	0	0	0
95	RIVIERA-SILVER CRK	2.8	G,D, & PAVE	FA-F	0	0	6610	0	0
95	SR 95 @ M.P.246.0	0.7	PVMNT WIDEN + 2WLT LANE	FA-HES	250	0	0	0	0
95	SILVER CRK-BULLHEAD CITY	1.9	G,D, & PAVE	FA-F	0	0	0	4460	0
389	COLORADO CITY-EAST	16.0	SEAL COAT	STATE	500	0	0	0	0
** SUBTOTAL **					7495	2115	13970	5355	950

# NAVAJO COUNTY



## LEGEND

— FY 1986 THRU 1990

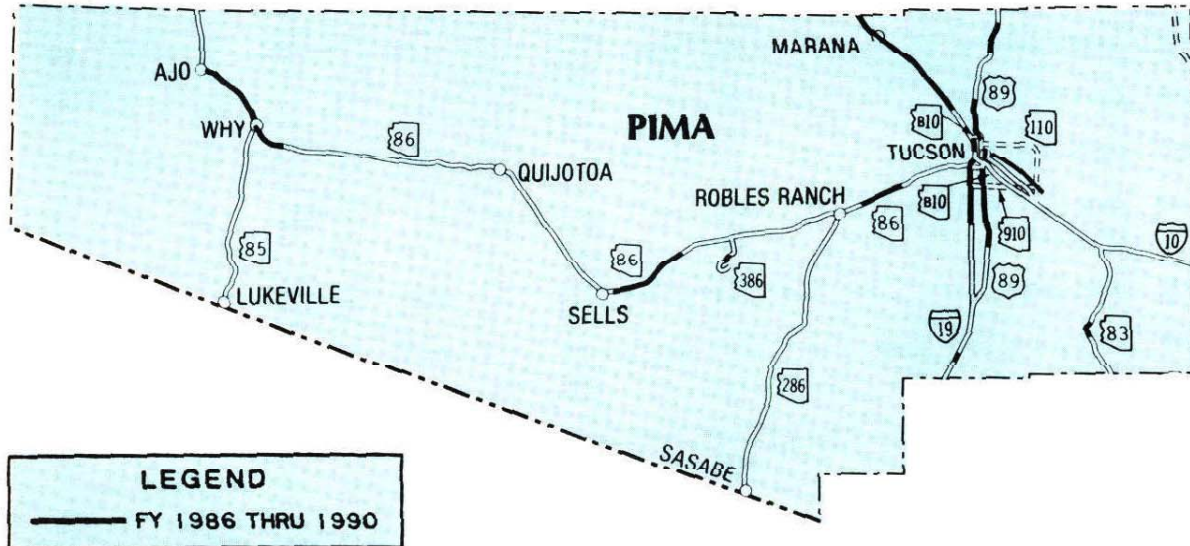
ROUTE	LOCATION	LENGTH	TYPE OF WORK	FUND SOURCE	1986	1987	1988	1989	1990
40	MINNETONKA-EAST, EB	9.5	MULTI 1", ACSC	FA-IR	0	0	1300	0	0
40	W. HOLBROOK TI	0.3	TI IMP	FA-IR	0	0	0	915	0
40	HOLBROOK-SUN VALLEY	6.7	3" AC + FC	FA-IR	0	3500	0	0	0
40	KEAMS CYN TI	0.1	TI IMP	FA-IR	0	0	0	1115	0
40	SUN VALLEY-GOODWATER GATE	6.0	3" AC & ACFC	FA IR	2500	0	0	0	0
77	SHUMWAY SECT	6.2	G,D, & PAVE	FA-F	0	0	6230	0	0
77	TAYLOR-SNOWFLAKE	2.0	3" AC & WIDEN	FA-F	1600	0	0	0	0
77	SR 77 @ M.P. 361.7	26.1	GRDL, SLOPE CLEARING & FLATTEN	FA-HES	230	0	0	0	0
77	LITTLE COLO BRDG @ HOLBROOK	2.0	BRDG & APPROACHES	FA-BRF	4000	0	0	0	0

# NAVAJO COUNTY (CON'T.)

ROUTE	LOCATION	LENGTH	TYPE OF WORK	FUND SOURCE	1986	1987	1988	1989	1990
77	JCT I-40-NAVAJO RES BNDRY	13.5	2" AC + SC	STATE	0	0	1530	0	0
87	WINSLOW-NAVAJO RES BNDRY	12.0	2" AC + SC	STATE	0	0	1665	0	0
98	SHONTO WASH	0.3	CONST STR	FA-RS	0	0	0	945	0
160	CO. LINE-KAYENTA	7.0	2" AC + SC	FA-F	0	1250	0	0	0
260	HEBER-OVERGAARD	10.0	2.5" AC + SC	STATE	0	0	1345	0	0
260	SHOW LOW-LAKESIDE,SHOW LOW ST.	7.3	G,D, & PAVE, US 60 SURF IMP	FA-F	7500	0	0	0	0
277	HEBER-JCT SR 377	6.9	2.5" AC + SC	STATE	0	0	755	0	0
277	SR 277 @ SR 377, HEBER NORTH	0.1	"Y" INTERSECT IMP	STATE	215	0	0	0	0
377	SR 377 @ M.P. 32.5	0.2	PLNKG,FLASHERS,GATES,ROAD WORK	FA-RRP	200	0	0	0	0
** SUBTOTAL **					16245	4750	12825	2975	0



