

City of Phoenix

2025-2034 Transportation Infrastructure Financing Plan

DRAFT – July 26, 2024

Kimley»Horn



July 26, 2024

Mr. David Neal, AICP
Principal Planner, Planning & Development Department
200 West Washington Street
Phoenix, AZ 85003

**RE: *Engineering/Consulting Services 2023-2024 On-Call Contract #157221
2024 Infrastructure Financing Plan Update – Transportation Study
Draft Final Deliverable***

Kimley-Horn is pleased to present this memorandum as the final deliverable associated with the Transportation Study completed by Kimley-Horn in support of the 2024 update of the City of Phoenix Infrastructure Financing Plan (IFP).

The scope of this study has primarily revolved around a traffic impact analysis of 2025-2034 land use projections for two “service” areas within the City of Phoenix anticipated to see a significant amount of new development over the next 10 years. This new development will likely result in the need for capacity-increasing improvements to the arterial streets that serve the new development.

The analysis conducted by Kimley-Horn complies with Arizona Revised Statutes (ARS) §9-463.05 (the Development Fee statute), Sections E.1 through E.3, which require that for each necessary public service with a development fee, an existing service inventory, an existing level of service (LOS) analysis, and a description of additional service infrastructure necessary and attributable to new development in the service area, be prepared by qualified professionals licensed in this state.

SERVICE AREAS

Kimley-Horn analyzed the following areas:

- *Northern* service area
- *Southwest* service area

These boundaries have remained the same from the previous IFP completed in 2019 which covered years 2020-2029. The boundaries of the Northern and Southwest service areas are shown in **Figure 1** and **Figure 2**, respectively.

Figure 1. Northern Service Area

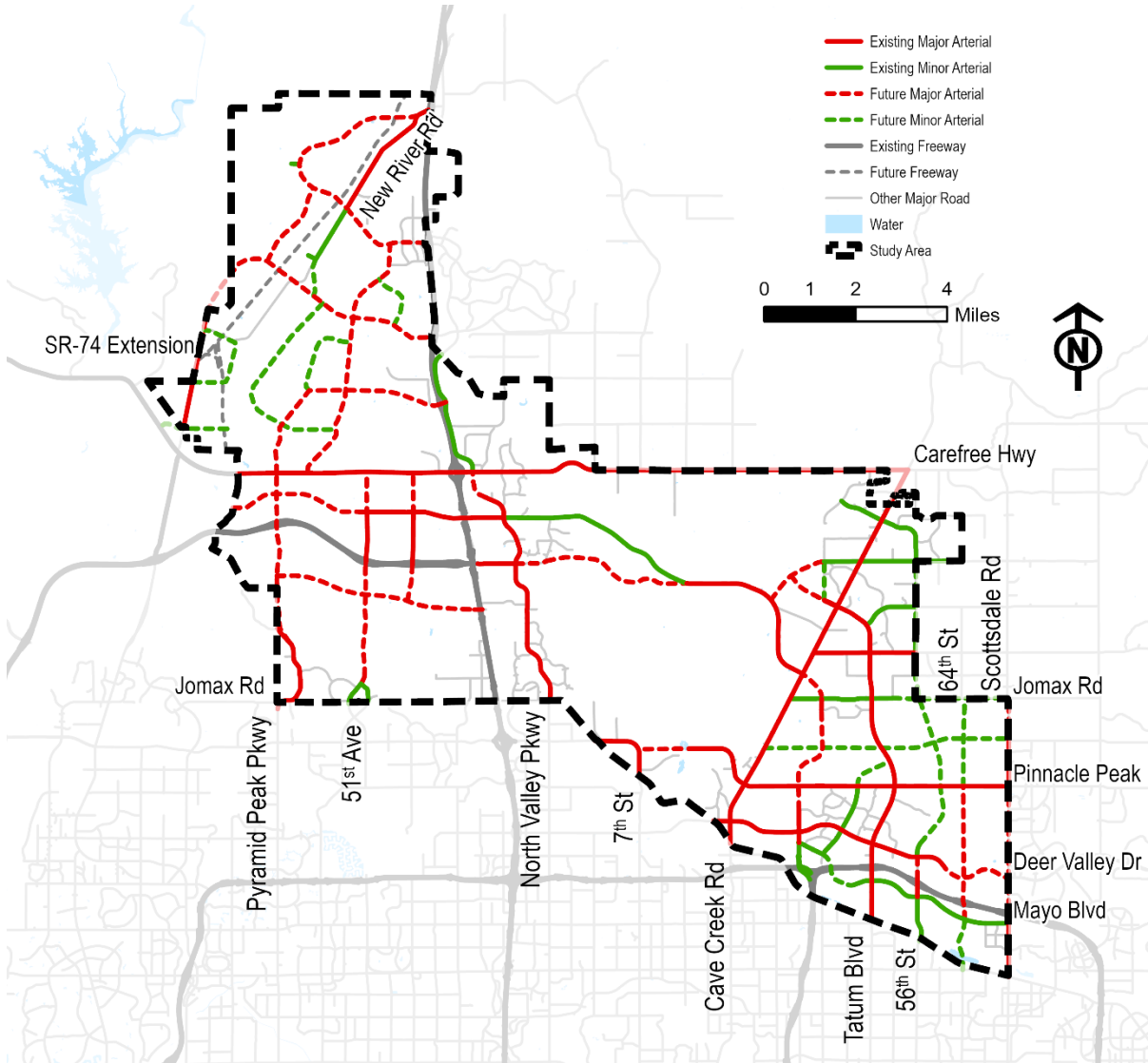
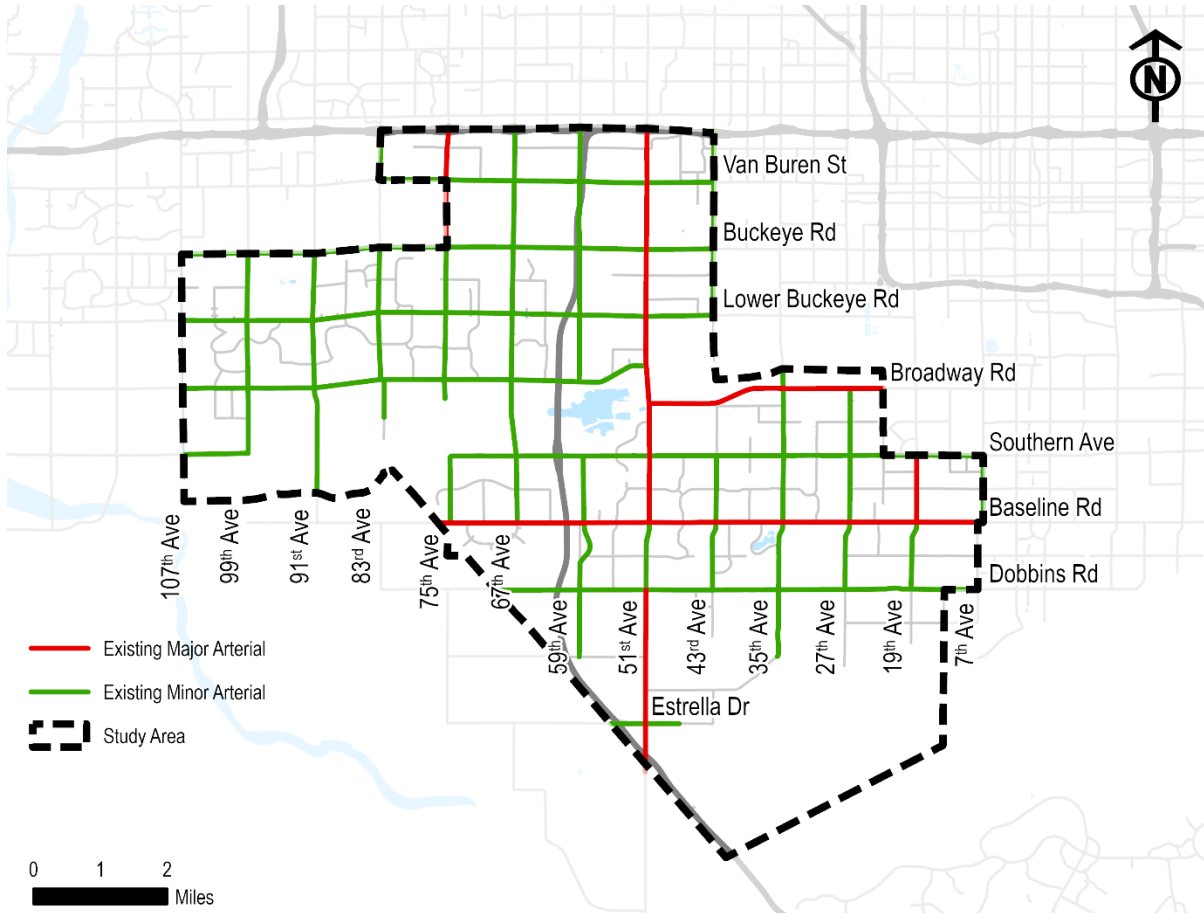


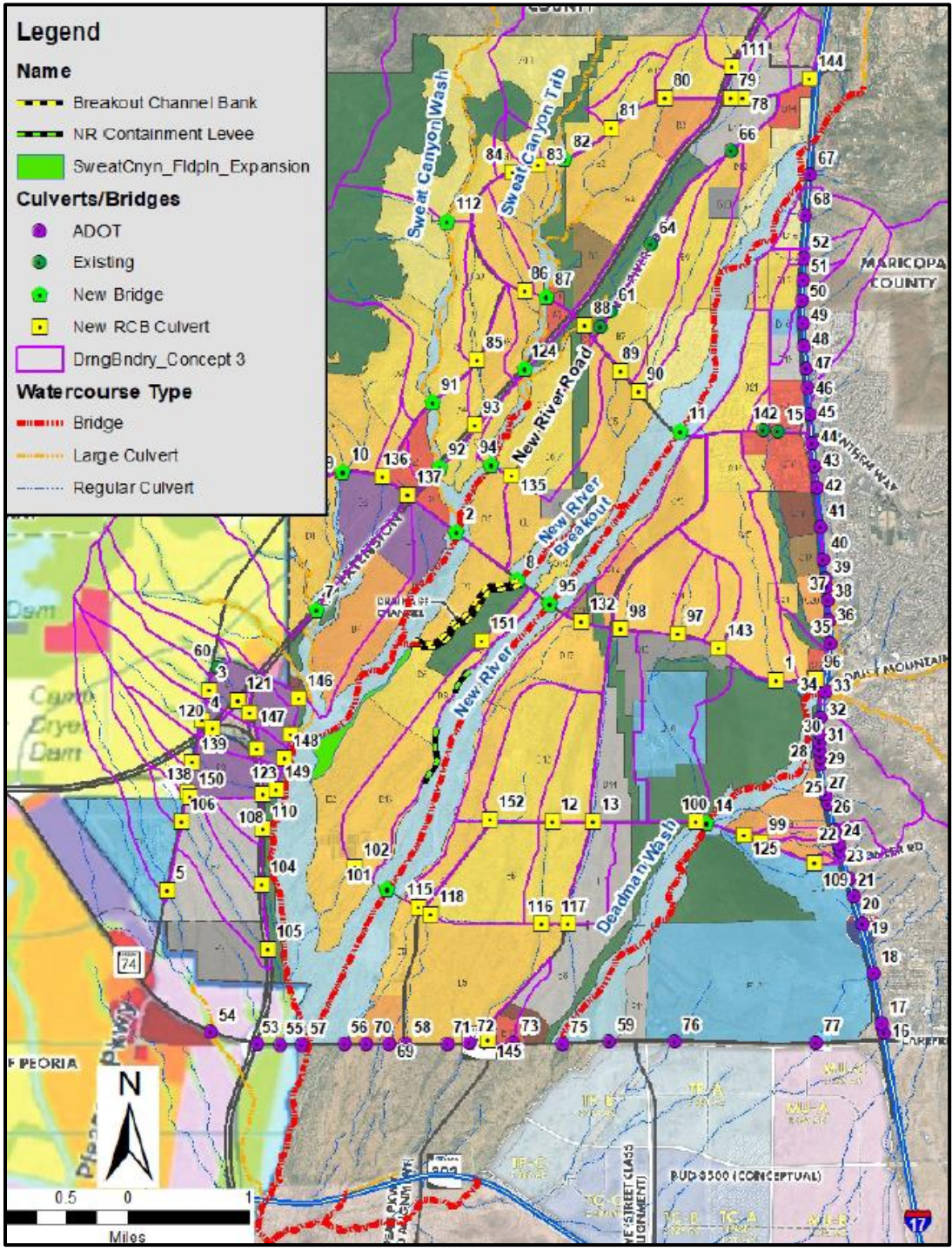
Figure 2. Southwest Service Area



Rio Vista Roadway Network

While the majority of the Northern service area assumes a future roadway network consistent with the latest adopted Street Classification Map (2018), the roadway network in the Rio Vista area (west of I-17 and north of Carefree Highway) has been updated to reflect planned roadway capacity and bridge locations. The roadway network matches what was developed for the *Rio Vista Street and Drainage Study*, which the City completed in April of 2022. Concept 3 in this study is the preferred roadway network and more accurately matches the planned growth in the Rio Vista area as well as reduces the number of planned bridges. The Concept 3 roadway network and planned bridges are shown in **Figure 3**.

Figure 3. Rio Vista Street and Drainage Study - Concept 3 Roadway Network and Bridges



Source: Rio Vista Street and Drainage Study

ORIGIN-DESTINATION ANALYSIS

In the 2019 IFP, Kimley-Horn developed a methodology to determine the percentage of traffic in each service area that is generated by that service area versus traffic that is passing through the service area. These statistics help determine and justify the proportions of future roadway improvements that will be funded through developer impact fees.

The 2019 IFP used StreetLight Data origin-destination (OD) data to establish the percentages of existing through traffic. StreetLight Data uses anonymized cell phone location data to determine the origins, destinations, and paths utilized by drivers. For the 2024 IFP, Replica data, which uses similar anonymized cell phone data, was used to determine the same information. The analysis is based on selected roadway segments that serve as representative arterials for each service area. The same roadway segments were used for the 2024 IFP as the 2019 IFP:

- Northern service area
 - Carefree Hwy (west of 27th Dr)
 - Cave Creek Rd (at the Central Arizona Project (CAP) Canal, south of Pinnacle Peak Rd, south of Sonoran Desert Dr, south of the Town of Cave Creek boundary)
 - Deer Valley Rd (at the CAP Canal, west of Tatum Blvd, west of 56th St)
 - Dove Valley Rd (east of North Valley Pkwy)
 - North Valley Pkwy/27th Ave (north of Dove Valley Rd, south of Carefree Hwy, north of Carefree Hwy)
 - Pinnacle Peak Rd (east of Cave Creek Rd, west of Tatum Blvd, west of Scottsdale Rd)
 - Sonoran Desert Dr (east of 27th Dr, west of Cave Creek Rd)
 - Tatum Blvd (at the CAP Canal, south of Deer Valley Rd, south of Cave Creek Rd)
- Southwest service area
 - 51st Ave (at the Gila River Indian Community (GRIC) boundary, south of Broadway Rd, south of I-10)
 - 67th Ave (at the Salt River)
 - 75th Ave (north of Broadway Rd, south of I-10)
 - 91st Ave (at the GRIC boundary)
 - Baseline Rd (at the GRIC boundary, east of 51st Ave, west of 7th Ave)
 - Broadway Rd (east of 107th Ave, west of 51st Ave)
 - Buckeye Rd (east of 75th Ave, west of 43rd Ave)
 - Dobbins Rd (west of 27th Ave, west of 7th Ave)

The percentage of pass-through traffic (trips that begin and end outside of the service area) was averaged among the selected roadway segments to establish an overall service area pass-through percentage. The pass-through percentage for the Northern service area is 27.3%, which is down slightly from the 27.8% pass-through percentage in the 2019 IFP. The pass-through percentage for the Southwest service area is 20.9%, which is down from 22.4% in the 2019 IFP. A modest reduction is expected because, as the service areas build out, a smaller and smaller percentage of trips should need to leave the service areas for goods and services. The larger decrease in the Southwest service area is believed to be due to the completion of the South Mountain Freeway in December 2019, which has reduced through trips on the surrounding arterial street network.

INFRASTRUCTURE COSTS

For the per-mile unit costs for roadway segments, Kimley-Horn utilized historical bid prices from bid tabulations provided by the City of Phoenix. In addition, the Arizona Department of Transportation (ADOT) Estimated Engineering Construction Cost (E2C2) and Maricopa Department of Transportation (MCDOT) Cost Estimation Viewer were utilized. Unit prices were examined based on a project's relative size, complexity, and recency of construction, with preference given to more recent unit price data. When multiple unit prices were available for a single item, an average was developed based on those criteria. A detailed breakdown of each City cross-section was developed that included bid items found in a typical mile of City street cross-section. These unit costs were then reviewed and refined based on coordination with City of Phoenix staff.

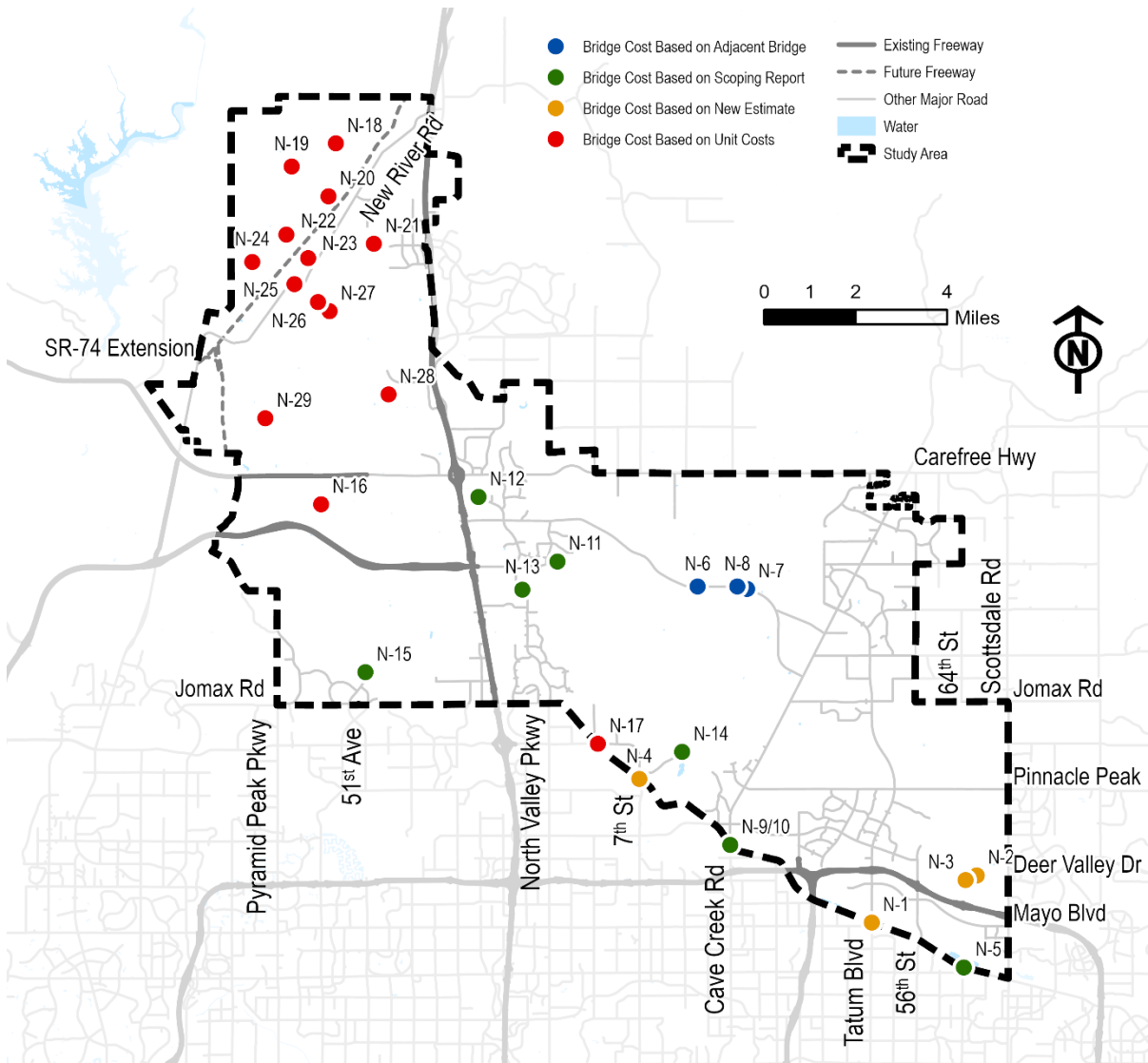
In the 2019 IFP, bridge costs were based on a unit cost by bridge deck square footage. This methodology has been enhanced for the 2024 IFP to include bridge-specific cost estimates for many of the proposed bridges that were most likely to be included in the 2024 IFP. Unit costs used to create these more detailed bridge construction estimates were developed based on historical bid prices from available bid tabulations from projects for various municipalities around the Phoenix metropolitan area. Kimley-Horn reviewed projects of a similar size and complexity that typically entered construction within the last two years. Unit prices on the referenced projects were adjusted with reference to the quantity (smaller material quantities warrant a larger unit cost) and the unit prices used in estimation were selected from a combination of prior projects and professional experience.

Bridge costs are based on several different sources, as shown in **Figure 4**:

- **Based on an Adjacent Bridge.** Two bridges on Sonoran Desert Drive will be mirror images of existing bridges on the corridor. Detailed cost estimates were developed using quantities from design plans and as-builts for the existing Sonoran Desert Drive bridges.
- **Based on a Scoping Report.** Scoping reports with detailed cost estimates had previously been developed for seven bridges in the Northern service area. Where an estimate or quantity tabulation had been previously developed to a sufficient degree of detail and quality, Kimley-Horn elected to incorporate the developed quantities into our estimates. Miscellaneous items, such as utility relocation or structure removal, were included as necessary. Unit prices were updated in accordance with the rationale described above.
- **Based on a New Estimate.** Kimley-Horn developed estimates from scratch for two new bridges (Deer Valley Drive west of Scottsdale Road) and for widening two existing bridges (7th Street and Tatum Boulevard at the CAP Canal). Kimley-Horn developed complete cost estimates to account for all anticipated structural construction items. This approach used existing plans, marketing materials, and bid documents to quantify structural items and potential expenses. These items included structural concrete, structural steel, reinforcement, girders or other superstructure elements, and concrete bridge barriers, where appropriate, as well as any other structural items deemed necessary. Where plans or sufficient documentation did not exist, Kimley-Horn conducted a site visit to assess existing geometry, utilities, or other obstructions in the area. For projects without existing roadways or bridges, Kimley-Horn assessed the washes in the area to establish a potential span length and matched bridge superstructure and substructure types to other bridges in the area.

- **Based on Bridge Deck Size.** While detailed cost estimates were developed for most proposed bridges, the bridges in the Rio Vista area (north of Carefree Highway) are unlikely to be constructed with the 2024 IFP, so less detailed estimates based on a unit cost per square foot of bridge deck area were used. This unit cost was derived from the average cost per square foot of bridge deck for the other proposed bridges with more detailed cost estimates. This unit cost per square foot of bridge deck was also used for establishing the value of existing bridges.

Figure 4. Northern Service Area Bridges



Additionally, culvert costs in the Northern service area were updated from the 2019 IFP to reflect the latest available unit prices from ADOT's E2C2 tool. These unit costs were then reviewed and refined based on coordination with City of Phoenix staff.

To account for rapidly increasing construction costs, a conservative 3% inflation factor was applied to the infrastructure costs to grow them from 2023 unit costs to mid-2027 unit costs. A summary of all developed cost estimates was provided to the City, including the overall project cost and a cost per square foot of bridge deck. At the request of the City, all estimates included below-the-line items for structural design, equal to 15% of the project cost, and for unknown items, specified between 15% and 20% of the project cost depending on the level of project development at the time of estimation.

SCENARIOS

Kimley-Horn analyzed two separate scenarios to understand the potential differences in the gross fee per Equivalent Demand Unit (EDU) under different IFP methodologies:

- **Scenario 1. Status Quo Methodology** follows the same methodology that was used for the 2019 IFP. The status quo methodology aims to improve portions of the roadway system in each service area that are adjacent to anticipated growth areas or provide direct access to growth areas. **Figure 5** and **Figure 6** show the roadway segments and bridges included in Scenario 1 for the Northern and Southwest service areas, respectively.

Figure 5. Scenario 1 - Northern Service Area 2024 IFP Roadway Segments and Bridges

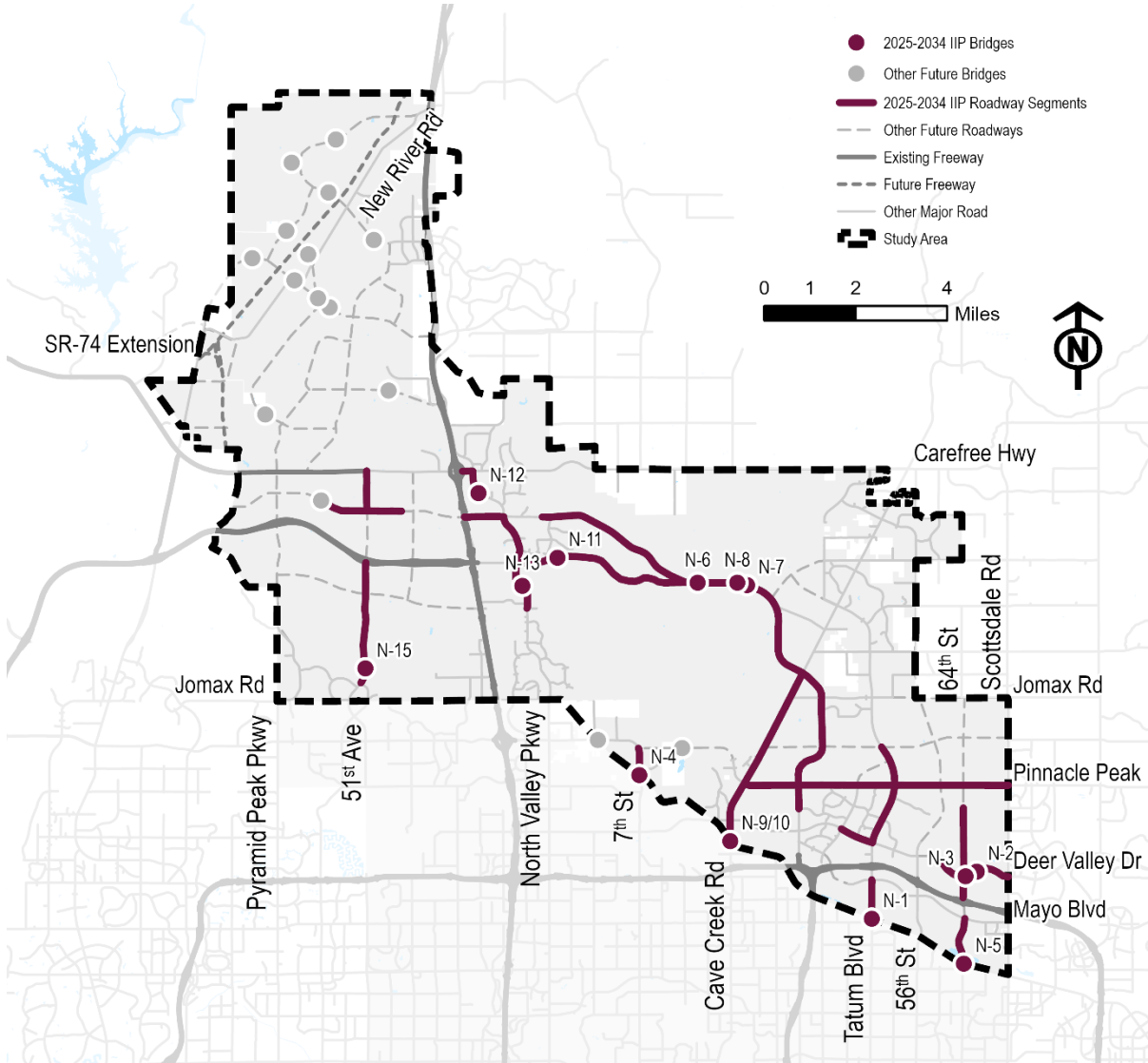
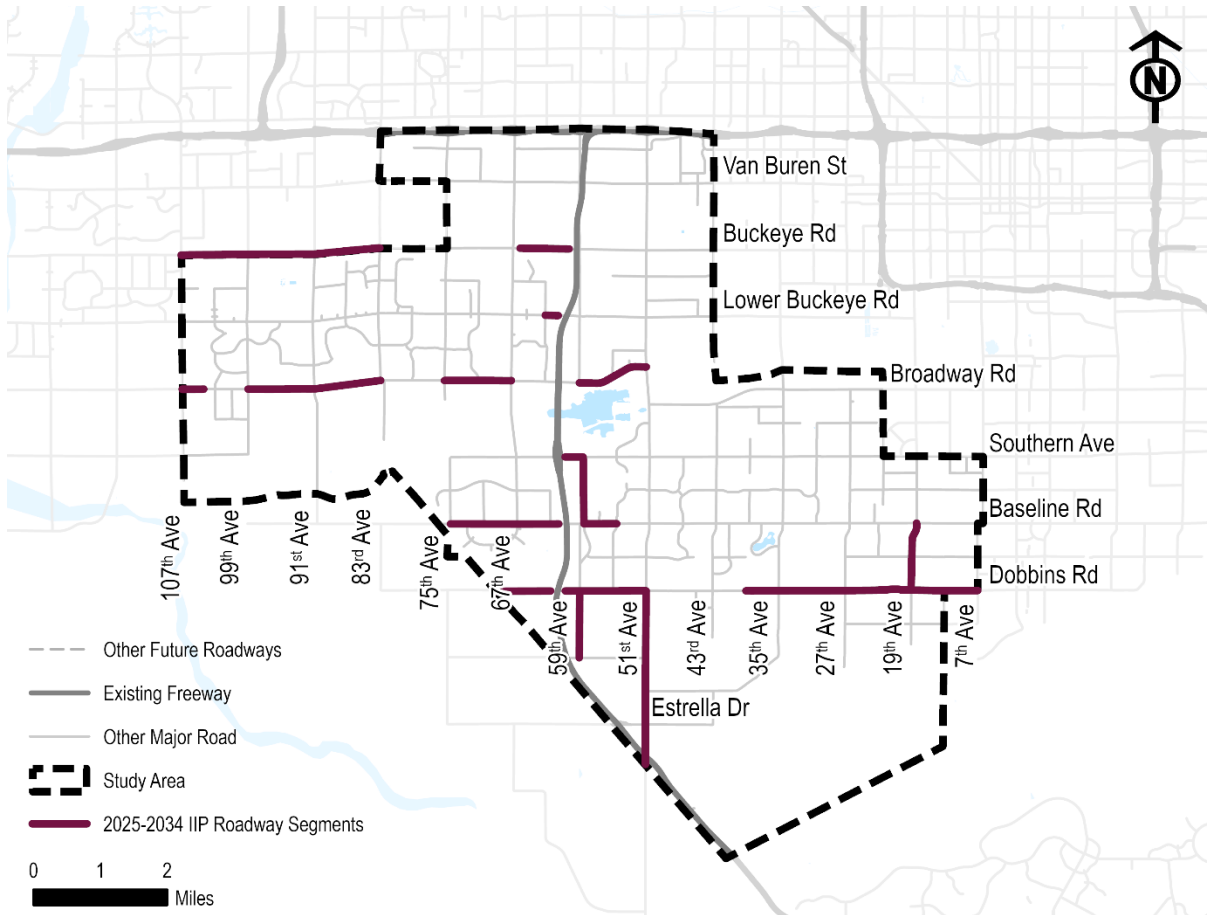


Figure 6. Scenario 1 - Southwest Service Area 2024 IFP Roadway Segments



- Scenario 2. Bridges+** focuses improvements to projects that are unlikely to be paid for as off-site improvements by developments and would therefore be the responsibility of the City to fund. These improvements primarily include bridges and roadway segments that are not adjacent to any anticipated development in the foreseeable future. **Figure 7** and **Figure 8** show the roadway segments and bridges included in Scenario 2 for the Northern and Southwest service areas, respectively.

Figure 7. Scenario 2 - Northern Service Area 2024 IFP Roadway Segments and Bridges