# PIMA COUNTY

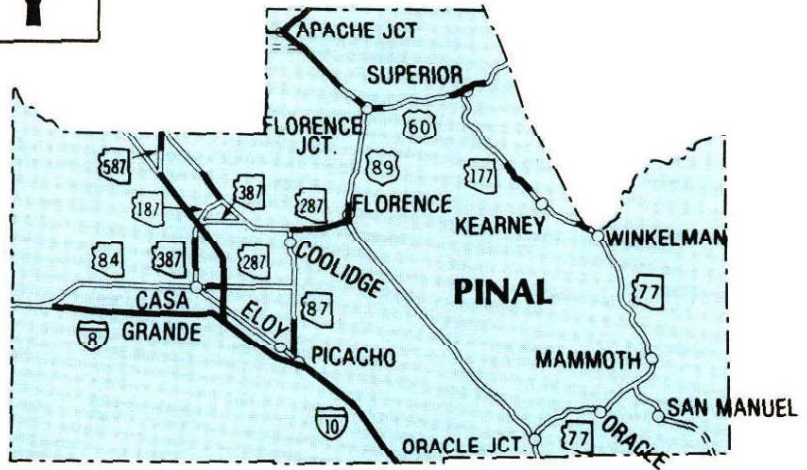


ROUTE	LOCATION	LENGTH	TYPE OF WORK	FUND SOURCE	1986	1987	1988	1989	1990
10	AVRA VLY-SUNSET, WB FRNT	8.3	2" AC + SC	STATE	0	0	710	0	0
10	AVRA VLY-PRINCE RD	11.0	SIGN UPDATE-XING RDS ONLY	FA-IR	0	0	0	235	0
10	INA RD-PRINCE RD	6.0	WIDEN, 6 LANES	FA-IR	0	0	0	0	18750
10	ORANGE GROVE RD TI	0.2	TI IMP	FA-IR	755	0	0	0	0 2/
10	MIRACLE MILE-SPEEDWAY	2.0	CONSTRUCT FRNT RD/RAMPS	FA-IR	0	0	0	0	10000 3/
10	I-10 @ 22ND ST OP	0.1	WIDEN FRNT RDS	STATE	0	425	0	0	0
10	VETERANS OP	1.0	TI IMP	FA-IR	0	0	9350	0	0
19	CAMINO ENCANTO RD TI	2.0	TI ADD & SIGNS	PRIVATE	3000	0	0	0	0 6/
19	PAPAGO OP-VALENCIA RD	4.2	GRIND PCCP	FA-IR	0	0	3100	0	0
19	SANTA CRUZ RIVER BRDG	0.2	WIDEN SB BRDG	FA-IR	0	0	0	0	750
19	VALENCIA RD-IRVINGTON RD.	2.0	LANDSCAPE	FA-IR	0	0	0	2105	0
19	TUCSON-SOUTH	3.8	GRIND PCCP	FA-IR	2800	0	0	0	0
83	SR 83 @ M.P. 43.7	0.8	FLATTEN CURVE	FA-HES	0	320	0	0	0
85	SR 85 AJO-WHY	10.4	SEAL COAT	STATE	0	205	0	0	0
86	SR 86 WHY-TRACY	4.6	SEAL COAT	STATE	0	95	0	0	0

# PIMA COUNTY (CON'T.)

ROUTE	LOCATION	LENGTH	TYPE OF WORK	FUND SOURCE	1986	1987	1988	1989	1990
86	SELLS-ROBLES JCT.	10.0	2" AC + SC	STATE	0	1180	0	0	0
86	AVRA VLY RD-RYAN FLD	5.4	G,D, & SURFACE	FA-F	0	0	0	5255	0
89	US 89 @ M.P. 51.2, S. TUCSON	0.1	CANTILEVER FLASHERS & GATES	FA-RRP	200	0	0	0	0
89	PIMA MINE RD-BILBY RD	9.8	SEAL COAT	STATE	0	0	285	0	0
89	BILBY RD-AJO WAY	2.5	MILL 2.5" & RESURFACE	FA-U	0	900	0	0	0 7/
89	AJO WAY-26TH STREET	1.8	MILL 2.5" & REPLACE	FA-F	745	0	0	0	0
89	17TH ST-COUNCIL ST	0.9	MILL 2.5" & RESURFACE	FA-F	0	570	0	0	0
89	TUCSON URBAN BNDRY SECT, SB	5.0	MILL 2.5" & RESURFACE	FA-F	0	950	0	0	0
89	CANADA DEL ORO-PINAL CO. LINE	3.5	G,D, & PAVE	FA-F	0	0	0	3665	0
210	AVIATION CORRIDOR, I-10-SR 810	2.0	PE,R/W,UTIL & CONSTRUCT	15%	32460	0	0	0	0
210	AVIATION CORRIDOR	4.0	PE,R/W,UTIL & CONSTRUCT	15%	0	6195	0	0	0
210	AVIATION CORRIDOR	4.0	PE,R/W,UTIL & CONSTRUCT	15%	0	0	6110	0	0
210	AVIATION CORRIDOR	1.0	PE,R/W,UTIL & CONSTRUCT	15%	0	0	0	6240	0
210	AVIATION CORRIDOR	1.0	PE,R/W,UTIL & CONSTRUCT	15%	0	0	0	0	6480
386	SR 386 @ MP 7.5	0.1	CMP & ROADWAY REPAIR	STATE	0	210	0	0	0
** SUBTOTAL **					39960	11050	19555	17500	35980

# PINAL COUNTY



## LEGEND

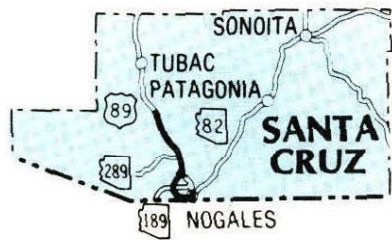
— FY 1986 THRU 1990

ROUTE	LOCATION	LENGTH	TYPE OF WORK	FUND SOURCE	1986	1987	1988	1989	1990
8	HIDDEN VLY-JCT I-10	27.0	UPDATE & OVERLAY SIGNS	FA-IR	0	0	450	0	0
8	STANFLD RD TI-MIDWAY RD	6.0	MILL 3", 1.5" AC ACFC	FA-IR	2400	0	0	0	0
10	CASA BLANCA-SR 187, EB	10.0	MILL 3", 1.5" AC	FA-IR	0	1625	0	0	0
10	CASA BLANCA-JCT I-8	23.0	UPDATE & OVERLAY SIGNS	FA-IR	0	0	0	415	0
10	JCT SR 187-JCT SR 287, WB	10.0	MILL 3", 1.5" AC	FA-IR	0	1625	0	0	0
10	JCT SR 287-JCT I-8	5.0	MILL 3", 1.5" AC	FA-IR	0	0	1950	0	0
10	JCT I-8-AVRA VLY	45.0	UPDATE & OVERLAY SIGNS	FA-IR	0	0	730	0	0
10	SUNLAND GIN RD TI	0.2	TI IMP	FA-IR	0	0	0	0	5000
10	TOLTEC RD TI	0.2	TI IMP	FA-IR	0	0	5645	0	0
10	PICACHO OP-RED ROCK UP, FRNT RD	8.0	SEAL COAT	STATE	0	0	145	0	0
60	APACHE JCT	2.0	RECONST MEDIAN & INTERSECT	FA-F	1175	0	0	0	0
60	APACHE JCT-DIST BNDRY, WB	5.9	2" AC + FC	FA-F	0	0	825	0	0
60	APACHE JCT-DIST BNDRY	9.9	BOX CLVTS & MODIF GRDRL	STATE	295	0	0	0	0
60	QUEEN CREEK BRDG, EB	0.1	BRDG REPLACE	FA-BRF	0	0	1410	0	0
60	E. FLORENCE JCT	0.1	PLNKG, FLASHERS, GATES, SHLD WORK	FA-RRP	0	150	0	0	0
60	SUPERIOR	0.5	WIDEN, CURB/GUTTER & PAVE	FA-F	0	0	725	0	0
60	SUPERIOR-QUEEN CRK TUNN	3.0	2.5" AC + SC	FA-F	1100	0	0	0	0

# PINAL COUNTY (CON'T.)

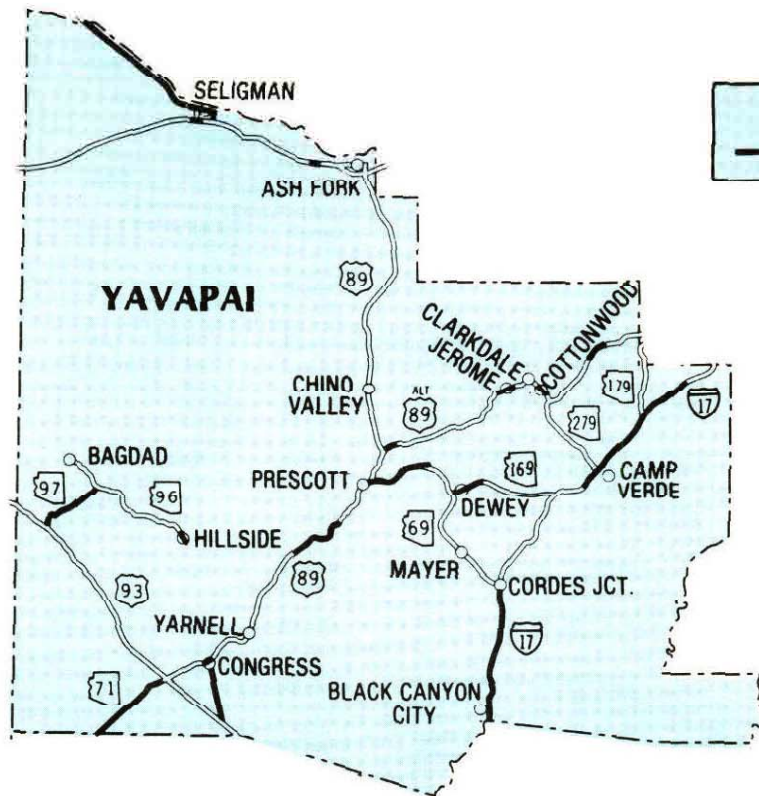
ROUTE	LOCATION	LENGTH	TYPE OF WORK	FUND SOURCE	1986	1987	1988	1989	1990
87	PICACHO WYE-ARICA RD	5.2	ACSC	FA-F	270	0	0	0	0
87	JCT SR 187-GILBERT RD	6.2	2" AC & ACFC	FA-RS	1125	0	0	0	0
88	JCT US 60-GOVT WELLS	5.3	SEAL COAT	STATE	0	0	85	0	0
89	FLORENCE ST'S	1.3	MILL 2.5" & RESURFACE	FA-F	0	420	0	0	0
89	W. FLORENCE	0.1	FLASHERS & GATES	FA-RRP	0	105	0	0	0
177	SR 177 @ M.P. 138.8	0.1	FLASHERS & GATES	FA-RRP	0	105	0	0	0
177	KEARNY-KELVIN JCT	4.3	2" AC + SC	FA-RS	720	0	0	0	0
287	PUEBLO ST-I-10, PHASE I	0.8	G,D, & PAVE	FA-RS	0	955	0	0	0
287	PUEBLO ST-I-10, PHASE I	0.8	G,D, & PAVE	C GRANDE	0	105	0	0	0
287	PUEBLO ST-I-10, PHASE II	0.8	G, D, & PAVE	FA-RS	0	0	0	1180	0
287	FLORENCE-COOLIDGE	8.2	2.5" AC + SC	FA-RS	0	0	1400	0	0
387	CASA GRANDE-JCT I-10	3.5	SEAL COAT	STATE	0	0	190	0	0
587	PINAL CO. LINE-SOUTH	3.8	SEAL COAT	STATE	0	120	0	0	0
** SUBTOTAL **					7085	5210	13555	1595	5000

# SANTA CRUZ COUNTY



ROUTE	LOCATION	LENGTH	TYPE OF WORK	FUND SOURCE	1986	1987	1988	1989	1990
19	NOGALES-PALO PARADO TI	16.0	UPDATE & OVERLAY SIGNS	FA-IR	0	0	0	470	0
19	COUNTRY CLUB RD	0.2	TI ADD & SIGNS	FA-IR	0	0	0	3100	0
19	COUNTRY CLUB RD	0.2	TI ADD & SIGNS	NOGALES	0	0	0	185	0
19	NOGALES-NORTH	4.3	MILL 3", 2" AC	FA-IR	1300	0	0	0	0
19	PENA BLANCA TI	0.2	PARTIAL TI LIGHT	FA-IR	0	0	0	90	0
89	NOGALES ST'S, CITY OF NOGALES	2.0	MILL 2.5" & RESURFACE	FA-F	0	830	0	0	0
** SUBTOTAL **					1300	830	0	3845	0