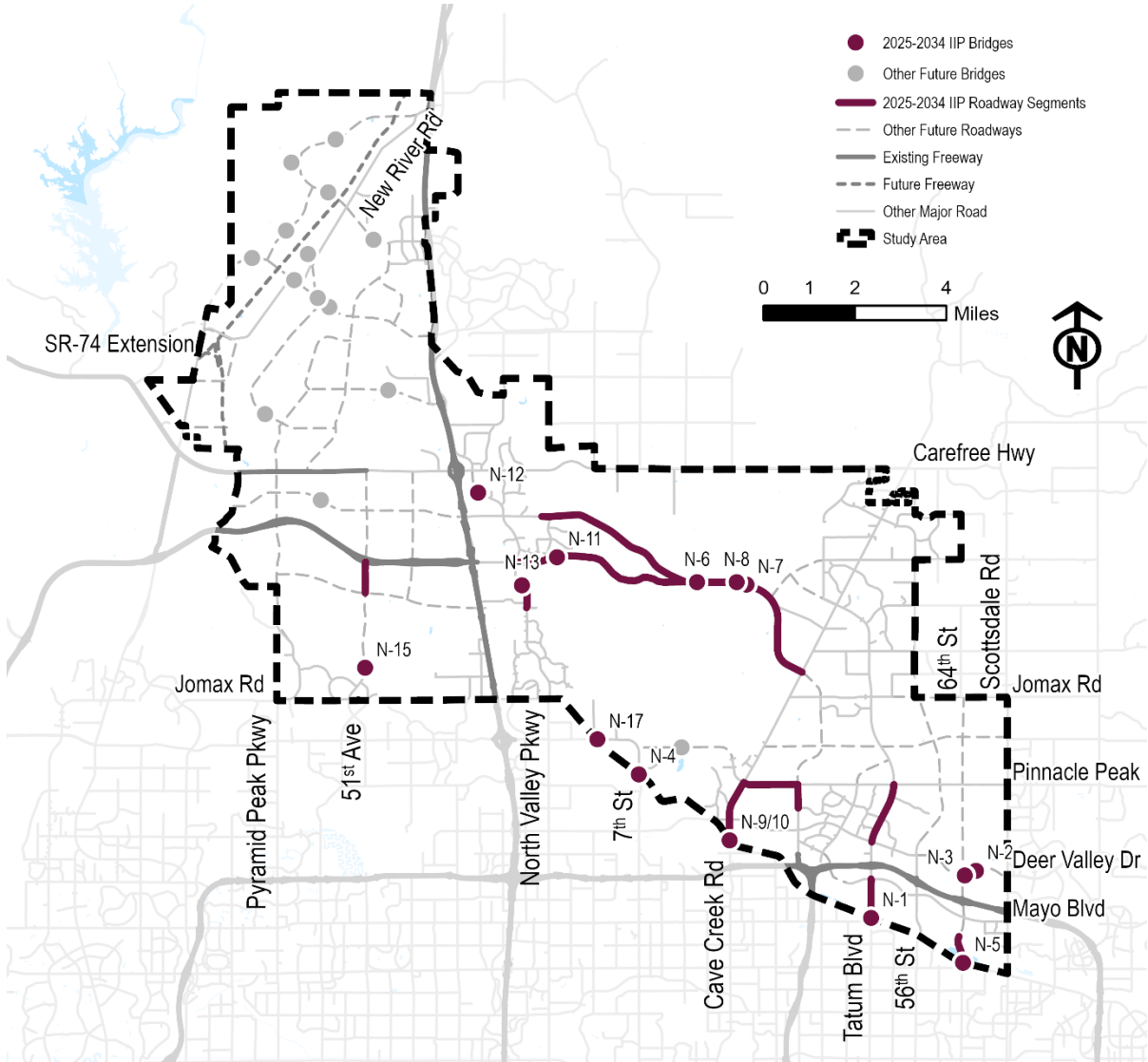
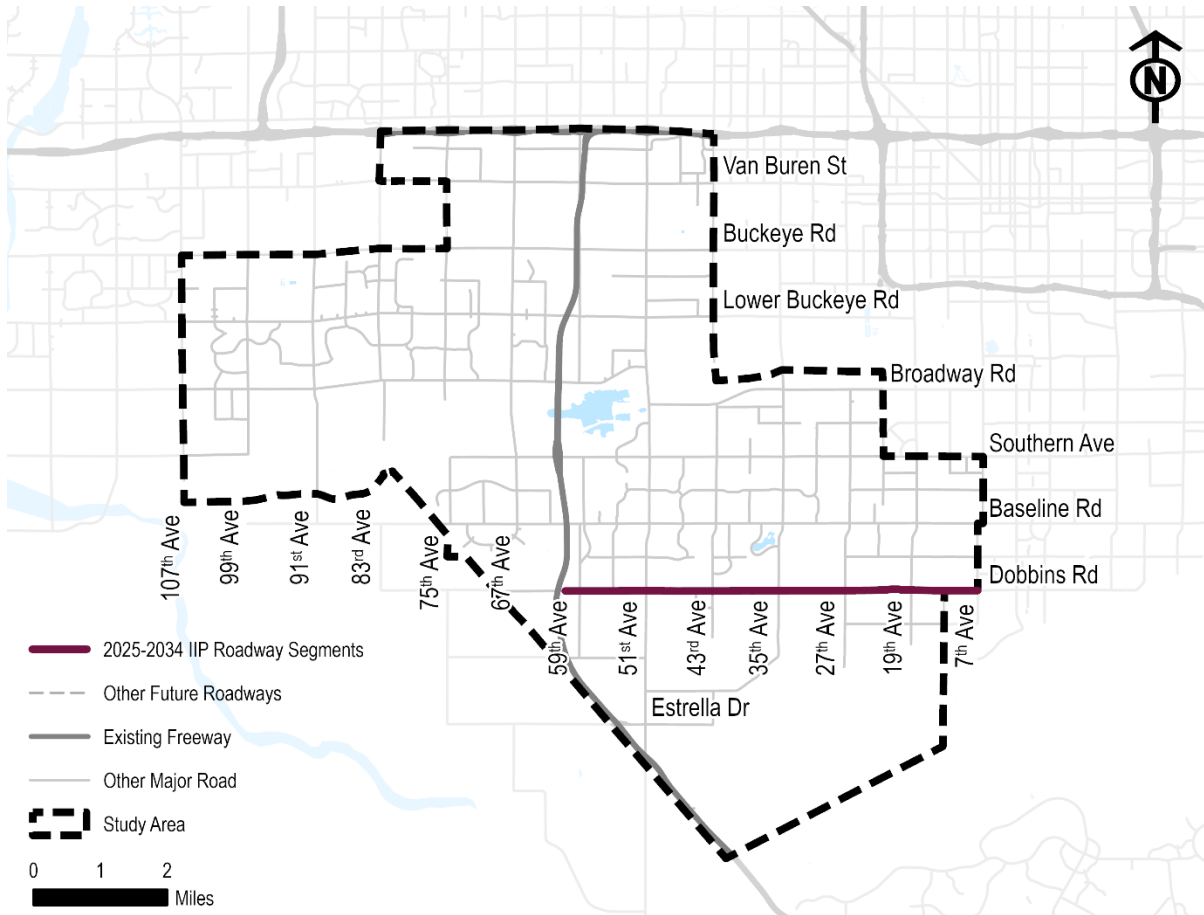


Figure 8. Scenario 2 - Southwest Service Area 2024 IFP Roadway Segments



TRANSPORTATION STUDY TABLES

Collectively, **Table 1** through **Table 17** provide the values, factors, relationships, and formulas developed by Kimley-Horn in conjunction with the City of Phoenix to develop the initial arterial street Gross Impact Fee per EDU for each service area. **Table 1** through **Table 8** are the same for Scenario 1 and Scenario 2. **Table 9** through **Table 17** are different for each scenario as they indicate which roadway segments, culverts, and bridges are included in the IFP for each scenario.

Table 1 presents the major arterial street capacity thresholds developed by Kimley-Horn in conjunction with City staff for use in the IFP. These capacity thresholds are the estimated maximum number of vehicles per day the various roadway cross-sections can accommodate.

Table 2 presents the trip generation and traffic impact calculations for the various types of land uses projected for development within the 2025-2034 planning period. For the 2024 IFP update, the trip

generation rates were updated to those in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition (from the 10th Edition used in the 2019 IFP). Additionally, nine subcategories within the six primary land use categories were added for use by City of Phoenix staff when development applications are processed where the subcategory has substantively different trip generation rates than the primary land use category. These subcategories are used for assessment purposes only and were not used for estimating future travel demands. The assumed daily trip generation rates, new trip factors, and average trip lengths are used to calculate estimated travel demand, which is expressed in vehicle miles traveled (VMT). An EDU adjustment factor for travel demand for each land use has been developed by comparing the travel demand of single-family residential land use to the travel demand of the other land uses.

Table 3 provides a comparison of the EDU adjustment factors shown in Table 2 to the EDU adjustment factors developed in the 2019 IFP. The new EDU adjustment factors are lower than those from the previous IFP. This is because the trip generation rates from the 11th Edition of the ITE *Trip Generation Manual* are generally lower than those from the 10th Edition of the same manual.

Table 4 and **Table 5** show the current and projected EDUs in the Northern and Southwest service areas, respectively, based on the land use categories and EDU factors shown in Table 2.

Table 6 presents the assumed roadway construction costs for various arterial street cross-sections. To account for rapidly increasing construction costs, a conservative 3% inflation factor was applied to the unit costs to grow them from 2023 unit costs to mid-2027 unit costs.

Table 7 and **Table 8** indicate the existing (2024) and 2025-2034 planned capacity of each arterial street segment of interest in the Northern and Southwest service areas, respectively. The existing capacity is based on the street cross-section and the segment length and is expressed in vehicle-miles.

Table 9 and **Table 10** indicate which roadway improvements are included in the 2024 IFP and provide construction costs for those improvements.

Table 11 provides the estimated value of the existing culverts and the estimated cost of culverts to be installed as part of the IFP for the Northern service area. There are no planned culverts in the Southwest service area.

Table 12 and **Table 13** provide the estimated value of the existing bridges and the estimated cost of the bridges to be installed as part of the IFP for the Northern and Southwest service areas, respectively. For bridges where the associated roadway segment is not included in the IFP, a ¼-mile segment of roadway on each side of the bridge is included in the cost of the bridge to reflect the need for tying bridges into the roadways built or expanded by developers on nearby properties. If the associated roadway segment is included in the IFP, no roadway improvements are assumed with the bridge cost as they are included in the costs calculated in Tables 9 and 10.

Table 14 and **Table 15** provide the initial gross fee per EDU calculation for the Northern and Southwest service areas, respectively. These values need to be adjusted by the City of Phoenix, as required, to account for credits and offsets that go into the calculation of the net impact fee per EDU.

Table 16 and **Table 17** provide a check against the anticipated cost to construct all major arterial segments, culverts, and bridges for buildout of the street network. The gross fee per EDU for the 2024 IFP cannot exceed the gross fee per EDU to achieve buildout of the roadway network. To calculate this value, the total cost of road network improvements is compared to the buildout EDU total; for purposes of this analysis, 2060 was used as the buildout year for the service areas. If the 2024 IFP gross fee per EDU exceeds the buildout gross fee per EDU, the 2024 IFP gross fee per EDU is lowered to the gross fee per EDU for buildout.

Please contact Chris Joannes at (480) 407-4659 or chris.joannes@kimley-horn.com with any questions regarding the content of this memorandum.

Sincerely,



Chris Joannes, AICP

Attachments: Table 1 through Table 17

Table 1 - Major Arterial Street Capacity

Roadway Cross Section ⁽¹⁾		Standard City of Phoenix Street Cross Section Equivalent ⁽³⁾	Roadway Capacity ^(4,5)	
			Total Capacity ⁽⁶⁾ (LOS E, V/C = 1.00)	
MASIF Study Abbr. ⁽²⁾	Distinguishing Features ⁽¹⁾		Maximum vehicles per day (veh/day)	Maximum vehicles per day per lane (veh/day/ln)
6LD	3 thru lanes + left turn lane(s), in each direction (3 & 3). Opposing traffic flows separated by raised median.	A, B	55,000	9,167
5LD	Same as 6LD, except only 2 thru lanes in one direction (3 & 2, rather than 3 & 3).	Non-Standard (N/S)	45,833	9,167
4LD	2 thru lanes + left turn lane, in each direction (2 & 2). Opposing traffic flows separated by raised median.	CM	36,667	9,167
5LU+	3 thru lanes in one direction; 2 in the other (3 & 2). Opposing traffic flows separated by a 2-way left turn lane.	N/S	43,542	8,708
4LU+	2 thru lanes each direction (2 & 2). Opposing traffic flows separated by a 2-way left turn lane.	C, D	34,833	8,708
3LU+	Same as 4LU+, except only 1 thru lane in one direction (2 & 1, rather than 2 & 2).	N/S	26,125	8,708
2LU+	1 thru lane each direction (1 & 1). Opposing traffic flows separated by a 2-way left turn lane.	N/S	17,417	8,708
4LU-	2 thru lanes each direction (2 & 2). Minimal to no separation between opposing traffic flows; left turns made from thru lanes.	N/S	27,500	6,875
2LU-	1 thru lane each direction (1 & 1). Minimal to no separation between opposing traffic flows; left turns made from thru lanes.	N/S	13,750	6,875

- Major arterial streets with six through lanes and a raised median are designated as "6LD" segments. City adopted/standard cross sections "A" (140' ROW, 24' median width), and "B" (130' ROW, 14' median width) are 6LD examples. While 6LDs are considered "standard" for major arterials, there are a significant number of partially-to-fully built out major arterials that provide fewer than six through lanes and that may or may not provide raised medians and/or separate left turn lanes. Because the three most significant factors in the calculation of roadway segment capacity are (1) the number of through lanes; (2) the existence or absence of a raised center median; and (3) the existence or absence of separate left turn lanes, a separate and distinct set of capacity values has been established for each major arterial cross section variation observed to exist within the service areas under consideration in this study.
- MASIF stands for Major Arterial Streets Impact Fee.
- Standard City of Phoenix Street cross sections referenced in the MASIF tables are shown on the City's *Street Classification Map*, 2018 revision; and in the City's *Street Planning and Design Guidelines*, adopted in 2023. This study focuses on roadway capacity specifically, as Major Arterial impact fees do not currently cover outside curb and gutter or surface features behind/outside of the outside curb.
- Roadway Capacity, in the context of this study, provides the necessary services of vehicular mobility and land use connectivity. To make use of traffic count data readily available from the City, a peak hour-to-daily traffic volume conversion approach was used to establishing the capacity values indicated in this table.
- Sources used to establish the daily traffic volume capacity values in this table include the following: (1) City of Phoenix *Street Planning and Design Guidelines*; (2) Florida Department of Transportation *Quality/Level of Service Handbook*; (3) City of Phoenix *General Plan - Circulation Element*; (4) Maricopa County Department of Transportation (MCDOT) *Roadway Design Manual*; and (5) Transportation Research Board *Highway Capacity Manual*.
- Total capacity is defined, for the purposes of this study, as the maximum amount of traffic that a major arterial street can carry under prevailing conditions of geometry, traffic mix, and location.

Table 2 - Trip Generation, Traffic Impact, and Equivalent Demand Unit (EDU) Calculations

Land Use ⁽¹⁾	Development Units ⁽²⁾	Trip Generation Calculations								Traffic Impact Calculations					
		Total Trip Rates		% Primary Trips	PM Pk Hr Trip End Split			Combined Trip Generation Adjustment Factor ⁽⁷⁾	Adjusted Trip Rates		Avg Trip Length Weighting Factor ⁽⁶⁾	Avg Trip Length (mi) ⁽⁵⁾⁽⁸⁾	Travel Demand (VMT) ⁽³⁾		EDU ⁽⁴⁾ Factor
		Daily (veh/day)	PM Peak Hour (veh/hr)		In (Include)	Out to External (Include)	Out to Internal (Exclude)		PM Peak Hour (veh/hr)	Daily (veh/day)			PM Peak Hour (veh/hr)	Daily (veh-mi)	
Single-Family Res. (ITE LUC 210)	DWU	9.44	0.99	86%	64%	2%	34%	57%	0.56	5.34	121%	11.64	6.52	62.18	1.00
Single-Family Attached Res. (ITE LUC 215)	DWU	7.20	0.61	86%	62%	2%	36%	55%	0.34	3.96	121%	11.64	3.90	46.06	0.74
Multi-Family Res. - Low-Rise (ITE LUC 220)	DWU	6.74	0.57	86%	62%	0%	38%	53%	0.30	3.59	121%	11.64	3.54	41.83	0.67
Multifamily Res. - Mid-Rise (ITE LUC 221)	DWU	4.54	0.39	86%	60%	0%	40%	52%	0.20	2.34	121%	11.64	2.34	27.27	0.44
Multifamily Res. - High-Rise (ITE LUC 222)	DWU	4.54	0.40	86%	62%	0%	38%	53%	0.21	2.42	121%	11.64	2.48	28.18	0.45
Commercial/Retail (ITE LUC 820)	KSF	37.01	4.09	56%	50%	8%	43%	32%	1.32	11.92	66%	6.35	8.36	75.66	1.22
Hotel (ITE LUC 310)	Rooms	7.99	0.60	58%	58%	8%	34%	39%	0.23	3.08	75%	7.22	1.67	22.20	0.36
Restaurant (ITE LUC 930)	KSF	97.14	18.57	57%	62%	6%	32%	39%	7.17	37.49	66%	6.35	45.50	238.00	3.83
Fast Food w/ Drive-Thru (ITE LUC 934)	KSF	467.48	50.94	51%	51%	7%	42%	30%	15.16	139.12	66%	6.35	96.25	883.27	14.20
Office (ITE LUC 710)	KSF	10.84	1.44	100%	17%	33%	50%	50%	0.72	5.44	73%	7.02	5.08	38.21	0.61
Medical-Dental Office (ITE LUC 720)	KSF	36.00	4.79	100%	40%	24%	36%	64%	3.07	23.04	73%	7.02	21.53	161.80	2.60
Light Industrial (ITE LUC 110)	KSF	4.87	0.80	100%	18%	41%	41%	59%	0.47	2.87	73%	7.02	3.31	20.18	0.32
Manufacturing (ITE LUC 140)	KSF	4.75	0.80	100%	42%	29%	29%	71%	0.57	3.37	73%	7.02	3.99	23.68	0.38
Warehousing (ITE LUC 150)	KSF	1.71	0.23	100%	24%	38%	38%	62%	0.14	1.06	73%	7.02	1.00	7.45	0.12
Mini-Warehouse (ITE LUC 151)	KSF	1.45	0.18	92%	51%	10%	39%	56%	0.10	0.81	75%	7.22	0.73	5.85	0.09
Public/Institutional (ITE LUC 610)	KSF	10.72	0.97	80%	32%	14%	54%	36%	0.35	3.91	73%	7.02	2.48	27.46	0.44

- ITE LUC stands for Institute of Transportation Engineers (ITE) *Trip Generation, 11th Ed.* Land Use Code (LUC). ITE is the source of all unadjusted trip generation rates used in this study.
- Units of measure used specifically for the purposes of trip generation and impact fee calculations presented in this transportation study, include "DWU" (Residential Dwelling Unit), "KSF" (1,000 square feet), and Rooms
- VMT stands for vehicle miles traveled. One vehicle using one mile of service area major arterial to complete a trip is equal to one vehicle-mile of service area major arterial demand.
- EDU stands for Equivalent Demand Unit; the number of single family residential DWU trips it would take to cause the same travel demand impact of a single development unit of any other type.
- Units of measure used specifically for the purposes of trip generation and impact fee calculations presented in this transportation study include "veh" (vehicles) and "mi" (miles).
- Average trip length value of 9.62 and length weighting factors were derived from Table 30 - Daily Travel Statistics by Weekday vs. Weekend, of the *National Household Travel Survey (NHTS), 2009 Update*.
- Trip end is a term used to recognize that a single trip made from one land use to another is considered both an inbound trip generated by (i.e. attracted to) the land use defining the trip's termination point, and an outbound trip generated (i.e. produced) by the trips origination point. These two trip ends only impact the travel route between them one time. To avoid double counting, it is necessary to discount those outbound/production trips that terminate internal to the service area. Production trips that terminate outside the service area should not be discounted, as they will not have been also recognized as an inbound trip for other development internal to the service area.

Table 3 - EDU Adjustment Factor Comparison

Land Use	EDU Adjustment Factor	
	2019 IFP	Proposed 2024 IFP
Single-Family Residential	1.00	1.00
Multi-Family Residential	0.75	0.67
Commercial/Retail	1.22	1.22
Office	0.63	0.61
Industrial	0.44	0.32
Public/Institutional	0.61	0.44

Table 4 - Northern Service Area Equivalent Demand Units

Land Use	Equivalent Demand Units, "EDU"			
	Existing (2024)	2025-2034 Growth	2034/2035 Total	Buildout
Single-Family Residential	35,505	17,060	52,565	126,894
Multi-Family Residential	10,366	7,842	18,208	39,405
Commercial/Retail	7,071	2,339	9,410	27,395
Office	1,850	3,045	4,894	27,304
Industrial	1,748	1,565	3,314	14,905
Public/Institutional	3,360	814	4,174	6,642
Northern Service Area Totals	59,901	32,664	92,565	242,546

Table 5 - Southwest Service Area Equivalent Demand Units

Land Use	Equivalent Demand Units, "EDU"			
	Existing (2024)	2025-2034 Growth	2034/2035 Total	Buildout
Single-Family Residential	47,219	9,338	56,557	59,967
Multi-Family Residential	2,303	3,790	6,094	7,787
Commercial/Retail	8,313	1,903	10,216	13,276
Office	67	227	294	1,432
Industrial	21,092	3,441	24,532	27,162
Public/Institutional	2,389	596	2,985	3,751
Southwest Service Area Totals	81,384	19,295	100,678	113,376

Table 6 - 2025-2034 Major Arterial Street Construction Unit Costs

Cross Section (XSEC) Type		Capacity (veh/day)	2023 Roadway Construction Cost (per mile) ⁽³⁾	2025-2034 IFP Roadway Construction Cost (per mile)
Lane Configuration (1)	Standard City Cross Section (2)			
6LD	A	55,000	\$ 7,574,586	\$ 8,652,197
6LD	B	55,000	\$ 6,915,526	\$ 7,899,375
4LU+	C	34,833	\$ 5,643,301	\$ 6,446,155
4LD	CM	34,833	\$ 5,750,397	\$ 6,568,487
4LU+	D	34,833	\$ 5,060,738	\$ 5,780,712

1. Streets with six through lanes and a raised median are considered "divided" and are designated as "6LD" segments. Streets with four through lanes and a raised median are designated as "4LD" segments. Streets with four through lanes but no raised median are considered "undivided" and are designated as "4LU" segments, with a "+" indicating a two-way left-turn lane is provided and a "-" indicating no left-turn lane is provided.
2. Standard City of Phoenix Street cross sections referenced are shown on the City's *Street Classification Map*, 2018 revision; and in the City's *Street Planning and Design Guidelines*, adopted in 2023.
3. Construction costs include an additional 15% factor for design and 22% for City of Phoenix administrative costs.

Table 7 - 2024 Major Arterial Street Existing and 2025-2034 Planned Capacity - Northern Service Area

Planned Major Arterial Street Segment		Ultimate Length, "L _{Ult} " (miles)	Existing Length, "L ₂₀₁₉ " (miles)	Ultimate City Standard Cross Section, "XSEC _{Ult} "	Ultimate Lane Config., "LCON _{Ult} "	Existing Lane Config., "LCON ₂₀₁₉ "	Ultimate Capacity, "VMC _{Ult} " (veh-miles)	Existing Capacity, "VMC ₂₀₁₉ " (veh-miles)	2025-34 Planned Additional Capacity (veh-miles)
43rd Ave (43A), Dixileta Dr to Carefree Hwy									
43A	Dixileta Dr to SR 303	0.73	0.00	A	6LD	DNE	40,150	0	0
43A	SR 303 to Dove Valley Rd	1.15	1.15	A	6LD	6LD	63,250	63,250	0
43A	Dove Valley Rd to Carefree Hwy	0.85	0.00	A	6LD	DNE	46,750	0	0
51st Ave (51A), Inspiration Pkwy (Jomax Rd align.) to Carefree Highway									
51A	Jomax Rd to CAP	0.83	0.83	A	6LD	4LD	45,650	30,433	0
51A	CAP to Dixileta Dr	1.61	0.00	A	6LD	DNE	88,550	0	88,550
51A	Dixileta Dr to SR 303	0.61	0.00	A	6LD	DNE	33,550	0	33,550
51A	SR 303 to Dove Valley Rd	1.00	1.00	A	6LD	6LD	55,000	55,000	0
51A	Dove Valley Rd to Carefree Hwy	0.85	0.00	A	6LD	DNE	46,750	0	46,750
Anthem Way (ANT), New River Road to I-17									
ANT	New River Rd (North) to Avenue A	3.63	0.00	B	6LD	DNE	199,650	0	0
ANT	Avenue A to New River Rd (South)	0.88	0.00	B	6LD	DNE	48,400	0	0
ANT	New River Rd (South) to Pyramid Peak Pkwy	1.32	0.00	B	6LD	DNE	72,600	0	0
ANT	Pyramid Peak Pkwy to 43rd Ave	0.50	0.50	B	6LD	5LD	27,500	22,917	0
ANT	43rd Ave to I-17	0.31	0.31	B	6LD	6LD	17,050	17,050	0
Avenue A (AVA), Daisy Mountain Road to Anthem Way									
AVA	Daisy Mountain Road to Anthem Way	1.93	0.00	B	6LD	DNE	106,150	0	0
Carefree Hwy (CFH), west limit of fee area (@ +/- 73rd Ave align.) to Paloma Pkwy									
CFH	I-17 to North Valley Pkwy	0.36	0.36	A	6LD	5LD	19,800	16,500	3,300
CFH	North Valley Pkwy to Paloma Pkwy	1.11	1.11	A	6LD	5LD	61,050	50,875	0
Daisy Mountain Dr (DSY), west limit of fee area (@ Avenue A) to I-17									
DYS	City Limit to Avenue A	0.90	0.00	A	6LD	DNE	49,500	0	0
DYS	Avenue A to New River Road	1.26	0.00	A	6LD	DNE	69,300	0	0
DSY	New River Road to Avenue V	0.26	0.00	A	6LD	DNE	14,300	0	0
DSY	Avenue V to Pyramid Peak Pkwy	0.76	0.00	A	6LD	DNE	41,800	0	0
DYS	Pyramid Peak Pkwy to Avenue U	0.92	0.00	A	6LD-1/2	DNE	25,300	0	0
DSY	Avenue U to City Limit	0.95	0.00	A	6LD-1/2	DNE	26,125	0	0
DSY	City Limit to I-17	0.43	0.00	A	6LD-1/2	DNE	11,825	0	0
Dixileta Dr (DXD), CAP (@ +/- 73rd Ave align.) to I-17									
DXD	Pyramid Peak Pkwy to 51st Ave	2.01	0.00	A	6LD	DNE	110,550	0	0
DXD	51st Ave to 43rd Ave	0.93	0.00	A	6LD	DNE	51,150	0	0
DXD	43rd Ave to I-17	1.49	0.00	A	6LD	DNE	81,950	0	0
Dove Valley Rd (DVR), West Limit of Fee Area to Sonoran Desert Dr									
DVR	West Limit of Fee Area to Pyramid Peak Pkwy	1.04	0.00	A	6LD	DNE	57,200	0	0
DVR	Pyramid Peak Pkwy to Deadman Wash	1.01	0.00	A	6LD	DNE	55,550	0	0
DVR	Deadman Wash to 51st Ave	1.06	0.00	A	6LD	DNE	58,300	0	58,300
DVR	51st Ave to 1,470' w/o 43rd Ave	0.76	0.76	A	6LD	2LU-	41,800	10,450	31,350
DVR	1,470' w/o 43rd Ave to 43rd Ave	0.24	0.24	A	6LD	6LD	13,200	13,200	0
DVR	43rd Ave to I-17	1.13	1.13	A	6LD	6LD	62,150	62,150	0
DVR	I-17 to North Valley Pkwy	0.86	0.86	A	6LD	2LU+	47,300	14,978	32,322
DVR	North Valley Pkwy to 20th Ave	0.84	0.84	C	4LU+	4LU+	29,260	29,260	0
DVR	20th Ave to Sonoran Desert Dr	3.62	3.62	C	4LU+	2LU+	126,097	63,048	63,048
New River Rd (NRV), Cloud Rd to I-17 (north of Jenny Lin Rd)									
NRV	Pyramid Peak Pkwy to Pioneer Rd	1.20	1.20	CM	4LD	DNE	44,000	0	0
NRV	Pioneer Rd to Daisy Mountain Dr	3.53	3.53	CM	4LD	DNE	129,433	0	0
NRV	Daisy Mountain Road to Anthem Way (South)	2.13	1.35	A	4LD	DNE	78,100	0	0
NRV	Anthem Way (South) to Anthem Way (North)	2.60	2.60	A	6LD	2LU-	143,000	35,750	0
NRV	Anthem Way (North) to I-17	0.29	0.29	A	6LD	2LU-	15,950	3,988	0
North Valley Pkwy (NVP), CAP to Carefree Hwy									
NVP	Jomax Rd to 500' s/o CAP	0.15	0.15	A	6LD	4LU+	8,250	5,225	0
NVP	500' s/o CAP to CAP	0.10	0.10	A	6LD	5LD	5,500	4,583	0
NVP	CAP to Quail Track Dr	0.12	0.12	A	6LD	5LD	6,600	5,500	0
NVP	Quail Track Dr to Copperhead Tr	0.58	0.58	A	6LD	6LD	31,875	31,875	0
NVP	Copperhead Tr to 660' n/o Casino Ave	0.61	0.61	A	6LD	5LD	33,802	27,958	0
NVP	660' n/o Casino Ave to Dixileta Dr	0.74	0.74	A	6LD	5LD	40,700	33,917	0
NVP	Dixileta Dr to 200' s/o Rancho Tierra	0.71	0.71	A	6LD	2LU+	39,050	12,366	26,684
NVP	200' s/o Rancho Tierra to Sonoran Desert Dr	0.40	0.40	A	6LD	4LD	22,000	14,667	7,333
NVP	Sonoran Desert Dr to Dove Valley Rd	1.12	1.12	A	6LD	4LD	61,600	41,067	20,533
NVP	Dove Valley Rd to 27th Dr	0.26	0.26	A	6LD	6LD	14,300	14,300	0
NVP	27th Dr to exist. north end of road	0.41	0.41	A	6LD	6LD	22,781	22,781	0
NVP	Exist. north end of road to Carefree Hwy	0.59	0.00	A	6LD	DNE	32,188	0	32,188
Pioneer Rd (PIO), New River Rd to I-17									
PIO	Pyramid Peak Pkwy to Carefree Hwy	1.11	0.00	B	6LD	DNE	61,050	0	0
PIO	Avenue V to Pyramid Peak Pkwy	1.75	0.00	B	6LD	DNE	96,250	0	0

Table 7 - 2024 Major Arterial Street Existing and 2025-2034 Planned Capacity - Northern Service Area

Planned Major Arterial Street Segment		Ultimate Length, "L _{Ult} " (miles)	Existing Length, "L ₂₀₁₉ " (miles)	Ultimate City Standard Cross Section, "XSEC _{ULT} "	Ultimate Lane Config., "LCON _{ULT} "	Existing Lane Config., "LCON ₂₀₁₉ "	Ultimate Capacity, "VMC _{Ult} " (veh-miles)	Existing Capacity, "VMC ₂₀₁₉ " (veh-miles)	2025-34 Planned Additional Capacity (veh-miles)
PIO	Pyramid Peak Pkwy to 39th Avenue	1.93	0.00	B	6LD	DNE	106,150	0	0
PIO	39th Ave to I-17	0.33	0.33	B	6LD	2LU-	18,150	4,538	0
Pyramid Peak Pkwy (PYR), southwest corner of fee area (@ +/-67th Ave & Jomax Rd) to Anthem Wy									
PYR	SW Limit of fee area to 64th Ave	0.18	0.18	B	6LD	4LD	9,900	6,600	0
PYR	64th Ave to Cavedale Dr	0.13	0.13	B	6LD	4LD	7,150	4,767	0
PYR	Cavedale Dr to 400' n/o Maya Wy	0.20	0.20	B	6LD	4LD	11,000	7,333	0
PYR	410' North of Maya Wy to 190' s/o of Bent Tree Dr	0.29	0.29	B	6LD	4LU+	15,950	10,102	0
PYR	190' s/o Bent Tree Dr to Dynamite Blvd	0.50	0.50	B	6LD	4LD	27,500	18,333	0
PYR	Dynamite Blvd to Brookhart Wy	0.23	0.23	B	6LD	4LD	12,650	8,433	0
PYR	Brookhart Wy to CAP	0.70	0.70	B	6LD	6LD	38,500	38,500	0
PYR	CAP to Dixileta	0.97	0.00	B	6LD	DNE	53,350	0	0
PYR	Dixileta to SR303	1.07	0.00	B	6LD	DNE	58,850	0	0
PYR	SR 303 to Dove Valley Rd	0.58	0.00	B	6LD	DNE	31,900	0	0
PYR	Dove Valley Rd to Carefree Hwy	0.46	0.00	B	6LD	DNE	25,300	0	0
PYR	Carefree Hwy to Avenue V	1.19	0.00	B	6LD	DNE	65,450	0	0
PYR	Avenue V to Pioneer Rd	0.90	0.00	B	6LD	DNE	49,500	0	0
PYR	Pioneer Rd to Daisy Mountain Dr	1.59	0.00	B	6LD	DNE	87,450	0	0
PYR	Daisy Mountain Dr to Avenue U	1.08	0.00	B	6LD	DNE	59,400	0	0
PYR	Avenue U to Anthem Way	0.86	0.00	B	6LD	DNE	47,300	0	0
Sonoran Desert Dr (SDD), I-17 to east limit of fee area (@ +/- 16th St align.)									
SDD	I-17 to North Valley Pkwy	1.02	1.02	A	6LD	6LD	56,100	56,100	0
SDD	North Valley Pkwy to 1250' e/o NVP	0.25	0.25	A	6LD	2LU+	13,750	4,354	9,396
SDD	1250' e/o NVP to Paloma Pkwy	0.25	0.25	A	6LD	2LU+	13,750	4,354	9,396
SDD	Paloma Pkwy to Dove Valley Rd.	3.05	0.00	A	6LD	DNE	167,750	0	167,750
7th St (7S), CAP to Happy Valley Rd									
7S	CAP to Happy Valley Rd	0.51	0.51	B	6LD	2LU-	28,050	7,013	21,038
Black Mountain Blvd (BMB), Loop 101 to Cave Creek Rd									
BMB	1,150' s/o Mayo Blvd to Mayo Blvd	0.22	0.22	A	4LD	4LD	8,067	8,067	0
BMB	Mayo Blvd to Deer Valley Rd	0.24	0.24	A	6LD	6LD	13,200	13,200	0
BMB	Deer Valley Rd to Rough Rider Rd	0.50	0.50	A	6LD	6LD	27,500	27,500	0
BMB	Rough Rider Rd to Pinnacle Peak Rd	0.50	0.50	A	6LD	2LU+	27,500	8,708	18,792
BMB	Pinnacle Peak Rd to Happy Valley Rd	1.08	0.00	A	6LD	DNE	59,400	0	59,400
BMB	Happy Valley Rd to 885' s/o Briles Rd	0.73	0.11	A	6LD	DNE	40,150	0	40,150
BMB	885' s/o Briles Rd to Jomax Rd	0.42	0.42	A	6LD	DNE	23,100	0	23,100
BMB	Jomax Rd to Cave Creek Rd	0.68	0.00	A	6LD	DNE	37,400	0	37,400
Cave Creek Rd (CAV), CAP to North City limits									
CAV	CAP to Deer Valley Rd	0.48	0.48	B	6LD	4LD	26,400	17,600	8,800
CAV	Deer Valley Rd to Cielo Grande Ave	0.50	0.50	B	6LD	5LD	27,500	22,917	4,583
CAV	Cielo Grande Ave to 835' n/o Cielo Grande Ave	0.16	0.16	B	6LD	5LD	8,800	7,333	1,467
CAV	835' n/o Cielo Grande to 405' s/o Pinnacle Peak	0.14	0.14	B	6LD	5LD	7,700	6,417	1,283
CAV	405' s/o Pinnacle Peak to Pinnacle Peak Rd	0.08	0.08	B	6LD	5LD	4,400	3,667	733
CAV	Pinnacle Peak Rd to Happy Valley Rd	1.00	1.00	B	6LD	5LD	55,000	45,833	9,167
CAV	Happy Valley Rd to 2400' s/o Jomax Rd	0.57	0.57	B	6LD	4LD	31,350	20,900	10,450
CAV	2400' s/o of Jomax Rd to Jomax Rd	0.45	0.45	B	6LD	4LD	24,750	16,500	8,250
CAV	Jomax Rd to Black Mtn Pkwy	0.62	0.62	B	6LD	4LD	34,100	22,733	11,367
CAV	Black Mtn Pkwy to Dynamite Blvd	0.51	0.51	B	6LD	4LD	28,050	18,700	0
CAV	Dynamite Blvd to 290' n/o Peak View Rd	0.61	0.61	B	6LD	4LD	33,550	22,367	0
CAV	290' n/o Peak View Rd to Tatum Blvd	0.53	0.53	B	6LD	4LD	29,150	19,433	0
CAV	Tatum Blvd to Desert Willow Pky	0.85	0.85	B	6LD	4LD	46,750	31,167	0
CAV	Desert Willow Pky to Lone Mtn Rd	0.25	0.25	B	6LD	4LD	13,750	9,167	0
CAV	Lone Mtn Rd to 925' n/o Lone Mtn Rd	0.18	0.18	B	6LD	4LD	9,900	6,600	0
CAV	925' n/o Lone Mtn Rd to Ashler Hills Dr	0.39	0.39	B	6LD	4LD	21,450	14,300	0
CAV	Ashler Hills Dr to Ocupado Dr	0.26	0.26	B	6LD	4LD	14,300	9,533	0
CAV	Ocupado Dr to Rancho Paloma	0.18	0.18	B	6LD	4LD	9,900	6,600	0
CAV	Rancho Paloma to 300' s/o Smokehouse Trl	0.40	0.40	B	6LD	4LD	22,000	14,667	0
CAV	300' s/o Smokehouse Trl to City Limits	0.21	0.21	B	6LD	4LD	11,550	7,700	0
Deer Valley Rd (DEE), Cave Creek Rd to Scottsdale Rd									
DEE	CAP to Cave Creek Rd	0.37	0.37	B	6LD	6LD	20,350	20,350	0
DEE	Cave Creek Rd to 28th St	0.58	0.58	B	6LD	6LD	31,900	31,900	0
DEE	28th St to Black Mtn Pkwy	1.00	1.00	B	6LD	6LD	55,000	55,000	0
DEE	Black Mtn Pkwy to 40th St	1.00	1.00	A	6LD	6LD	55,000	55,000	0
DEE	40th St to Tatum Blvd	0.74	0.74	A	6LD	4LU-	40,700	20,350	20,350
DEE	Tatum Blvd to Marriott Dr	0.49	0.49	A	6LD	4LD	26,950	17,967	0
DEE	Marriott Dr to 56th St	0.54	0.54	A	6LD	4LD	29,700	19,800	0
DEE	56th St to Wash e/o Superblock 1 South	0.61	0.61	A	6LD	6LD	33,550	33,550	0