# YAVAPAI COUNTY

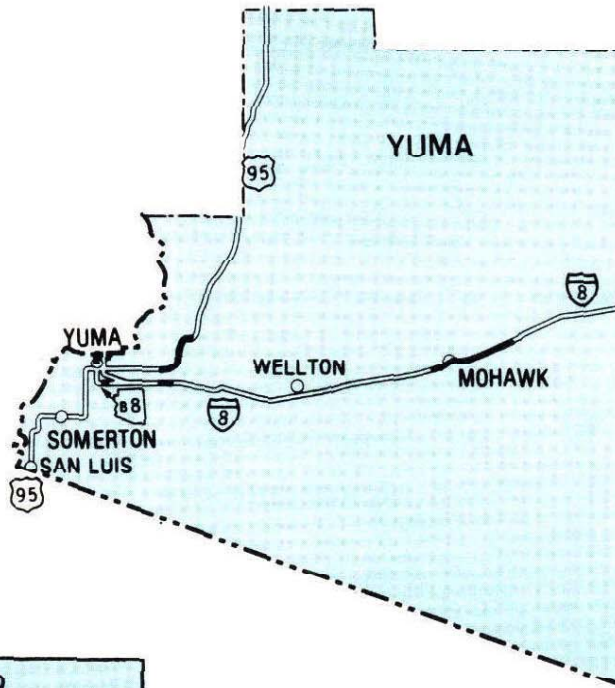


ROUTE	LOCATION	LENGTH	TYPE OF WORK	FUND SOURCE	1986	1987	1988	1989	1990
17	SUNSET PI-BADGER SPRINGS	6.0	MILL 3", 1.5" AC	FA-IR	2060	0	0	0	0
17	BADGER SPR OP-CORDES JCT	6.7	MILL 3", 2" AC	FA-IR	0	2965	0	0	0
17	CAMP VERDE SECTION	5.4	MILL 3" & RESURFACE	FA-IR	0	1700	0	0	0
17	MCGUIREVILLE TI-SEDONA TI	7.6	3" AC & ACFC	FA-IR	0	4465	0	0	0
17	MCGUIREVILLE TI	0.1	RAMPS & PARTIAL TI LIGHT	FA-IR	0	0	0	235	0
17	MCGUIREVILLE REST AREA	0.8	FACILITIES	FA-IR	0	0	3765	0	0
17	SEDONA TI-STONEMAN LAKE TI	7.0	UPDATE & OVERLAY SIGNS	FA-IR	0	0	0	200	0
17	SEDONA TI	0.2	PARTIAL TI LIGHT	FA-IR	0	0	0	90	0
17	MP 300 SB @ YAVA/COCO CO. LINE	0.4	TRUCK ESCAPE RAMPS	FA-IR	0	1295	0	0	0
40	SELIGMAN TI	0.1	EXPAND RAMP TERMINI	FA-IR	0	0	0	150	0

# YAVAPAI COUNTY (CON'T.)

ROUTE	LOCATION	LENGTH	TYPE OF WORK	FUND SOURCE	1986	1987	1988	1989	1990
40	CROOKTON TI	0.1	EXPAND RAMP TERMINI	FA-IR	0	0	0	150	0
66	YAVAPAI CO. LINE-SELIGMAN	10.0	SEAL COAT	STATE	0	285	0	0	0
66	SELIGMAN ST'S	3.8	2" AC + SC	FA-RS	480	0	0	0	0
69	PRESCOTT VLY-PRESCOTT, II	3.3	C,D, & PAVE	FA-F	0	5300	0	0	0
69	PRESCOTT VLY-PRESCOTT, I	3.3	G,D, & PAVE	FA-F	5000	0	0	0	0
71	AGUILA-YARNELL	12.4	SEAL COAT	STATE	0	270	0	0	0
71	CONGRESS	0.1	FLASHERS,GATES & PLANKING	FA-RRP	0	105	0	0	0
89	JCT US 93-CONGRESS	10.0	2" AC + FC	STATE	0	950	0	0	0
89	US 89 @ SR 71, CONGRESS	0.1	"Y" INTERSECT IMP	STATE	180	0	0	0	0
89	WILHOIT-M.P. 301.0	6.0	ACFC	STATE	0	175	0	0	0
89A	GRANITE CRK BRDG #42	NA	WIDEN,CHNL,APPROACHES	FA-RS	1100	0	0	0	0
89A	JEROME ST'S	2.0	2.5" AC + FC	STATE	815	0	0	0	0
89A	US 89A @ MP 344.1 (JEROME)	0.1	RECONSTRUCT RETAIN WALL	STATE	0	105	0	0	0
89A	COTTONWOOD	1.7	CURB,GUTTER & WIDEN	FA-RS	0	0	0	0	1500
89A	US 89A @ M.P. 352.3	0.8	PVMNT WIDEN + 2WLT LANE	FA-HES	0	305	0	0	0
89A	DRY CREEK BRDG	0.8	REPLACE STR	FA-BRS	0	1870	0	0	0
96	SR 96 @ FAS 258, HILLSIDE	0.1	"Y" INTERSECT IMP	STATE	225	0	0	0	0
97	JCT US 93-JCT SR 96	11.7	2.5" AC + SC	STATE	0	0	1610	0	0
169	DEWEY CUTOFF	5.0	2" AC + SC	FA-F	0	0	750	0	0
** SUBTOTAL **					9860	19790	6125	825	1500

# YUMA COUNTY



**LEGEND**  
 ——— FY 1986 THRU 1990

ROUTE	LOCATION	LENGTH	TYPE OF WORK	FUND SOURCE	1986	1987	1988	1989	1990
8	FOOTHILLS TI	0.3	TI ADD, SIGNS & FRNT RDS	FA-IR	0	0	0	0	8000 1/
8	MOHAWK-EAST, EB	11.5	MILL 3" & RESURFACE	FA-IR	0	0	2000	0	0
8B	SR B-8 @ M.P. 0.2, YUMA	0.1	RUBBER PLANKING	FA-RRP	0	105	0	0	0
8B	SR B-8 @ M.P. 6.5, YUMA	0.1	RUBBER PLANKING	FA-RRP	0	105	0	0	0
95	YUMA-NORTH	7.0	2" AC + SC	FA-F	0	1140	0	0	0
** SUBTOTAL **					0	1350	2000	0	8000
** TOTAL **									

370940 296925 199465 188675 193005



# STATEWIDE

ROUTE	LOCATION	LENGTH	TYPE OF WORK	FUND SOURCE	1986	1987	1988	1989	1990
* COUNTY: STATEWIDE									
999	CONSTRUCT PREP	NA	PE,R/W,ACQ & UTIL	STATE	1500	0	0	0	0
999	RESRCH & TRNG PROJECTS	NA	CONTRACT RESRCH PROJECTS	ST/HPR	2710	0	0	0	0
999	TRAF & ENG	NA	TRAF SGNLS, ILLUM, MINOR SFTY	STATE	990	0	0	0	0
999	BRDG PRES PROG	NA	CONTRACT REPAIR	STATE	1500	0	0	0	0
999	CONTING/EMERG PROJ	NA	EMERG CONTRACT REPAIR	STATE	800	0	0	0	0
999	STATEWIDE MISC	NA	GUARD RAIL IMP PROGRAM	STATE	500	0	0	0	0
999	SPECIAL SIGN PROG	NA	SCENIC, HISTORIC, TOURIST SIGNS	STATE	100	0	0	0	0
999	SMALL URBAN & RURAL IMP PROG	NA	TRAFFIC IMP PROJ'S (TSM)	STATE	2000	0	0	0	0
999	MINOR PROJECTS	NA	PE, R/W ACQ, UTIL	STATE	0	1500	0	0	0
999	RESRCH & TRNG	NA	CONTRACT RESRCH PROJ	ST/HPR	0	1605	0	0	0
999	TRAF ENG	NA	TRAF SGNLS, ILLUM, MINOR SFTY	STATE	0	1000	0	0	0
999	BRDG PRES PROG	NA	CONTRACT REPAIR	STATE	0	1500	0	0	0
999	CONTING/EMERG PROJ	NA	EMERG CONTRACT REPAIR	STATE	0	800	0	0	0
999	GRD RAIL PROG	NA	SFTY IMP	STATE	0	620	0	0	0
999	SPECIAL SIGN PROG	NA	SCENIC, HISTORIC, TOURIST SIGNS	STATE	0	100	0	0	0
999	PAVEMENT PRES PROG	NA	RESURF & SEAL COAT	FA-IR	0	0	5715	0	0 8/
999	TITLE II SFTY PROJ	NA	RR-HWY X-ING & HES	RR/HES	0	0	2400	0	0
999	CONSTRUCTION PREP	NA	PE, R/W, & UTIL	STATE	0	0	1500	0	0
999	MINOR PROJECTS	NA	CONTRACT REPAIRS	STATE	0	0	2725	0	0
999	RESRCH & TRNG	NA	CONTRACT RESRCH PROJ	ST/HPR	0	0	1605	0	0
999	TRAF ENG	NA	TRAF SGNLS, ILLUM, MINOR SFTY	STATE	0	0	1000	0	0
999	BRDG PRES PROG	NA	CONTRACT REPAIR	STATE	0	0	1500	0	0

# STATEWIDE

ROUTE	LOCATION	LENGTH	TYPE OF WORK	FUND SOURCE	1986	1987	1988	1989	1990
999	CONTING/EMERG PROJ	NA	EMERG CONTRACT REPAIR	STATE	0	0	800	0	0
999	SPECIAL SIGN PROG	NA	SCENIC,HISTORIC,TOURIST SIGNS	STATE	0	0	100	0	0
999	TITLE II SFTY PROJ	NA	RR-HWY XING & HES	RR/HES	0	0	0	2400	0
999	CONSTRUCTION PREP	NA	PE,R/W, & UTIL	STATE	0	0	0	1500	0
999	MINOR PROJECTS	NA	CONTRACT REPAIRS	STATE	0	0	0	2815	0
999	RESRCH & TRNG	NA	CONTRACT RESRCH PROJ	ST/HPR	0	0	0	1605	0
999	TRAF ENG	NA	TRAF SGNLS,ILLUM,MINOR SFTY	STATE	0	0	0	1000	0
999	BRDG PRES PROG	NA	CONTRACT REPAIR	STATE	0	0	0	1500	0
999	CONTING/EMERG PROJ	NA	EMERG CONTRACT REPAIR	STATE	0	0	0	800	0
999	PAVEMENT PRES PROG	NA	RESURF & SEAL COAT	ST/FA	0	0	0	57565	0
999	SPECIAL SIGN PROG	NA	SCENIC,HISTORIC,TOURIST SIGNS	STATE	0	0	0	100	0
999	TITLE II SFTY PROJ	NA	RR-HWY X-ING & HES	RR/HES	0	0	0	0	2400
999	CONSTRUCTION PREP	NA	PE,R/W, & UTIL	STATE	0	0	0	0	1500
999	MINOR PROJECTS	NA	CONTRACT REPAIRS	STATE	0	0	0	0	2815
999	RESRCH & TRNG	NA	CONTRACT RESRCH PROJ	ST/HPR	0	0	0	0	1605
999	TRAF ENG	NA	TRAF SGNLS,ILLUM,MINOR SFTY	STATE	0	0	0	0	1000
999	BRDG PRES PROG	NA	CONTRACT REPAIRS	STATE	0	0	0	0	1500
999	CONTING/EMERG PROJ	NA	EMERG CONTRACT REPAIRS	STATE	0	0	0	0	800
999	PAVEMENT PRES PROG	NA	RESURF & SEAL COAT	ST/FA	0	0	0	0	59700
999	SPECIAL SIGN PROG	NA	SCENIC,HISTORIC,TOURIST SIGNS	STATE	0	0	0	0	100
** SUBTOTAL **					10100	7125	17345	69285	71420

# AVIATION FUNDS

The programming process for the Five-Year Airport Program is directed to producing a plan that optimally meets statewide airport improvement needs and is consistent with reasonable expectations for funding. The new airport program totals \$77.3 million. This investment level is \$31.6 million more than the five-year total in last year's program. The increase is attributable mainly to a greater demand by the airport sponsors for Federal assistance. As in the past, the estimates of available fiscal resources provided the cornerstone for program planning. Over the five-year period, it is expected that Federal airport grant monies will total \$54.6 million representing over 70 per cent of the estimated funding for the new program. Federal funds are allocated to local airports through a national level Airport Improvement Program authorized under the Airport and Airway Improvement Act of 1982. Fees paid by users, derived mostly from a tax on airline tickets, finance the Federal outlays for airport construction.

State resources for airport development projects are also user-based, drawn primarily from aircraft lieu tax, aircraft registration fees and aviation fuel taxes. Just over 80 per cent of the revenues will come from aircraft lieu taxes. A total of \$18 million in state monies is expected to

be available for airport improvements over the five-year period. In the new program, state support is limited to a maximum grant amount of \$290,000 per airport project in constant 1985 dollars, recognizing the shortfall of funds to meet growing airport improvement needs. Of the programmed state dollars, \$9.3 million will finance high priority state/local projects and \$8.7 million will match Federal grant monies.

Over the five-year program period, local sponsors will finance \$4.8 million of the planned airport improvements. However, it should be noted that the local airport sponsors contribute a significant amount not included in this program both for improvements and maintenance of their airports. On federal participating projects, the local share will total \$3.5 million with \$1.3 million invested on state/local projects.