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Planned Major Arterial Street Segment		Ultimate Length, "L _{Ult} " (miles)	Existing Length, "L ₂₀₁₉ " (miles)	Ultimate City Standard Cross Section, "XSEC _{ULT} "	Ultimate Lane Config., "LCON _{ULT} "	Existing Lane Config., "LCON ₂₀₁₉ "	Ultimate Capacity, "VMC _{Ult} " (veh-miles)	Existing Capacity, "VMC ₂₀₁₉ " (veh-miles)	2025-34 Planned Additional Capacity (veh-miles)
DEE	Wash e/o Superblock 1 South to 64th St	0.56	0.00	A	6LD	DNE	30,800	0	30,800
DEE	64th St to Scottsdale Rd	1.09	0.00	A	6LD	DNE	59,950	0	59,950
Desert Peak Pkwy (DPK), Happy Valley Rd to Cave Creek Rd									
DPK	Happy Valley Rd to Cave Creek Rd	0.68	0.68	A	6LD	6LD	37,400	37,400	0
Happy Valley Rd (HVR), CAP (@ +/- 7th Ave align.) to Desert Peak Pkwy									
HVR	CAP to 7th St	1.00	1.00	A	6LD	2LU-	55,000	13,750	0
HVR	7th St to 16th St align.	1.00	0.00	A	6LD	DNE	55,000	0	0
HVR	16th St align. to e/o Cave Creek Wash	0.24	0.00	A	4LD	DNE	8,800	0	0
HVR	e/o Cave Creek Wash to Hillstone Way	0.92	0.92	A	6LD	2LU+	50,600	16,023	0
HVR	Hillstone Way to Cave Creek Rd	0.77	0.77	A	6LD	6LD	42,350	42,350	0
HVR	Cave Creek Rd to Black Mountain Blvd	1.27	0.00	CM	4LD	DNE	46,567	0	0
HVR	Black Mountain Blvd to Tatum Blvd	1.29	0.00	CM	4LD	DNE	47,300	0	0
HVR	Tatum Blvd to 56th St	1.17	0.00	CM	4LD	DNE	42,900	0	0
HVR	56th St to 64th St	0.65	0.00	CM	4LD	DNE	23,833	0	0
HVR	64th St to Scottsdale Rd	1.00	0.00	CM	4LD	DNE	36,667	0	0
Lone Mountain Rd (LNM), Sonoran Desert Dr to Cave Creek Rd									
LNM	Sonoran Desert Dr to Black Mtn Blvd	1.47	0.00	A	6LD	DNE	80,850	0	0
LNM	Black Mtn Blvd to 705' w/o Cave Creek Rd	0.66	0.66	A	6LD	2LU-	36,300	9,075	0
LNM	705' w/o Cave Creek Rd to Cave Creek Rd	0.13	0.13	A	6LD	2LU+	7,150	2,264	0
Pinnacle Peak Rd (PIN), Cave Creek Rd to Scottsdale Rd									
PIN	Cave Creek Rd to Black Mtn Blvd	1.18	1.18	A	6LD	2LU-	64,900	16,225	48,675
PIN	Black Mtn Blvd to 2500' w/o Cashman Dr	0.25	0.25	A	6LD	2LU-	13,750	3,438	10,313
PIN	2500' w/o Cashman Dr to 1140' w/o Cashman	0.27	0.27	A	6LD	2LU-	14,850	3,713	11,138
PIN	1140' w/o Cashman Dr to 40th St	0.80	0.80	A	6LD	2LU-	44,000	11,000	33,000
PIN	40th St to Tatum Blvd	0.81	0.81	A	6LD	2LU-	44,550	11,138	33,413
PIN	Tatum Blvd to 56th St	1.00	1.00	A	6LD	2LU-	55,000	13,750	41,250
PIN	56th St to 64th St	0.50	0.50	A	6LD	2LU-	27,500	6,875	20,625
PIN	64th St to Scottsdale Rd	1.00	1.00	A	6LD	2LU-	55,000	13,750	41,250
Sonoran Desert Drive (SDD), Dove Valley Rd to Cave Creek Rd									
SDD	Dove Valley Rd to Lone Mtn Rd	1.80	1.80	A	6LD	2LU+	99,000	31,350	67,650
SDD	Lone Mtn Rd to 1.16 mi w/o Cave Creek Rd	0.90	0.90	A	6LD	2LU+	49,500	15,675	33,825
SDD	1.16 mi w/o Cave Creek Rd to Cave Creek Rd	1.16	1.16	A	6LD	2LD	63,800	22,729	41,071
Tatum Blvd (TAT), CAP to Lone Mtn Rd									
TAT	CAP to Acacia Dr	0.67	0.67	A	6LD	4LD	36,850	24,567	12,283
TAT	Acacia Dr to Mayo Blvd	0.21	0.21	A	6LD	4LD	11,550	7,700	3,850
TAT	Mayo Blvd to 420' s/o Loop 101	0.22	0.22	A	6LD	4LU+	12,100	7,663	0
TAT	420' s/o Loop 101 to 360' n/o Loop 101	0.15	0.15	A	6LD	6LD	8,250	8,250	0
TAT	360' n/o Loop 101 to Deer Valley Rd	0.45	0.45	A	6LD	6LD	24,750	24,750	0
TAT	Deer Valley Rd to Abraham Dr	0.16	0.16	A	6LD	5LD	8,800	7,333	1,467
TAT	Abraham Dr to 510' n/o Ranger Dr	1.02	1.02	A	6LD	4LD	56,100	37,400	18,700
TAT	510' n/o Ranger Dr to Pinnacle Peak Rd	0.18	0.18	A	6LD	4LU+	9,900	6,270	3,630
TAT	Pinnacle Peak Rd to 40th St	0.55	0.55	A	6LD	4LU-	30,250	15,125	15,125
TAT	40th St to Happy Valley Rd	0.35	0.35	A	6LD	4LU-	19,250	9,625	9,625
TAT	Happy Valley Rd to 280' s/o Prickly Pear Trl	0.71	0.71	A	6LD	4LU-	39,050	19,525	0
TAT	280' s/o Prickly Pear Trl to Jomax Rd	0.42	0.42	A	6LD	5LD	23,100	19,250	0
TAT	Jomax Rd to Dynamite Blvd	1.00	1.00	A	6LD	4LU-	55,000	27,500	0
TAT	Dynamite Blvd to Dixileta Dr	0.63	0.63	A	6LD	4LD	34,650	23,100	0
TAT	Dixileta Dr to Cave Creek Rd	0.76	0.76	A	6LD	4LD	41,800	27,867	0
TAT	Cave Creek Rd to Black Mtn Pkwy	0.32	0.32	B	6LD	4LD	17,600	11,733	0
TAT	Black Mtn Pkwy to Lone Mtn Rd	0.92	0.00	A	6LD	DNE	50,600	0	0
56th St (56S), CAP to Rancho Paloma Dr									
56S	CAP to Mayo Blvd	0.92	0.92	CM	4LD	4LD	33,733	33,733	0
56S	Mayo Blvd to 500' s/o Loop 101	0.20	0.20	A	6LD	4LD	11,000	7,333	0
56S	500' s/o Loop 101 to Deer Valley Rd	0.66	0.66	A	6LD	6LD	36,300	36,300	0
56S	Deer Valley Rd to 860' n/o Ranger Rd	1.03	1.03	CM	4LD	4LD	37,767	37,767	0
56S	860' n/o Ranger Rd to Pinnacle Peak Rd	0.69	0.69	CM	4LD	2LU-	25,300	9,488	0
56S	Pinnacle Peak Rd to Happy Valley Rd	0.98	0.00	CM	4LD	DNE	35,933	0	0
56S	Happy Valley Rd to Jomax Rd	1.00	0.00	CM	4LD	DNE	36,667	0	0

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56S	Jomax Rd to Pinnacle Vista Dr	0.52	0.00	CM	4LD	DNE	19,067	0	0
56S	Pinnacle Vista Dr to Dynamite Blvd	0.50	0.50	CM	4LD	2LU-	18,333	6,875	0
56S	Dynamite Blvd to Dixileta Dr	1.00	1.00	CM	4LD	2LU-	36,667	13,750	0
56S	Dixileta Dr to Lone Mountain Rd	1.00	1.00	CM	4LD	2LU-	36,667	13,750	0
56S	Lone Mountain Rd to Rancho Paloma Dr	0.65	0.65	CM	4LD	4LD	23,833	23,833	0
64th St (64S), CAP to Happy Valley Rd									
64S	CAP to 2,500' s/o Mayo Blvd	0.53	0.53	D	4LU+	DNE	18,462	0	18,462
64S	2,500' s/o Mayo Blvd to Mayo Blvd	0.47	0.47	D	4LU+	DNE	16,372	0	16,372
64S	Mayo Blvd to 385' n/o Loop 101	0.43	0.43	A	6LD	4LD	23,650	15,767	0
64S	385' n/o Loop 101 to Deer Valley Rd	0.47	0.47	A	6LD	DNE	25,850	0	25,850
64S	Deer Valley Rd to N. boundary of SB 1S	1.50	0.00	A	6LD	DNE	82,500	0	82,500
64S	N. boundary of SB 1S to Pinnacle Peak Rd	0.50	0.59	A	6LD	DNE	27,500	0	0
64S	Pinnacle Peak Rd to Happy Valley Rd	0.99	0.00	CM	4LD	DNE	36,300	0	0
Jomax Rd (JMX), Cave Creek Rd to Scottsdale Rd									
JMX	Cave Creek Rd to Black Mountain Blvd	0.68	0.68	CM	4LD	2LU-	24,933	9,350	0
JMX	Black Mountain Blvd to Tatum Blvd	1.00	1.00	CM	4LD	4LD	36,667	36,667	0
JMX	Tatum Blvd to 52nd St	0.50	0.50	CM	4LD	2LU-	18,333	6,875	0
JMX	52nd St to 56th St	0.58	0.00	CM	4LD	DNE	21,267	0	0
JMX	56th St to 62nd St	0.48	0.48	CM	4LD	2LU-	17,600	6,600	0
JMX	62nd St to Scottsdale Rd	1.28	1.28	CM	4LD	2LU-	46,933	17,600	0
40th St (40S), Mayo Blvd to Tatum Blvd									
40S	Mayo Blvd to Deer Valley Rd	0.67	0.67	CM	4LD	4LD	24,567	24,567	0
40S	Deer Valley Rd to Pinnacle Peak Rd	1.03	1.03	CM	4LD	4LD	37,767	37,767	0
40S	Pinnacle Peak Rd to Tatum Blvd	0.96	0.00	CM	4LD	DNE	35,200	0	0
Rancho Paloma Dr (RPD), Black Mountain Pkwy to 56th St									
RPD	Black Mountain Pkwy to Cave Creek Rd	0.98	0.98	CM	4LD	2LU+	35,933	17,068	0
RPD	Cave Creek Rd to 56th St	0.76	0.76	CM	4LD	4LD	27,867	27,867	0
Area A9 Connector (A9C), Sweat Canyon Wash to Avenue A									
A9C	Sweat Canyon Wash to Avenue A	0.18	0.00	CM	4LD	DNE	6,600	0	0
Area C2 Connector (C2C), Sweat Canyon Tributary to New River Rd									
C2C	Sweat Canyon Tributary to New River Rd	0.18	0.00	CM	4LD	DNE	6,600	0	0
Total Northern Service Area Capacity		148.49	85.31	-	-	-	7,420,686	2,440,158	1,587,601

Table 8 - 2024 Major Arterial Street Existing and 2025-2034 Planned Capacity - Southwest Service Area

Planned Major Arterial Street Segment		Ultimate Length, "L _{Ult} " (miles)	Existing Length, "L ₂₀₁₉ " (miles)	Ultimate City Standard Cross Section, "XSEC _{Ult} "	Ultimate Lane Config., "LCON _{Ult} "	Existing Lane Config, "LCON ₂₀₁₉ "	Ultimate Capacity, "VMC _{Ult} " (veh-miles)	Existing Capacity, "VMC ₂₀₁₉ " (veh-miles)	2025-34 Planned Additional Capacity (veh-miles)
19th Ave (19A), Baseline Rd to Southern Ave									
19A	Dobbins Rd to Baseline Rd	1.00	1.00	D	4LU+	2LU-	34,833	13,750	
19A	Baseline Rd to Fremont Rd	0.25	0.25	D	4LU+	2LU-	8,708	3,438	0
19A	Fremont Rd to Vineyard Rd	0.25	0.25	D	4LU+	2LU-	8,708	3,438	0
19A	Vineyard Rd to Alta Vista Rd	0.25	0.25	D	4LU+	2LU-	8,708	3,438	0
19A	Alta Vista Rd to 170' s/o Lynne	0.14	0.14	D	4LU+	2LU-	4,877	1,925	0
19A	170' s/o Lynne Ln to Lynne Ln	0.03	0.03	D	4LU+	2LU-	1,045	413	0
19A	Lynne Ln to Southern Ave	0.08	0.08	D	4LU+	4LU+	2,787	2,787	0
51st Ave (51A), City Limits to I-10									
51A	City Limits to Estrella Dr	0.60	0.60	CM	4LD	2LU-	22,000	8,250	13,750
51A	Estrella Dr to Elliot Rd	1.00	1.00	CM	4LD	2LU-	36,667	13,750	22,917
51A	Elliot Rd to Dobbins Rd	1.00	1.00	CM	4LD	2LU-	36,667	13,750	22,917
51A	Dobbins Rd to South Mountain Ave	0.50	0.50	CM	4LD	4LD	18,333	18,333	0
51A	South Mountain Ave to 130' s/o Beverly Rd	0.24	0.24	CM	4LD	4LD	8,800	8,800	0
51A	130' s/o Beverly Rd to Beverly Rd	0.03	0.03	CM	4LD	5LD	1,100	1,375	0
51A	Beverly Rd to Baseline Rd	0.24	0.24	CM	6LD	6LD	13,200	13,200	0
51A	Baseline Rd to 905' n/o Baseline Rd	0.17	0.17	CM	6LD	5LD	9,350	7,792	0
51A	905' n/o Baseline Rd to Burgess Ln	0.66	0.66	CM	4LD	4LD	24,200	24,200	0
51A	Burgess Ln to Southern Ave	0.17	0.17	CM	6LD	6LD	9,350	9,350	0
51A	Southern Ave to Broadway Rd	0.78	0.78	CM	4LD	4LD	28,600	28,600	0
51A	Broadway Rd to Salt River Bridge	0.12	0.12	CM	4LD	4LU+	4,400	4,180	0
51A	Salt River Bridge to Broadway Rd	0.45	0.45	CM	4LD	4LU+	16,500	15,675	0
51A	Broadway Rd to Lower Buckeye Rd	0.74	0.74	CM	4LD	4LU+	27,133	25,777	0
51A	Lower Buckeye Rd to N. Limit of Fee Area	0.50	0.50	D	4LU+	4LU+	17,417	17,417	0
51A	S. Limit of Fee Area to Buckeye Rd	0.44	0.44	D	4LU+	4LU+	15,327	15,327	0
51A	Buckeye Rd to Van Buren St	1.00	1.00	D	4LU+	4LU+	34,833	34,833	0
51A	Van Buren St to I-10	0.79	0.79	D	5LU+	5LU+	34,398	34,398	0
59th Ave (59A), Elliot Rd to Southern Ave									
59A	Elliot Rd to Sunrise Dr	0.25	0.25	CM	4LD	2LU-	9,167	3,438	5,729
59A	Sunrise Dr to Olney Ave	0.25	0.25	CM	4LD	2LU+	9,167	4,354	4,813
59A	Olney Ave to Dobbins Rd	0.50	0.50	CM	4LD	2LU-	18,333	6,875	11,458
59A	Dobbins Rd to Siesta Way	0.14	0.14	CM	4LD	2LU-	5,133	1,925	0
59A	Siesta Way to 730' s/o Baseline Rd	0.79	0.79	CM	4LD	2LU+	28,967	13,759	0
59A	730' s/o Baseline Rd	0.14	0.14	CM	4LD	4LD	5,133	5,133	0
59A	Baseline Rd to Southern Ave	1.00	1.00	CM	4LD	DNE	36,667	0	36,667
75th Ave (75A), Baseline Rd to Buckeye Rd									
75A	Baseline Rd to 1300' n/o Baseline Rd	0.25	0.25	D	4LU+	2LU-	8,708	3,438	0
75A	1300' n/o Baseline Rd to 350' n/o Vineyard	0.33	0.33	D	4LU+	2LU+	11,413	5,707	0
75A	350' n/o Vineyard to Salt River	0.42	0.42	D	4LU+	2LU+	14,514	5,729	0
75A	Salt River to Broadway Rd	0.93	0.00	D	4LU+	DNE	32,395	0	0
75A	Broadway Rd to 1325' n/o Broadway Rd	0.25	0.25	CM	4LD	4LU+	9,201	8,708	0
75A	1325' n/o Broadway Rd to 1300' s/o Lower Buckeye Rd	0.50	0.50	CM	4LD	4LU+	18,333	17,417	0
75A	1300' s/o Lower Buckeye Rd to 1060' s/o Lower Buckeye Rd	0.05	0.05	CM	4LD	4LU+	1,833	1,742	0
75A	1060' s/o Lower Buckeye Rd to Lower Buckeye Rd	0.20	0.20	CM	4LD	4LU+	7,333	6,967	0
75A	Lower Buckeye Rd to 900' n/o Lower Buckeye Rd	0.17	0.17	D	4LU+	3LU+	5,922	4,441	0
75A	900' n/o Lower Buckeye Rd to 1650' n/o Lower Buckeye Rd	0.14	0.14	D	4LU+	4LU+	4,877	4,877	0
75A	1650' n/o Lower Buckeye Rd to Durango St	0.19	0.19	D	4LU+	4LU+	6,618	6,618	0
75A	Durango St to Buckeye Rd	0.48	0.48	D	4LU+	4LU+	16,720	16,720	0
75th Ave (75A), Buckeye Rd to Van Buren St, east half (northbound lanes) only									
75A	Buckeye Rd to Van Buren St	1.01	1.01	CM ^{-1/2}	4LD ^{-1/2}	4LU+ ^{-1/2}	18,517	17,591	0
75th Ave (75A), Van Buren St to I-10									
75A	Van Buren St to Roosevelt St	0.48	0.48	D	4LU+	4LU+	16,720	16,720	0
75A	Roosevelt St to I-10	0.21	0.21	A	6LD	4LU+	11,550	7,315	0
Baseline Rd (BLR), 75th Ave to 7th Ave									
BLR	75th Ave to 71st Ave	0.50	0.50	B	6LD	4LD	27,500	18,333	9,167
BLR	71st Ave to 67th Ave	0.50	0.50	B	6LD	3LU+	27,500	13,063	14,438
BLR	67th Ave to 63rd Ave	0.44	0.44	B	6LD	3LU+	24,200	11,495	12,705
BLR	63rd Ave to 600' w/o Loop 202	0.18	0.18	B	6LD	2LU+	9,900	3,135	6,765
BLR	600' e/o Loop 202 to 59th Ave	0.38	0.38	B	6LD	6LD	20,900	20,900	0
BLR	59th Ave to 55th Ave	0.49	0.49	B	6LD	4LD	26,950	17,967	8,983
BLR	55th Ave to 890' w/o 51st Ave	0.33	0.33	B	6LD	4LD	18,150	12,100	0
BLR	890' w/o 51st Ave to 51st Ave	0.17	0.17	B	6LD	5LD	9,350	7,792	0
BLR	51st Ave to 47th Ave	0.49	0.49	B	6LD	4LU+	26,950	17,068	0

Table 8 - 2024 Major Arterial Street Existing and 2025-2034 Planned Capacity - Southwest Service Area

Planned Major Arterial Street Segment		Ultimate Length, "L _{Ult} " (miles)	Existing Length, "L ₂₀₁₉ " (miles)	Ultimate City Standard Cross Section, "XSEC _{Ult} "	Ultimate Lane Config., "LCON _{Ult} "	Existing Lane Config., "LCON ₂₀₁₉ "	Ultimate Capacity, "VMC _{Ult} " (veh-miles)	Existing Capacity, "VMC ₂₀₁₉ " (veh-miles)	2025-34 Planned Additional Capacity (veh-miles)
BLR	47th Ave to 43rd Ave	0.49	0.49	B	6LD	4LU+	26,950	17,068	0
BLR	43rd Ave to 1330' w/o 35th Ave	0.75	0.75	CM	4LD	4LD	27,500	27,500	0
BLR	1330' w/o 35th Ave to 35th Ave	0.25	0.25	CM	4LD	4LD	9,167	9,167	0
BLR	35th Ave to 660' w/o 31st Ave	0.38	0.38	CM	4LD	4LU+	13,933	13,237	0
BLR	660' w/o 31st Ave to 125' e/o 29th Dr	0.38	0.38	CM	4LD	4LU+	13,933	13,237	0
BLR	125' e/o 29th Dr to 27th Ave	0.25	0.25	CM	4LD	4LU+	9,167	8,708	0
BLR	27th Ave to 19th Ave	1.00	1.00	CM	4LD	4LU+	36,667	34,833	0
BLR	19th Ave to 7th Ave	1.00	1.00	CM	4LD	4LU+	36,667	34,833	0
Broadway Rd (BWR), 107th Ave to 23rd Ave									
BWR	107th Ave to 300' w/o 103rd Glen	0.33	0.33	CM	4LD	2LU+	12,100	5,748	6,353
BWR	300' w/o 103rd Glen to 99th Ave	0.67	0.67	CM	4LD	4LD	24,567	24,567	0
BWR	99th Ave to 91st Ave	1.00	1.00	CM	4LD	2LU+	36,667	17,417	19,250
BWR	91st Ave to 83rd Ave	1.00	1.00	CM	4LD	2LU-	36,667	13,750	22,917
BWR	83rd Ave to 75th Ave	1.00	1.00	CM	4LD	2LU+	36,667	17,417	0
BWR	75th Ave to 67th Ave	1.00	1.00	CM	4LD	2LU+	36,667	17,417	19,250
BWR	67th Ave to 650' w/o Loop 202	0.58	0.58	CM	4LD	2LU-	21,267	7,975	0
BWR	580' e/o Loop 202 to 59th Ave	0.20	0.20	CM	4LD	4LD	7,333	7,333	0
BWR	59th Ave to 51st Ave	1.05	1.05	CM	4LD	2LU+	38,500	18,288	20,213
BWR	51st Ave to 43rd Ave	1.00	1.00	B	6LD	6LD	55,000	55,000	0
BWR	43rd Ave to 310' w/o 35th Ave	0.98	0.98	B	6LD	6LD	53,900	53,900	0
BWR	310' w/o 35th Ave to 35th Ave	0.06	0.06	B	6LD	6LD	3,300	3,300	0
BWR	35th Ave to 27th Ave	1.00	1.00	B	6LD	6LD	55,000	55,000	0
BWR	27th Ave to 23rd Ave	0.49	0.49	B	6LD	6LD	26,950	26,950	0
Buckeye Rd (BR), 107th Ave to 75th Ave, south half (eastbound lanes) only									
BR	107th Ave to 1980' e/o 107th Ave	0.37	0.37	A-1/2	6LD-1/2	4LU+ ^{1/2}	10,175	6,444	3,731
BR	1980' e/o 107th Ave to 99th Ave	0.63	0.63	A-1/2	6LD-1/2	4LU+ ^{1/2}	17,325	10,973	6,353
BR	99th Ave to 91st Ave	1.00	1.00	A-1/2	6LD-1/2	4LU+ ^{1/2}	27,500	17,417	10,083
BR	91st Ave to 83rd Ave	0.98	0.98	A-1/2	6LD-1/2	4LU+ ^{1/2}	26,950	17,068	9,882
BR	83rd Ave to 1300' e/o 83rd Ave	0.25	0.25	A-1/2	6LD-1/2	4LU+ ^{1/2}	6,875	4,354	0
BR	1300' e/o 83rd Ave to 79th Ave	0.25	0.25	A-1/2	6LD-1/2	4LU+ ^{1/2}	6,875	4,354	0
BR	79th Ave to 75th Ave	0.50	0.50	A-1/2	6LD-1/2	4LU+ ^{1/2}	13,750	8,708	0
Buckeye Rd (BR), 75th Ave to 43rd Ave - Full Street									
BR	75th Ave to 69th Ave	0.75	0.75	D	4LU+	4LU+	26,125	26,125	0
BR	69th Ave to 300' w/o 67th Ave	0.19	0.19	D	4LU+	4LU+	6,618	6,618	0
BR	300' w/o 67th Ave to 67th Ave	0.06	0.06	D	4LU+	4LU+	2,090	2,090	0
BR	67th Ave to 530' e/o 67th Ave	0.10	0.10	D	4LU+	4LU+	3,483	3,483	0
BR	530' e/o 67th Ave to 340' w/o 65th Ave	0.15	0.15	D	4LU+	4LU-	5,225	4,125	1,100
BR	340' w/o 65th Ave to 63rd Ave	0.24	0.24	D	4LU+	4LU-	8,360	6,600	1,760
BR	63rd Ave to 1325' w/o 59th Ave	0.25	0.25	D	4LU+	4LU-	8,708	6,875	1,833
BR	1325' w/o 59th Ave to 600' w/o 59th Ave	0.14	0.14	D	4LU+	4LU-	4,877	3,850	1,027
BR	600' e/o 59th Ave to 55th Ave	0.40	0.40	D	4LU+	4LU+	13,933	13,933	0
BR	55th Ave to 51st Ave	0.50	0.50	D	4LU+	4LU+	17,417	17,417	0
BR	51st Ave to 43rd Ave	1.00	1.00	D	4LU+	4LU+	34,833	34,833	0
Lower Buckeye Rd (LBR), 107th Ave to 43rd Ave									
LBR	107th Ave to 880' e/o 107th Ave	0.17	0.17	CM	4LD	2LU+	6,233	2,961	0
LBR	880' e/o 107th Ave to 99th Ave	0.83	0.83	CM	4LD	4LD	30,433	30,433	0
LBR	99th Ave to 97th Ave	0.25	0.25	CM	4LD	4LD	9,167	9,167	0
LBR	97th Ave to 91st Ave	0.75	0.75	CM	4LD	2LU+	27,500	13,063	0
LBR	91st Ave to 83rd Ave	1.00	1.00	CM	4LD	4LD	36,667	36,667	0
LBR	83rd Ave to 250' w/o 81st Ave	0.25	0.25	CM	4LD	2LU+	9,167	4,354	0
LBR	250' w/o 81st Ave to 75th Ave	0.75	0.75	CM	4LD	4LD	27,500	27,500	0
LBR	75th Ave to 67th Ave	1.00	1.00	CM	4LD	4LD	36,667	36,667	0
LBR	67th Ave to 63rd Ave	0.50	0.50	CM	4LD	4LD	18,333	18,333	0
LBR	63rd Ave to 675' w/o Loop 202	0.38	0.38	CM	4LD	2LU-	13,933	5,225	8,708
LBR	59th Ave to 51st Ave	1.00	1.00	CM	4LD	4LD	36,667	36,667	0
LBR	51st Ave to 43rd Ave	1.00	1.00	CM	4LD	4LD	36,667	36,667	0
Southern Ave (SOA), 75th Ave to 23rd Ave									
SOA	75th Ave to 67th Ave	1.00	1.00	CM	4LD	2LU-	36,667	13,750	0
SOA	67th Ave to 600' w/o Loop 202	0.50	0.50	CM	4LD	2LU-	18,333	6,875	0
SOA	600' e/o Loop 202 to 59th Ave	0.27	0.27	CM	4LD	2LU-	9,900	3,713	6,188
SOA	59th Ave to 55th Ave	0.50	0.50	CM	4LD	2LU+	18,333	8,708	0
SOA	55th Ave to 900' w/o 51st Ave	0.32	0.32	CM	4LD	4LD	11,733	11,733	0
SOA	900' w/o 51st Ave to 51st Ave	0.18	0.18	CM	4LD	2LU+	6,600	3,135	0

Table 8 - 2024 Major Arterial Street Existing and 2025-2034 Planned Capacity - Southwest Service Area

Planned Major Arterial Street Segment		Ultimate Length, "L _{Ult} " (miles)	Existing Length, "L ₂₀₁₉ " (miles)	Ultimate City Standard Cross Section, "XSEC _{Ult} "	Ultimate Lane Config., "LCON _{Ult} "	Existing Lane Config., "LCON ₂₀₁₉ "	Ultimate Capacity, "VMC _{Ult} " (veh-miles)	Existing Capacity, "VMC ₂₀₁₉ " (veh-miles)	2025-34 Planned Additional Capacity (veh-miles)
SOA	51st Ave to 1,120' e/o 51st Ave	0.20	0.20	CM	4LD	2LU+	7,333	3,483	0
SOA	1,120' e/o 51st Ave to 47th Ave	0.30	0.30	CM	4LD	2LU-	11,000	4,125	0
SOA	47th Ave to 43rd Ave	0.50	0.50	CM	4LD	2LU+	18,333	8,708	0
SOA	43rd Ave to 39th Ave	0.50	0.50	CM	4LD	2LU+	18,333	8,708	0
SOA	39th Ave to 1,250' w/o 35th Ave	0.27	0.27	CM	4LD	2LU-	9,900	3,713	0
SOA	1,250' w/o 35th Ave to 35th Ave	0.23	0.23	CM	4LD	4LD	8,433	8,433	0
SOA	35th Ave to 27th Ave	1.00	1.00	D	4LU+	4LU+	34,833	34,833	0
SOA	27th Ave to 23rd Ave	0.50	0.50	D	4LU+	4LU+	17,417	17,417	0
Dobbins Rd (DBN), 7th Ave to Carver Rd (W Limit of Fee Area)									
DBN	7th Ave to 135' w/o 10th Dr	0.25	0.25	C	4LU+	2LU+	8,708	4,354	4,354
DBN	135' w/o 10th Dr to 470' e/o 17th Dr	0.40	0.40	C	4LU+	2LU-	13,933	5,500	8,433
DBN	470' e/o 17th Ave to 17th Ave	0.09	0.09	C	4LU+	2LU+	3,135	1,568	1,568
DBN	17th Ave to 19th Ave	0.25	0.25	C	4LU+	2LU-	8,708	3,438	5,271
DBN	19th Ave to 27th Ave	1.00	1.00	C	4LU+	2LU-	34,833	13,750	21,083
DBN	27th Ave to 33rd Ave	0.74	0.74	C	4LU+	2LU-	25,777	10,175	15,602
DBN	33rd Ave to 35th Ave	0.25	0.25	C	4LU+	2LU+	8,708	4,354	4,354
DBN	35th Ave to 35th Glen	0.10	0.10	C	4LU+	2LU+	3,483	1,742	1,742
DBN	35th Glen to 39th Ave	0.40	0.40	C	4LU+	2LU-	13,933	5,500	8,433
DBN	39th Ave Align to 43rd Ave	0.50	0.50	C	4LU+	2LU+	17,417	8,708	0
DBN	43rd Ave to 48th Dr	0.65	0.65	C	4LU+	2LU+	22,642	11,321	0
DBN	48th Dr to 51st Ave	0.35	0.35	C	4LU+	3LU+	12,192	9,144	0
DBN	51st Ave to 270' w/o 53rd Ave	0.31	0.31	C	4LU+	3LU+	10,798	8,099	2,700
DBN	270' w/o 53rd Ave to 360' w/o 56th Glen	0.48	0.48	C	4LU+	2LU+	16,720	8,360	8,360
DBN	360' w/o 56th Glen to 59th Ave	0.20	0.20	C	4LU+	2LU-	6,967	2,750	4,217
DBN	59th Ave to 580' e/o L202	0.22	0.22	C	4LU+	2LU-	7,663	3,025	4,638
DBN	67th Ave to 580' w/o of L202	0.54	0.54	C	4LU+	2LU-	18,810	7,425	11,385
DBN	67th Ave to Carver Rd (W Limit of Fee Area)	0.29	0.29	C	4LU+	2LU-	10,102	3,988	6,114
Total Southwest Service Area Capacity		67.38	66.44	-	-	-	2,536,863	1,791,667	417,207

Table 9 - 2025-2034 Major Arterial Street Infrastructure Finance Plan (IFP) - Northern Service Area (Scenario 1)