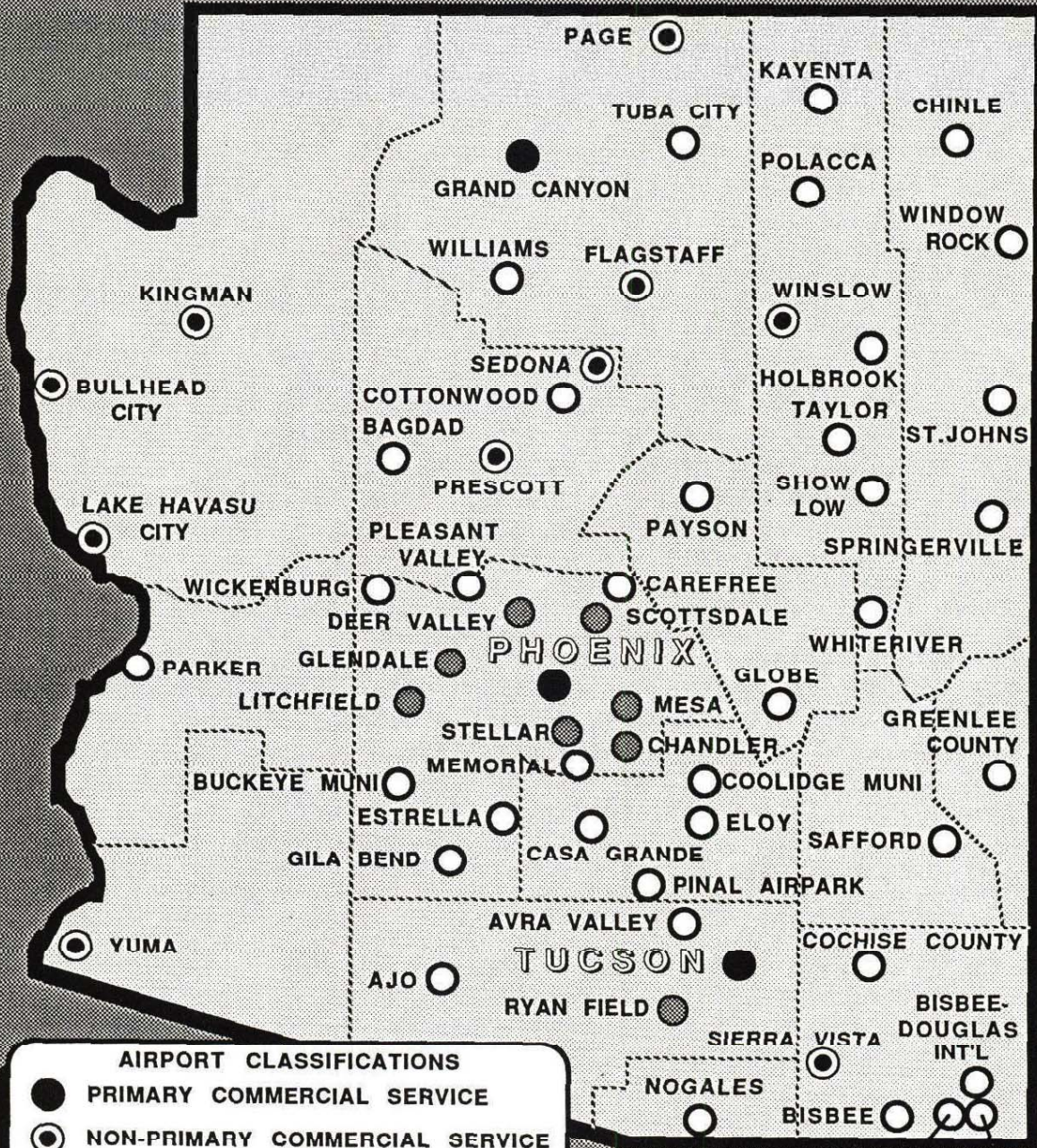
The new Five-Year Airport Program will make a significant contribution to improving airport facilities statewide and will have a direct, positive impact on the economic health of the state. However, it should be recognized that the needs for airport improvements far exceed the program presented here. Additional revenues are essential if Arizona's airport investment requirements are to be met.

FIVE-YEAR AIRPORT DEVELOPMENT PROGRAM

PROGRAM CATEGORIES	FY 86	FY 87	FY 88	FY 89	FY 90	TOTAL
Commercial Service/ Reliever Airports	\$19,253,760	\$23,149,630	\$ 6,929,470	\$10,065,510	\$11,846,300	\$71,244,670
Public Airports	812,680	1,394,150	852,880	1,601,560	740,150	5,401,420
Special Projects	695,000	-0-	-0-	0	0	695,000
TOTALS:	\$20,761,440	\$24,543,780	\$ 7,782,350	\$11,667,070	\$12,586,450	\$77,341,090

ARIZONA DEPARTMENT OF TRANSPORTATION

PRIMARY AIRPORT SYSTEM



**AIRPORT CLASSIFICATIONS**

- PRIMARY COMMERCIAL SERVICE
- ◉ NON-PRIMARY COMMERCIAL SERVICE
- ◌ RELIEVER
- GENERAL AVIATION

1985

COCHISE COLLEGE DOUGLAS MUNI

# AIRPORT DEVELOPMENT PROGRAM

## 1986-1990

FISCAL YEAR 1985-86

AIRPORTS	COUNTY	PROJECT DESCRIPTION	STATE AMOUNT	LOCAL AMOUNT	FEDERAL AMOUNT	TOTAL AMOUNT	
COMMERCIAL SERVICE/RELIEVER AIRPORT PROJECTS							
Chandler	Maricopa	Land Acquisition; Grade, Drain & Surface Apron and Taxiway	\$ 290,000	\$ 76,610	\$ 1,346,400	\$ 1,713,010	
Glendale (NEW)	Maricopa	Runway, Taxiway & Approach Lighting	290,000	32,220	0	322,220	
Grand Canyon	Coconino	Land Acquisition; Water Storage System	89,400	0	910,600	1,000,000	
Mesa—Falcon	Maricopa	Land Acquisition; Surface Main Runway & Taxiway; Utilities	220,000	140,000	2,631,450	2,991,450	
Page	Coconino	Grade, Drain & Surface Apron	42,930	42,930	874,630	960,490	
Phoenix—Deer Valley	Maricopa	Land Acquisition	290,000	32,220	0	322,220	
Phoenix—Litchfield	Maricopa	Surface Main Runway 3/21; Drainage	290,000	78,850	1,606,300	1,975,150	
Prescott—Love	Yavapai	Surface Apron (Pavement Preservation)	290,000	32,220	0	322,220	
Scottsdale	Maricopa	Grade, Drain & Surface Apron	96,300	10,700	0	107,000	
Winslow	Navajo	Surface Main Runway 4/22 (Pavement Preservation)	10,730	10,730	218,540	240,000	
Phoenix—Sky Harbor *	Maricopa	Land Acquisition	290,000	710,000	2,500,000	3,500,000	
Tucson International*	Pima	Land Acquisition	290,000	290,000	5,220,000	5,800,000	
*One-Time only funding because of available unprogrammed funds.			SUB-TOTAL:	\$ 2,489,360	\$ 1,456,480	\$15,307,920	\$19,253,760

FISCAL YEAR 1985-86

AIRPORTS	COUNTY	PROJECT DESCRIPTION	STATE AMOUNT	LOCAL AMOUNT	FEDERAL AMOUNT	TOTAL AMOUNT	
PUBLIC AIRPORT PROJECTS							
Ajo	Pima	Surface Main Runway 12/30 (Pavement Preservation)	\$ 115,520	\$ 12,950	\$ 0	\$ 128,470	
Avra Valley	Pima	Grade, Drain & Surface Apron	192,600	21,400	0	214,000	
Buckeye	Maricopa	Land Acquisition	6,700	6,700	137,000	150,400	
Eloy	Pinal	Surface Main Runway 2/20	57,600	6,400	0	64,000	
Safford	Graham	Surface Main Runway 12/30 (Pavement Preservation)	54,000	6,000	0	60,000	
Douglas**	Cochise	Surface Main Runway 3/21	176,230	19,580	0	195,810	
**Project not to be funded until excess runway issue is resolved.			SUB-TOTAL:	\$ 602,650	\$ 73,030	\$ 137,000	\$ 812,680
SPECIAL PROJECTS							
	Statewide	Heliports	\$ 150,000	\$ 15,000	\$ 0	\$ 165,000	
	Statewide	SAHSP '86 & Master Plans	150,000	50,000	300,000	500,000	
	Statewide	Contingencies	30,000	0	0	30,000	
			SUB-TOTAL:	\$ 330,000	\$ 65,000	\$ 300,000	\$ 695,000
			FISCAL YEAR 1989 TOTAL:	\$ 3,422,010	\$ 1,594,510	\$15,744,920	\$20,761,440