Street	Segment	Ultimate City Standard Cross Section, "XSEC _{ult} "	Ultimate Lane Config., "LCON _{ult} "	Ultimate Length, "L _{ult} " (miles)	Percent Physically Complete (pavement & concrete in place)	Percent Functionally Complete (striped number of thru lanes)	Preliminary Estimate of Ultimate Needed Roadway Construction Cost	Value of Existing Roadway	2025-34 IFP Planned Improvement	Roadway Construction Cost Accounted for in 2025-2034 Impact Fee
43rd Ave (43A), Dixileta Dr to Carefree Hwy										
43A	Dixileta Dr to SR 303	A	6LD	0.73	0.0%	0.0%	\$6,316,104	\$0	No	\$0
43A	SR 303 to Dove Valley Rd	A	6LD	1.15	100.0%	100.0%	\$0	\$9,950,027	No	\$0
43A	Dove Valley Rd to Carefree Hwy	A	6LD	0.85	0.0%	0.0%	\$7,354,368	\$0	No	\$0
51st Ave (51A), Inspiration Pkwy (Jomax Rd align.) to Carefree Highway										
51A	Jomax Rd to CAP	A	6LD	0.83	77.8%	66.7%	\$1,557,396	\$5,623,928	No	\$0
51A	CAP to Dixileta Dr	A	6LD	1.61	0.0%	0.0%	\$13,930,038	\$0	Yes	\$13,930,038
51A	Dixileta Dr to SR 303	A	6LD	0.61	0.0%	0.0%	\$5,277,840	\$0	Yes	\$5,277,840
51A	SR 303 to Dove Valley Rd	A	6LD	1.00	100.0%	100.0%	\$0	\$8,652,197	No	\$0
51A	Dove Valley Rd to Carefree Hwy	A	6LD	0.85	0.0%	0.0%	\$7,354,368	\$0	Yes	\$7,354,368
Anthem Way (ANT), New River Road to I-17										
ANT	New River Rd (North) to Avenue A	B	6LD	3.63	0.0%	0.0%	\$28,674,730	\$0	No	\$0
ANT	Avenue A to New River Rd (South)	B	6LD	0.88	0.0%	0.0%	\$6,951,450	\$0	No	\$0
ANT	New River Rd (South) to Pyramid Peak Pkwy	B	6LD	1.32	0.0%	0.0%	\$10,427,175	\$0	No	\$0
ANT	Pyramid Peak Pkwy to 43rd Ave	B	6LD	0.50	100.0%	83.3%	\$0	\$3,949,687	No	\$0
ANT	43rd Ave to I-17	B	6LD	0.31	100.0%	100.0%	\$0	\$2,448,806	No	\$0
Avenue A (AVA), Daisy Mountain Road to Anthem Way										
AVA	Daisy Mountain Road to Anthem Way	B	6LD	1.93	0.0%	0.0%	\$15,245,793	\$0	No	\$0
Carefree Hwy (CFH), west limit of fee area (@ +/- 73rd Ave align.) to Paloma Pkwy										
CFH	I-17 to North Valley Pkwy	A	6LD	0.36	77.8%	83.3%	\$692,176	\$2,422,615	Yes	\$692,176
CFH	North Valley Pkwy to Paloma Pkwy	A	6LD	1.11	77.8%	83.3%	\$2,163,049	\$7,440,890	No	\$0
Daisy Mountain Dr (DSY), west limit of fee area (@ Avenue A) to I-17										
DSY	City Limit to Avenue A	A	6LD	0.90	0.0%	0.0%	\$7,786,978	\$0	No	\$0
DSY	Avenue A to New River Road	A	6LD	1.22	0.0%	0.0%	\$10,901,769	\$0	No	\$0
DSY	New River Road to Avenue V	A	6LD	0.26	0.0%	0.0%	\$2,249,571	\$0	No	\$0
DSY	Avenue V to Pyramid Peak Pkwy	A	6LD	0.76	0.0%	0.0%	\$6,575,670	\$0	No	\$0
DSY	Pyramid Peak Pkwy to Avenue U	A	6LD-1/2	0.92	0.0%	0.0%	\$7,960,022	\$0	No	\$0
DSY	Avenue U to City Limit	A	6LD-1/2	0.95	0.0%	0.0%	\$8,219,588	\$0	No	\$0
DSY	City Limit to I-17	A	6LD-1/2	0.43	0.0%	0.0%	\$3,720,445	\$0	No	\$0
Dixileta Dr (DXD), CAP (@ +/- 73rd Ave align.) to I-17										
DXD	Pyramid Peak Pkwy to 51st Ave	A	6LD	2.01	0.0%	0.0%	\$17,390,917	\$0	No	\$0
DXD	51st Ave to 43rd Ave	A	6LD	0.93	0.0%	0.0%	\$8,046,544	\$0	No	\$0
DXD	43rd Ave to I-17	A	6LD	1.49	0.0%	0.0%	\$12,891,774	\$0	No	\$0
Dove Valley Rd (DVR), west limit of fee area to Sonoran Desert Dr										
DVR	West Limit of Fee Area to Pyramid Peak Pkwy	A	6LD	1.04	0.0%	0.0%	\$8,998,285	\$0	No	\$0
DVR	Pyramid Peak Pkwy to Deadman Wash	A	6LD	1.01	0.0%	0.0%	\$8,738,719	\$0	No	\$0
DVR	Deadman Wash to 51st Ave	A	6LD	1.06	0.0%	0.0%	\$9,171,329	\$0	Yes	\$9,171,329
DVR	51st Ave to 1,470' w/o 43rd Ave	A	6LD	0.76	33.3%	25.0%	\$4,412,621	\$2,163,049	Yes	\$4,412,621
DVR	1,470' w/o 43rd Ave to 43rd Ave	A	6LD	0.24	100.0%	100.0%	\$0	\$2,076,527	No	\$0
DVR	43rd Ave to I-17	A	6LD	1.13	100.0%	100.0%	\$0	\$9,776,983	No	\$0
DVR	I-17 to North Valley Pkwy	A	6LD	0.86	33.3%	31.7%	\$4,931,753	\$2,509,137	Yes	\$4,931,753
DVR	North Valley Pkwy to 20th Ave	C	4LU+	0.84	100.0%	100.0%	\$0	\$5,414,770	No	\$0
DVR	20th Ave to Sonoran Desert Dr	C	4LU+	3.62	42.9%	50.0%	\$13,343,541	\$9,991,540	Yes	\$13,343,541
New River Rd (NRV), Cloud Rd to I-17 (north of Jenny Lin Rd)										
NRV	Pyramid Peak Pkwy to Pioneer Rd	CM	4LD	1.20	0.0%	0.0%	\$7,882,184	\$0	No	\$0
NRV	Pioneer Rd to Daisy Mountain Dr	CM	4LD	3.53	0.0%	0.0%	\$23,186,758	\$0	No	\$0
NRV	Daisy Mountain Road to Anthem Way (South)	A	4LD	2.13	0.0%	0.0%	\$18,429,181	\$0	No	\$0
NRV	Anthem Way (South) to Anthem Way(North)	A	6LD	2.60	22.2%	25.0%	\$17,477,439	\$5,018,275	No	\$0
NRV	Anthem Way (North) to I-17	A	6LD	0.29	22.2%	25.0%	\$1,990,005	\$519,132	No	\$0
North Valley Pkwy (NVP), CAP to Carefree Hwy										
NVP	Jomax Rd to 500' s/o CAP	A	6LD	0.15	77.8%	63.3%	\$259,566	\$1,038,264	No	\$0
NVP	500' s/o CAP to CAP	A	6LD	0.10	88.9%	83.3%	\$86,522	\$778,698	No	\$0
NVP	CAP to Quail Track Dr	A	6LD	0.12	88.9%	83.3%	\$86,522	\$951,742	No	\$0
NVP	Quail Track Dr to Copperhead Tr	A	6LD	0.58	100.0%	100.0%	\$0	\$5,018,275	No	\$0
NVP	Copperhead Tr to 660' n/o Casino Ave	A	6LD	0.61	77.8%	82.7%	\$1,211,308	\$4,153,055	No	\$0
NVP	660' n/o Casino Ave to Dixileta Dr	A	6LD	0.74	100.0%	83.3%	\$0	\$6,402,626	No	\$0
NVP	Dixileta Dr to 200' s/o Rancho Tierra	A	6LD	0.71	33.3%	31.7%	\$4,066,533	\$2,076,527	Yes	\$4,066,533
NVP	200' s/o Rancho Tierra to Sonoran Desert Dr	A	6LD	0.40	33.3%	66.7%	\$2,336,093	\$1,124,786	Yes	\$2,336,093
NVP	Sonoran Desert Dr to Dove Valley Rd	A	6LD	1.12	77.8%	66.7%	\$2,163,049	\$7,527,412	Yes	\$2,163,049
NVP	Dove Valley Rd to 27th Dr	A	6LD	0.26	100.0%	100.0%	\$0	\$2,249,571	No	\$0
NVP	27th Dr to exist. north end of road	A	6LD	0.41	100.0%	100.0%	\$0	\$3,547,401	No	\$0
NVP	Exist. north end of road to Carefree Hwy	A	6LD	0.59	0.0%	0.0%	\$5,104,796	\$0	Yes	\$5,104,796
Pioneer Rd (PIO), New River Rd to I-17										
PIO	Pyramid Peak Pkwy to Carefree Hwy	B	6LD	1.11	0.0%	0.0%	\$8,768,306	\$0	No	\$0
PIO	Avenue V to Pyramid Peak Pkwy	B	6LD	1.75	0.0%	0.0%	\$13,823,906	\$0	No	\$0
PIO	Pyramid Peak Pkwy to 39th Avenue	B	6LD	1.93	0.0%	0.0%	\$15,245,793	\$0	No	\$0
PIO	39th Ave to I-17	B	6LD	0.33	22.2%	25.0%	\$2,053,837	\$552,956	No	\$0
Pyramid Peak Pkwy (PYR), southwest corner of fee area (@ +/-67th Ave & Jomax Rd) to Anthem Wy										
PYR	SW Limit of fee area to 64th Ave	B	6LD	0.18	77.8%	66.7%	\$315,975	\$1,105,912	No	\$0
PYR	64th Ave to Cavedale Dr	B	6LD	0.13	77.8%	66.7%	\$236,981	\$789,937	No	\$0
PYR	Cavedale Dr to 400' n/o Maya Wy	B	6LD	0.20	66.7%	66.7%	\$552,956	\$1,026,919	No	\$0
PYR	410' North of Maya Wy to 190' s/o of Bent Tree Dr	B	6LD	0.29	66.7%	63.3%	\$789,937	\$1,500,881	No	\$0
PYR	190' s/o Bent Tree Dr to Dynamite Blvd	B	6LD	0.50	77.8%	66.7%	\$868,931	\$3,080,756	No	\$0
PYR	Dynamite Blvd to Brookhart Wy	B	6LD	0.23	77.8%	66.7%	\$394,969	\$1,421,887	No	\$0
PYR	Brookhart Wy to CAP	B	6LD	0.70	100.0%	100.0%	\$0	\$5,529,562	No	\$0
PYR	CAP to Dixileta	B	6LD	0.97	0.0%	0.0%	\$7,662,393	\$0	No	\$0
PYR	Dixileta to SR303	B	6LD	1.07	0.0%	0.0%	\$8,452,331	\$0	No	\$0
PYR	SR 303 to Dove Valley Rd	B	6LD	0.58	0.0%	0.0%	\$4,581,637	\$0	No	\$0

Table 9 - 2025-2034 Major Arterial Street Infrastructure Finance Plan (IFP) - Northern Service Area (Scenario 1)

Street	Segment	Ultimate City Standard Cross Section, "XSEC _{ult} "	Ultimate Lane Config., "LCON _{ult} "	Ultimate Length, "L _{ult} " (miles)	Percent Physically Complete (pavement & concrete in place)	Percent Functionally Complete (striped number of thru lanes)	Preliminary Estimate of Ultimate Needed Roadway Construction Cost	Value of Existing Roadway	2025-34 IFP Planned Improvement	Roadway Construction Cost Accounted for in 2025-2034 Impact Fee
PYR	Dove Valley Rd to Carefree Hwy	B	6LD	0.46	0.0%	0.0%	\$3,633,712	\$0	No	\$0
PYR	Carefree Hwy to Avenue V	B	6LD	1.19	0.0%	0.0%	\$9,400,256	\$0	No	\$0
PYR	Avenue V to Pioneer Rd	B	6LD	0.90	0.0%	0.0%	\$7,109,437	\$0	No	\$0
PYR	Pioneer Rd to Daisy Mountain Dr	B	6LD	1.59	0.0%	0.0%	\$12,560,006	\$0	No	\$0
PYR	Daisy Mountain Dr to Avenue U	B	6LD	1.08	0.0%	0.0%	\$8,531,325	\$0	No	\$0
PYR	Avenue U to Anthem Way	B	6LD	0.86	0.0%	0.0%	\$6,793,462	\$0	No	\$0
Sonoran Desert Dr (SDD), I-17 to east limit of fee area (@ +/- 16th St align.)										
SDD	I-17 to North Valley Pkwy	A	6LD	1.02	100.0%	100.0%	\$0	\$8,825,241	No	\$0
SDD	North Valley Pkwy to 1250' e/o NVP	A	6LD	0.25	44.4%	31.7%	\$1,211,308	\$951,742	Yes	\$1,211,308
SDD	1250' e/o NVP to Paloma Pkwy	A	6LD	0.25	44.4%	31.7%	\$1,211,308	\$951,742	Yes	\$1,211,308
SDD	Paloma Pkwy to Dove Valley Rd.	A	6LD	3.05	0.0%	0.0%	\$26,389,202	\$0	Yes	\$26,389,202
7th St (7S), CAP to Happy Valley Rd										
7S	CAP to Happy Valley Rd	B	6LD	0.51	22.2%	25.0%	\$3,159,750	\$868,931	Yes	\$3,159,750
Black Mountain Blvd (BMB), Loop 101 to Cave Creek Rd										
BMB	1,150' s/o Mayo Blvd to Mayo Blvd	A	4LD	0.22	100.0%	100.0%	\$0	\$1,903,483	No	\$0
BMB	Mayo Blvd to Deer Valley Rd	A	6LD	0.24	100.0%	100.0%	\$0	\$2,076,527	No	\$0
BMB	Deer Valley Rd to Rough Rider Rd	A	6LD	0.50	100.0%	100.0%	\$0	\$4,326,099	No	\$0
BMB	Rough Rider Rd to Pinnacle Peak Rd	A	6LD	0.50	44.4%	31.7%	\$2,422,615	\$1,903,483	Yes	\$2,422,615
BMB	Pinnacle Peak Rd to Happy Valley Rd	A	6LD	1.08	0.0%	0.0%	\$9,344,373	\$0	Yes	\$9,344,373
BMB	Happy Valley Rd to 885' s/o Briles Rd	A	6LD	0.73	0.0%	0.0%	\$6,316,104	\$0	Yes	\$6,316,104
BMB	885' s/o Briles Rd to Jomax Rd	A	6LD	0.42	0.0%	0.0%	\$3,633,923	\$0	Yes	\$3,633,923
BMB	Jomax Rd to Cave Creek Rd (full street)	A	6LD	0.68	0.0%	0.0%	\$5,883,494	\$0	Yes	\$5,883,494
Cave Creek Rd (CAV), CAP to North City limits										
CAV	CAP to Deer Valley Rd	B	6LD	0.48	77.8%	66.7%	\$868,931	\$2,922,769	Yes	\$868,931
CAV	Deer Valley Rd to Cielo Grande Ave	B	6LD	0.50	88.9%	83.3%	\$473,962	\$3,475,725	Yes	\$473,962
CAV	Cielo Grande Ave to 835' n/o Cielo Grande Ave	B	6LD	0.16	88.9%	83.3%	\$157,987	\$1,105,912	Yes	\$157,987
CAV	835' n/o Cielo Grande to 405' s/o Pinnacle Peak	B	6LD	0.14	88.9%	83.3%	\$157,987	\$947,925	Yes	\$157,987
CAV	405' s/o Pinnacle Peak to Pinnacle Peak Rd	B	6LD	0.08	77.8%	83.3%	\$157,987	\$473,962	Yes	\$157,987
CAV	Pinnacle Peak Rd to Happy Valley Rd	B	6LD	1.00	77.8%	83.3%	\$1,737,862	\$6,161,512	Yes	\$1,737,862
CAV	Happy Valley Rd to 2400' s/o Jomax Rd	B	6LD	0.57	77.8%	66.7%	\$1,026,919	\$3,475,725	Yes	\$1,026,919
CAV	2400' s/o of Jomax Rd to Jomax Rd	B	6LD	0.45	55.6%	66.7%	\$1,579,875	\$1,974,844	Yes	\$1,579,875
CAV	Jomax Rd to Black Mtn Pkwy	B	6LD	0.62	55.6%	66.7%	\$2,211,825	\$2,685,787	Yes	\$2,211,825
CAV	Black Mtn Pkwy to Dynamite Blvd	B	6LD	0.51	55.6%	66.7%	\$1,816,856	\$2,211,825	No	\$0
CAV	Dynamite Blvd to 290' n/o Peak View Rd	B	6LD	0.61	55.6%	66.7%	\$2,132,831	\$2,685,787	No	\$0
CAV	290' n/o Peak View Rd to Tatum Blvd	B	6LD	0.53	77.8%	66.7%	\$947,925	\$3,238,744	No	\$0
CAV	Tatum Blvd to Desert Willow Pky	B	6LD	0.85	66.7%	66.7%	\$2,211,825	\$4,502,644	No	\$0
CAV	Desert Willow Pky to Lone Mtn Rd	B	6LD	0.25	66.7%	66.7%	\$631,950	\$1,342,894	No	\$0
CAV	Lone Mtn Rd to 925' n/o Lone Mtn Rd	B	6LD	0.18	100.0%	66.7%	\$0	\$1,421,887	No	\$0
CAV	925' n/o Lone Mtn Rd to Ashler Hills Dr	B	6LD	0.39	55.6%	66.7%	\$1,342,894	\$1,737,862	No	\$0
CAV	Ashler Hills Dr to Ocupado Dr	B	6LD	0.26	55.6%	66.7%	\$947,925	\$1,105,912	No	\$0
CAV	Ocupado Dr to Rancho Paloma	B	6LD	0.18	88.9%	66.7%	\$157,987	\$1,263,900	No	\$0
CAV	Rancho Paloma to 300' s/o Smokehouse Trl	B	6LD	0.40	55.6%	66.7%	\$1,421,887	\$1,737,862	No	\$0
CAV	300' s/o Smokehouse Trl to City Limits	B	6LD	0.21	55.6%	66.7%	\$710,944	\$947,925	No	\$0
Deer Valley Rd (DEE), Cave Creek Rd to Scottsdale Rd										
DEE	CAP to Cave Creek Rd	B	6LD	0.37	100.0%	100.0%	\$0	\$2,922,769	No	\$0
DEE	Cave Creek Rd to 28th St	B	6LD	0.58	100.0%	100.0%	\$0	\$4,581,637	No	\$0
DEE	28th St to Black Mtn Pkwy	B	6LD	1.00	100.0%	100.0%	\$0	\$7,899,375	No	\$0
DEE	Black Mtn Pkwy to 40th St	A	6LD	1.00	100.0%	100.0%	\$0	\$8,652,197	No	\$0
DEE	40th St to Tatum Blvd	A	6LD	0.74	77.8%	50.0%	\$1,384,352	\$5,018,275	Yes	\$1,384,352
DEE	Tatum Blvd to Marriott Dr	A	6LD	0.49	100.0%	66.7%	\$0	\$4,239,577	No	\$0
DEE	Marriott Dr to 56th St	A	6LD	0.54	100.0%	66.7%	\$0	\$4,672,187	No	\$0
DEE	56th St to Wash e/o Superblock 1 South	A	6LD	0.61	100.0%	100.0%	\$0	\$5,277,840	No	\$0
DEE	Wash e/o Superblock 1 South to 64th St	A	6LD	0.56	0.0%	0.0%	\$4,845,231	\$0	Yes	\$4,845,231
DEE	64th St to Scottsdale Rd	A	6LD	1.09	0.0%	0.0%	\$9,430,895	\$0	Yes	\$9,430,895
Desert Peak Pkwy (DPK), Happy Valley Rd to Cave Creek Rd										
DPK	Happy Valley Rd to Cave Creek Rd	A	6LD	0.68	100.0%	100.0%	\$0	\$5,883,494	No	\$0
Happy Valley Rd (HVR), CAP (@ +/- 7th Ave align.) to Desert Peak Pkwy										
HVR	CAP to 7th St	A	6LD	1.00	50.0%	25.0%	\$4,326,099	\$4,326,099	No	\$0
HVR	7th St to 16th St align.	A	6LD	1.00	0.0%	0.0%	\$8,652,197	\$0	No	\$0
HVR	16th St align. to e/o Cave Creek Wash	A	4LD	0.24	0.0%	0.0%	\$2,076,527	\$0	No	\$0
HVR	e/o Cave Creek Wash to Hillstone Way	A	6LD	0.92	77.8%	31.7%	\$1,730,439	\$6,229,582	No	\$0
HVR	Hillstone Way to Cave Creek Rd	A	6LD	0.77	100.0%	100.0%	\$0	\$6,662,192	No	\$0
HVR	Cave Creek Rd to Black Mountain Blvd	CM	4LD	1.27	0.0%	0.0%	\$8,341,978	\$0	No	\$0
HVR	Black Mountain Blvd to Tatum Blvd	CM	4LD	1.29	0.0%	0.0%	\$8,473,348	\$0	No	\$0
HVR	Tatum Blvd to 56th St	CM	4LD	1.17	0.0%	0.0%	\$7,685,130	\$0	No	\$0
HVR	56th St to 64th St	CM	4LD	0.65	0.0%	0.0%	\$4,269,516	\$0	No	\$0
HVR	64th St to Scottsdale Rd	CM	4LD	1.00	0.0%	0.0%	\$6,568,487	\$0	No	\$0
Lone Mountain Rd (LNM), Sonoran Desert Dr to Cave Creek Rd										
LNM	Sonoran Desert Dr to Black Mtn Blvd	A	6LD	1.47	0.0%	0.0%	\$12,718,730	\$0	No	\$0
LNM	Black Mtn Blvd to 705' w/o Cave Creek Rd	A	6LD	0.66	33.3%	25.0%	\$3,806,967	\$1,903,483	No	\$0
LNM	705' w/o Cave Creek Rd to Cave Creek Rd	A	6LD	0.13	77.8%	31.7%	\$259,566	\$865,220	No	\$0
Pinnacle Peak Rd (PIN), Cave Creek Rd to Scottsdale Rd										
PIN	Cave Creek Rd to Black Mtn Blvd	A	6LD	1.18	22.2%	25.0%	\$7,960,022	\$2,249,571	Yes	\$7,960,022
PIN	Black Mtn Blvd to 2500' w/o Cashman Dr	A	6LD	0.25	22.2%	25.0%	\$1,643,918	\$519,132	Yes	\$1,643,918
PIN	2500' w/o Cashman Dr to 1140' w/o Cashman	A	6LD	0.27	22.2%	25.0%	\$1,816,961	\$519,132	Yes	\$1,816,961
PIN	1140' w/o Cashman Dr to 40th St	A	6LD	0.80	33.3%	25.0%	\$4,585,665	\$2,336,093	Yes	\$4,585,665
PIN	40th St to Tatum Blvd	A	6LD	0.81	33.3%	25.0%	\$4,672,187	\$2,336,093	Yes	\$4,672,187
PIN	Tatum Blvd to 56th St	A	6LD	1.00	33.3%	25.0%	\$5,796,972	\$2,855,225	Yes	\$5,796,972
PIN	56th St to 64th St	A	6LD	0.50	33.3%	25.0%	\$2,855,225	\$1,470,874	Yes	\$2,855,225