# AIRPORT DEVELOPMENT PROGRAM (CON'T.)

## 1986-90

FISCAL YEAR 1986-87

AIRPORTS	COUNTY	PROJECT DESCRIPTION	STATE AMOUNT	LOCAL AMOUNT	FEDERAL AMOUNT	TOTAL AMOUNT
COMMERCIAL SERVICE/RELIEVER AIRPORT PROJECTS						
Chandler	Maricopa	Land Acquisition	\$ 265,000	\$ 785,550	\$11,089,170	\$ 12,139,720
Glendale (NEW)	Maricopa	Grade, Drain & Surface Apron; Security Fencing	307,400	34,160	0	341,560
Grand Canyon	Coconino	Terminal Expansion (Stage 1); Grade, Drain & Surface Access Road & Auto Parking	265,000	0	954,000	1,219,000
Mesa-Falcon	Maricopa	Grade, Drain & Surface Apron	307,400	34,160	0	341,560
Page	Coconino	Grade, Drain & Surface Apron	54,260	54,260	1,105,200	1,213,720
Phoenix-Deer Valley	Maricopa	Land Acquisition	307,400	34,160	0	341,560
Phoenix-Litchfield	Maricopa	Land Acquisition; Grade, Drain & Surface Apron; Fencing	307,400	312,700	0	620,100
Prescott-Love	Yavapai	Land Acquisition	307,400	53,000	530,000	890,400
Tucson-Ryan	Pima	Land Acquisition	270,000	270,000	5,501,850	6,042,010
		SUB-TOTAL:	\$2,391,340	\$1,578,070	\$19,180,220	\$ 23,149,630

FISCAL YEAR 1986-87

AIRPORTS	COUNTY	PROJECT DESCRIPTION	STATE AMOUNT	LOCAL AMOUNT	FEDERAL AMOUNT	TOTAL AMOUNT
PUBLIC AIRPORT PROJECTS						
Buckeye	Maricopa	Grade, Drain & Surface Apron; Fencing	\$ 25,780	\$ 25,780	\$ 486,940	\$ 538,500
Greenlee County	Greenlee	Surface Main Runway 7/25 (Pavement Preservation)	7,950	7,950	159,000	174,900
Holbrook	Navajo	Surface Main Runway 3/21	209,880	23,320	0	233,200
Payson	Gila	Grade, Drain & Surface Apron	201,400	22,370	0	223,770
Show Low	Navajo	Grade, Drain & Surface Apron	201,400	22,380	0	223,780
		SUB-TOTAL:	\$ 646,410	\$ 101,800	\$ 645,940	\$ 1,394,150
		FISCAL YEAR 1987 TOTAL:	\$ 3,037,750	\$ 1,679,870	\$19,826,160	\$24,543,780

# AIRPORT DEVELOPMENT PROGRAM (CON'T.) 1986-90

FISCAL YEAR 1987-88

AIRPORTS	COUNTY	PROJECT DESCRIPTION	STATE AMOUNT	LOCAL AMOUNT	FEDERAL AMOUNT	TOTAL AMOUNT
COMMERCIAL SERVICE/RELIEVER AIRPORT PROJECTS						
Chandler	Maricopa	Land Acquisition	\$ 324,800	\$ 46,610	\$ 825,830	\$ 1,197,240
Flagstaff-Pulliam	Coconino	Grade, Drain & Surface Apron	324,800	36,090	648,640	1,009,530
Grand Canyon	Coconino	Terminal Expansion (Stage 2); Grade, Drain & Surface Heliport	324,800	0	1,008,000	1,332,800
Phoenix-Deer Valley	Maricopa	Land Acquisition	324,800	36,090	0	360,890
Phoenix-Litchfield	Maricopa	Grade, Drain & Surface Apron	324,800	40,300	821,000	1,186,100
Prescott-Love	Yavapai	Grade, Drain & Surface Parallel Runway; Runway Lighting	324,800	56,000	560,000	940,800
Scottsdale	Maricopa	Grade, Drain & Surface Apron	324,800	36,090	0	360,890
Tucson-Ryan	Pima	Fencing	324,800	36,090	0	360,890
Yuma	Yuma	Grade, Drain & Surface Apron	162,290	18,040	0	180,330
		SUB-TOTAL:	\$ 2,760,690	\$ 305,310	\$ 3,863,470	\$ 6,929,470

FISCAL YEAR 1987-88

AIRPORTS	COUNTY	PROJECT DESCRIPTION	STATE AMOUNT	LOCAL AMOUNT	FEDERAL AMOUNT	TOTAL AMOUNT
PUBLIC AIRPORT PROJECTS						
Avra Valley	Pima	Land Acquisition	\$ 212,800	\$ 23,640	\$ 0	\$ 236,440
Buckeye	Maricopa	Grade, Drain & Surface Apron	231,840	25,760	0	257,600
Globe	Gila	Grade, Drain & Surface Main Runway & Taxiway Extension 9/27	6,610	6,610	134,710	147,930
Sedona	Yavapai	Grade, Drain & Surface Apron	189,820	21,090	0	210,910
		SUB-TOTAL:	\$ 641,070	\$ 77,100	\$ 134,710	\$ 852,880
		FISCAL YEAR 1988 TOTAL:	\$ 3,401,760	\$ 382,410	\$ 3,998,180	\$ 7,782,350

# AIRPORT DEVELOPMENT PROGRAM (CON'T.) 1986-90

FISCAL YEAR 1988-89

AIRPORTS	COUNTY	PROJECT DESCRIPTION	STATE AMOUNT	LOCAL AMOUNT	FEDERAL AMOUNT	TOTAL AMOUNT
COMMERCIAL SERVICE/RELIEVER AIRPORT PROJECTS						
Chandler	Maricopa	Grade, Drain & Surface Parallel Runway 4R/22L	\$ 342,200	\$ 54,560	\$ 1,111,450	\$ 1,508,210
Grand Canyon	Coconino	Surface Apron & Taxiway	342,200	0	1,062,000	1,404,200
Mesa—Falcon	Maricopa	Surface Main Runway 4L/22R	342,200	34,220	243,080	619,500
Phoenix—Deer Valley	Maricopa	Grade, Drain & Surface Main Runway & Taxiway Extension 7L/25R & Apron (Stage 1)	342,200	87,040	1,772,940	2,202,180
Phoenix—Litchfield	Maricopa	Grade, Drain & Surface Parallel Runway & Taxiway; Nav aids	342,200	109,980	2,240,350	2,692,530
Scottsdale	Maricopa	Grade, Drain & Surface Apron for Helicopters	342,200	38,020	0	380,220
Tucson—Ryan	Pima	Grade, Drain & Surface Apron	342,200	42,890	873,580	1,258,670
SUB-TOTAL:			\$ 2,395,400	\$ 366,710	\$ 7,303,400	\$ 10,065,510

FISCAL YEAR 1988-89

AIRPORTS	COUNTY	PROJECT DESCRIPTION	STATE AMOUNT	LOCAL AMOUNT	FEDERAL AMOUNT	TOTAL AMOUNT
PUBLIC AIRPORT PROJECTS						
Avra Valley	Pima	Grade, Drain & Surface Main Runway Extension 12/30	\$ 255,950	\$ 28,440	\$ 0	\$ 284,390
Bagdad	Yavapai	Grade, Drain & Surface Apron; Surface Apron & Taxiway (Pavement Preservation)	239,900	26,650	0	266,550
Buckeye	Maricopa	Non-Directional Beacon	56,290	6,260	0	62,550
Cochise College	Cochise	Grade, Drain & Surface Apron	251,700	27,970	0	279,670
Cochise County	Cochise	Surface Main Runway 3/21	181,820	20,210	0	202,030
Eloy	Pinal	Grade, Drain & Surface Main Runway Extension 2/20	185,850	20,650	0	206,500
Gila Bend	Maricopa	Surface Main Runway 4/22, Taxiway & Apron (Pavement Preservation)	196,590	21,850	0	218,440
Safford	Graham	Grade, Drain & Surface Main Runway Extension 12/30	73,280	8,150	0	81,430
SUB-TOTAL:			\$ 1,441,380	\$ 160,180	\$ 0	\$ 1,601,560
FISCAL YEAR 1989 TOTAL:			\$ 3,836,780	\$ 526,890	\$ 7,303,400	\$ 11,667,070



# AIRPORT DEVELOPMENT PROGRAM (CON'T.) 1986-90

FISCAL YEAR 1989-90

AIRPORTS	COUNTY	PROJECT DESCRIPTION	STATE AMOUNT	LOCAL AMOUNT	FEDERAL AMOUNT	TOTAL AMOUNT
COMMERCIAL SERVICE/RELIEVER AIRPORT PROJECTS						
Bullhead City	Mohave	Surface Main Runway 17/35, Taxiway & Apron (Pavement Preservation)	\$ 125,000	\$ 13,890	\$ 0	\$ 138,890
Chandler	Maricopa	Land Acquisition	362,500	69,040	1,059,500	1,491,040
Flagstaff—Pulliam	Coconino	Land Acquisition	362,500	47,220	961,830	1,371,550
Glendale (NEW)	Maricopa	Grade, Drain & Surface Apron	362,500	40,280	0	402,780
Grand Canyon	Coconino	Grade, Drain & Surface Apron	362,500	0	1,125,000	1,487,500
Mesa—Falcon	Maricopa	Land Acquisition	362,500	111,750	2,276,500	2,750,750
Page	Coconino	Surface Main Runway 15/33 (Pavement Preservation)	225,000	25,000	0	250,000
Phoenix—Deer Valley	Maricopa	Grade, Drain & Surface Main Runway & Taxiway Extension 7L/25R & Apron (Stage 2)	362,500	92,200	1,607,800	2,062,500
Phoenix—Litchfield	Maricopa	Grade, Drain & Surface Taxiway & Apron	362,500	40,280	682,950	1,085,730
Prescott—Love	Yavapai	Grade, Drain & Surface Heliport; Non-Directional Beacon	362,500	40,280	0	402,780
Scottsdale	Maricopa	Grade, Drain & Surface Apron	362,500	40,280	0	402,780
		SUB-TOTAL:	\$ 3,612,500	\$ 520,220	\$ 7,713,580	\$11,846,300

FISCAL YEAR 1989-90

AIRPORTS	COUNTY	PROJECT DESCRIPTION	STATE AMOUNT	LOCAL AMOUNT	FEDERAL AMOUNT	TOTAL AMOUNT
PUBLIC AIRPORT PROJECTS						
Casa Grande	Pinal	Surface Main Runway 5/23, Taxiway & Apron (Pavement Preservation)	\$ 192,380	\$ 21,380	\$ 0	\$ 213,760
Nogales	Santa Cruz	Surface Main Runway 3/21, Taxiway & Apron (Pavement Preservation)	237,500	26,390	0	263,890
Sedona	Yavapai	Surface Main Runway 3/21, Taxiway & Apron (Pavement Preservation)	123,750	13,750	0	137,500
Williams	Coconino	Surface Main Runway 18/36, Taxiway & Apron (Pavement Preservation)	112,500	12,500	0	125,000
		SUB-TOTAL:	\$ 666,130	\$ 74,020	\$ 0	\$ 740,150
		FISCAL YEAR 1990 TOTAL:	\$ 4,278,630	\$ 594,240	\$ 7,713,580	\$12,586,450
		GRAND TOTAL FIVE YEAR PROGRAM:	\$17,976,930	\$ 4,777,920	\$54,586,240	\$77,341,090

## GLOSSARY

SAHSP . . . . .	STATE AIRPORT/HELIPORT SYSTEM PLAN
EIA . . . . .	ENVIRONMENTAL IMPACT ASSESSMENT
MIRL . . . . .	MEDIUM INTENSITY RUNWAY LIGHTING
MITL . . . . .	MEDIUM INTENSITY TAXIWAY LIGHTING
VASI's . . . . .	VISUAL APPROACH SLOPE INDICATORS
ODALS . . . . .	OMNI-DIRECTIONAL APPROACH LIGHTING SYSTEM
DELINEATORS . . . . .	REFLECTIVE TAXIWAY AND/OR RUNWAY EDGE MARKERS
NDB . . . . .	NON-DIRECTIONAL BEACON (RADIO NAVIGATION AID)
VOR . . . . .	VHF OMNI-DIRECTIONAL RANGE (RADIO NAVIGATION AID)
DME . . . . .	DISTANCE MEASURING EQUIPMENT
DIG . . . . .	DISTANCE-TO-GO
ANCLUC . . . . .	AIRPORT NOISE CONTROL AND LAND USE COMPATIBILITY