Table 9 - 2025-2034 Major Arterial Street Infrastructure Finance Plan (IFP) - Northern Service Area (Scenario 1)

Street	Segment	Ultimate City Standard Cross Section, "XSEC _{ult} "	Ultimate Lane Config., "LCON _{ult} "	Ultimate Length, "L _{ult} " (miles)	Percent Physically Complete (pavement & concrete in place)	Percent Functionally Complete (striped number of thru lanes)	Preliminary Estimate of Ultimate Needed Roadway Construction Cost	Value of Existing Roadway	2025-34 IFP Planned Improvement	Roadway Construction Cost Accounted for in 2025-2034 Impact Fee
PIN		A	6LD	1.00	22.2%	25.0%	\$6,748,714	\$1,903,483	Yes	\$6,748,714
Sonoran Desert Drive (SDD), Dove Valley Rd to Cave Creek Rd										
SDD	Dove Valley Rd to Lone Mtn Rd	A	6LD	1.80	33.3%	31.7%	\$10,382,637	\$5,191,318	Yes	\$10,382,637
SDD	Lone Mtn Rd to 1.16 mi w/o Cave Creek Rd	A	6LD	0.90	33.3%	31.7%	\$5,191,318	\$2,595,659	Yes	\$5,191,318
SDD	1.16 mi w/o Cave Creek Rd to Cave Creek Rd	A	6LD	1.16	33.3%	35.6%	\$6,662,192	\$3,374,357	Yes	\$6,662,192
Tatum Blvd (TAT), CAP to Lone Mtn Rd										
TAT	CAP to Acacia Dr	A	6LD	0.67	55.6%	66.7%	\$2,595,659	\$3,201,313	Yes	\$2,595,659
TAT	Acacia Dr to Mayo Blvd	A	6LD	0.21	55.6%	66.7%	\$778,698	\$1,038,264	Yes	\$778,698
TAT	Mayo Blvd to 420' s/o Loop 101	A	6LD	0.22	55.6%	63.3%	\$865,220	\$1,038,264	No	\$0
TAT	420' s/o Loop 101 to 360' n/o Loop 101	A	6LD	0.15	100.0%	100.0%	\$0	\$1,297,830	No	\$0
TAT	360' n/o Loop 101 to Deer Valley Rd	A	6LD	0.45	100.0%	100.0%	\$0	\$3,893,489	No	\$0
TAT	Deer Valley Rd to Abraham Dr	A	6LD	0.16	88.9%	83.3%	\$173,044	\$1,211,308	Yes	\$173,044
TAT	Abraham Dr to 510' n/o Ranger Dr	A	6LD	1.02	77.8%	66.7%	\$1,990,005	\$6,835,236	Yes	\$1,990,005
TAT	510' N/O Ranger Dr to Pinnacle Peak Rd	A	6LD	0.18	77.8%	66.7%	\$346,088	\$1,211,308	Yes	\$346,088
TAT	Pinnacle Peak Rd to 40th St	A	6LD	0.55	44.4%	66.7%	\$2,682,181	\$2,076,527	Yes	\$2,682,181
TAT	40th St to Happy Valley Rd	A	6LD	0.35	44.4%	66.7%	\$1,643,918	\$1,384,352	Yes	\$1,643,918
TAT	Happy Valley Rd to 280' S/O Prickly Pear Trl	A	6LD	0.71	44.4%	66.7%	\$3,374,357	\$2,768,703	No	\$0
TAT	280' S/O Prickly Pear Trl to Jomax Rd	A	6LD	0.42	77.8%	83.3%	\$778,698	\$2,855,225	No	\$0
TAT	Jomax Rd to Dynamite Blvd	A	6LD	1.00	44.4%	66.7%	\$4,845,231	\$3,806,967	No	\$0
TAT	Dynamite Blvd to Dixileta Dr	A	6LD	0.63	77.8%	66.7%	\$1,211,308	\$4,239,577	No	\$0
TAT	Dixileta Dr to Cave Creek Rd	A	6LD	0.76	77.8%	66.7%	\$1,470,874	\$5,104,796	No	\$0
TAT	Cave Creek Rd to Black Mtn Pkwy	B	6LD	0.32	77.8%	66.7%	\$552,956	\$1,974,844	No	\$0
TAT	Black Mtn Pkwy to Lone Mtn Rd	A	6LD	0.92	0.0%	0.0%	\$7,960,022	\$0	No	\$0
56th St (56S), CAP to Rancho Paloma Dr										
56S	CAP to Mayo Blvd	CM	4LD	0.92	100.0%	100.0%	\$0	\$6,043,008	No	\$0
56S	Mayo Blvd to 500' s/o Loop 101	A	6LD	0.20	77.8%	66.7%	\$346,088	\$1,384,352	No	\$0
56S	500' s/o Loop 101 to Deer Valley Rd	A	6LD	0.66	100.0%	100.0%	\$0	\$5,710,450	No	\$0
56S	Deer Valley Rd to 860' n/o Ranger Rd	CM	4LD	1.03	100.0%	100.0%	\$0	\$6,765,541	No	\$0
56S	860' n/o Ranger Rd to Pinnacle Peak Rd	CM	4LD	0.69	28.6%	37.5%	\$3,218,559	\$1,313,697	No	\$0
56S	Pinnacle Peak Rd to Happy Valley Rd	CM	4LD	0.98	0.0%	0.0%	\$6,437,117	\$0	No	\$0
56S	Happy Valley Rd to Jomax Rd	CM	4LD	1.00	0.0%	0.0%	\$6,568,487	\$0	No	\$0
56S	Jomax Rd to Pinnacle Vista Dr	CM	4LD	0.52	0.0%	0.0%	\$3,415,613	\$0	No	\$0
56S	Pinnacle Vista Dr to Dynamite Blvd	CM	4LD	0.50	28.6%	37.5%	\$2,364,655	\$919,588	No	\$0
56S	Dynamite Blvd to Dixileta Dr	CM	4LD	1.00	28.6%	37.5%	\$4,663,626	\$1,904,861	No	\$0
56S	Dixileta Dr to Lone Mountain Rd	CM	4LD	1.00	28.6%	37.5%	\$4,663,626	\$1,904,861	No	\$0
56S	Lone Mountain Rd to Rancho Paloma Dr	CM	4LD	0.65	100.0%	100.0%	\$0	\$4,269,516	No	\$0
64th St (64S), CAP to Happy Valley Rd										
64S	CAP to 2,500' s/o Mayo Blvd	D	4LU+	0.53	0.0%	0.0%	\$3,063,777	\$0	Yes	\$3,063,777
64S	2,500' s/o Mayo Blvd to Mayo Blvd	D	4LU+	0.47	0.0%	0.0%	\$2,716,935	\$0	Yes	\$2,716,935
64S	Mayo Blvd to 385' n/o Loop 101	A	6LD	0.43	100.0%	66.7%	\$0	\$3,720,445	No	\$0
64S	385' n/o Loop 101 to Deer Valley Rd	A	6LD	0.47	0.0%	0.0%	\$4,066,533	\$0	Yes	\$4,066,533
64S	Deer Valley Rd to N. boundary of SB 15	A	6LD	1.50	0.0%	0.0%	\$12,978,296	\$0	Yes	\$12,978,296
64S	N. boundary of SB 15 to Pinnacle Peak Rd	A	6LD	0.50	0.0%	0.0%	\$4,326,099	\$0	No	\$0
64S	Pinnacle Peak Rd to Happy Valley Rd	CM	4LD	0.99	0.0%	0.0%	\$6,502,802	\$0	No	\$0
Jomax Rd (JMX), Cave Creek Rd to Scottsdale Rd										
JMX	Cave Creek Rd to Black Mountain Blvd	CM	4LD	0.68	28.6%	37.5%	\$3,218,559	\$1,248,012	No	\$0
JMX	Black Mountain Blvd to Tatum Blvd	CM	4LD	1.00	100.0%	100.0%	\$0	\$6,568,487	No	\$0
JMX	Tatum Blvd to 52nd St	CM	4LD	0.50	28.6%	37.5%	\$2,364,655	\$919,588	No	\$0
JMX	52nd St to 56th St	CM	4LD	0.58	0.0%	0.0%	\$3,809,722	\$0	No	\$0
JMX	56th St to 62nd St	CM	4LD	0.48	28.6%	37.5%	\$2,233,286	\$919,588	No	\$0
JMX	62nd St to Scottsdale Rd	CM	4LD	1.28	28.6%	37.5%	\$5,977,323	\$2,430,340	No	\$0
40th St (40S), Mayo Blvd to Tatum Blvd										
40S	Mayo Blvd to Deer Valley Rd	CM	4LD	0.67	85.7%	100.0%	\$656,849	\$3,744,037	No	\$0
40S	Deer Valley Rd to Pinnacle Peak Rd	CM	4LD	1.03	100.0%	100.0%	\$0	\$6,765,541	No	\$0
40S	Pinnacle Peak Rd to Tatum Blvd	CM	4LD	0.96	0.0%	0.0%	\$6,305,747	\$0	No	\$0
Rancho Paloma Dr (RPD), Black Mountain Pkwy to 56th St										
RPD	Black Mountain Pkwy to Cave Creek Rd	CM	4LD	0.98	71.4%	47.5%	\$1,839,176	\$4,597,941	No	\$0
RPD	Cave Creek Rd to 56th St	CM	4LD	0.76	100.0%	100.0%	\$0	\$4,992,050	No	\$0
Area A9 Connector (A9C), Sweet Canyon Wash to Avenue A										
A9C	Sweet Canyon Wash to Avenue A	CM	4LD	0.18	0.0%	0.0%	\$1,182,328	\$0	No	\$0
Area C2 Connector (C2C), Sweet Canyon Tributary to New River Rd										
C2C	Sweet Canyon Tributary to New River Rd	CM	4LD	0.18	0.0%	0.0%	\$1,182,328	\$0	No	\$0
Total Northern Service Area 2025-2034 IFP Costs							\$785,864,272	\$ 399,608,158	-	\$247,740,973

Table 10 - 2025-2034 Major Arterial Street Infrastructure Finance Plan (IFP) - Southwest Service Area (Scenario 1)

Street	Segment	Ultimate City Standard Cross Section, "XSEC _{ULT} "	Ultimate Lane Config., "LCON _{ULT} "	Ultimate Length, "L _{ULT} " (miles)	Percent Physically Complete (pavement & concrete in place)	Percent Functionally Complete (striped number of thru lanes)	Preliminary Estimate of Roadway Construction Cost	Value of Existing Roadway	2025-34 IFP Planned Improvement	Roadway Construction Cost Accounted for in 2025-2034 Impact Fee
19th Ave (19A), Baseline Rd to Southern Ave										
19A	Dobbins Rd to Baseline Rd	D	4LU+	1.00	28.6%	39.5%	\$4,104,305	\$1,676,406	Yes	\$4,104,305
19A	Baseline Rd to Fremont Rd	D	4LU+	0.25	100.0%	39.5%	\$0	\$1,445,178	No	\$0
19A	Fremont Rd to Vineyard Rd	D	4LU+	0.25	100.0%	39.5%	\$0	\$1,445,178	No	\$0
19A	Vineyard Rd to Alta Vista Rd	D	4LU+	0.25	100.0%	39.5%	\$0	\$1,445,178	No	\$0
19A	Alta Vista Rd to 170' s/o Lynne	D	4LU+	0.14	100.0%	39.5%	\$0	\$809,300	No	\$0
19A	170' s/o Lynne Ln to Lynne Ln	D	4LU+	0.03	100.0%	39.5%	\$0	\$173,421	No	\$0
19A	Lynne Ln to Southern Ave	D	4LU+	0.08	100.0%	100.0%	\$0	\$462,457	No	\$0
51st Ave (51A), City Limits to I-10										
51A	City Limits to Estrella Dr	CM	4LD	0.60	28.6%	37.5%	\$2,824,449	\$1,116,643	Yes	\$2,824,449
51A	Estrella Dr to Elliot Rd	CM	4LD	1.00	71.4%	37.5%	\$1,904,861	\$4,663,626	Yes	\$1,904,861
51A	Elliot Rd to Dobbins Rd	CM	4LD	1.00	28.6%	37.5%	\$4,663,626	\$1,904,861	Yes	\$4,663,626
51A	Dobbins Rd to South Mountain Ave	CM	4LD	0.50	100.0%	100.0%	\$0	\$3,284,243	No	\$0
51A	South Mountain Ave to 130' s/o Beverly Rd	CM	4LD	0.24	100.0%	100.0%	\$0	\$1,576,437	No	\$0
51A	130' s/o Beverly Rd to Beverly Rd	CM	4LD	0.03	100.0%	125.0%	\$0	\$197,055	No	\$0
51A	Beverly Rd to Baseline Rd	CM	6LD	0.24	100.0%	100.0%	\$0	\$1,576,437	No	\$0
51A	Baseline Rd to 905' n/o Baseline Rd	CM	6LD	0.17	100.0%	83.3%	\$0	\$1,116,643	No	\$0
51A	905' n/o Baseline Rd to Burgess Ln	CM	4LD	0.66	100.0%	100.0%	\$0	\$4,335,201	No	\$0
51A	Burgess Ln to Southern Ave	CM	6LD	0.17	100.0%	100.0%	\$0	\$1,116,643	No	\$0
51A	Southern Ave to Broadway Rd	CM	4LD	0.78	100.0%	100.0%	\$0	\$5,123,420	No	\$0
51A	Broadway Rd to Salt River Bridge	CM	4LD	0.12	100.0%	95.0%	\$0	\$788,218	No	\$0
51A	Salt River Bridge to Broadway Rd	CM	4LD	0.45	100.0%	95.0%	\$0	\$2,955,819	No	\$0
51A	Broadway Rd to Lower Buckeye Rd	CM	4LD	0.74	100.0%	95.0%	\$0	\$4,860,680	No	\$0
51A	Lower Buckeye Rd to N. Limit of Fee Area	D	4LU+	0.50	100.0%	100.0%	\$0	\$2,890,356	No	\$0
51A	S. Limit of Fee Area to Buckeye Rd	D	4LU+	0.44	100.0%	100.0%	\$0	\$2,543,513	No	\$0
51A	Buckeye Rd to Van Buren St	D	4LU+	1.00	100.0%	100.0%	\$0	\$5,780,712	No	\$0
51A	Van Buren St to I-10	D	5LU+	0.79	100.0%	100.0%	\$0	\$4,566,762	No	\$0
59th Ave (59A), Elliot Rd to Southern Ave										
59A	Elliot Rd to Sunrise Dr	CM	4LD	0.25	28.6%	37.5%	\$1,182,328	\$459,794	Yes	\$1,182,328
59A	Sunrise Dr to Olney Ave	CM	4LD	0.25	57.1%	47.5%	\$722,534	\$919,588	Yes	\$722,534
59A	Olney Ave to Dobbins Rd	CM	4LD	0.50	28.6%	37.5%	\$2,364,655	\$919,588	Yes	\$2,364,655
59A	Dobbins Rd to Siesta Way	CM	4LD	0.14	28.6%	37.5%	\$656,849	\$262,739	No	\$0
59A	Siesta Way to 730' s/o Baseline Rd	CM	4LD	0.79	57.1%	47.5%	\$2,233,286	\$2,955,819	No	\$0
59A	730' s/o Baseline Rd	CM	4LD	0.14	100.0%	100.0%	\$0	\$919,588	No	\$0
59A	Baseline Rd to Southern Ave	CM	4LD	1.00	0.0%	0.0%	\$6,568,487	\$0	Yes	\$6,568,487
75th Ave (75A), Baseline Rd to Buckeye Rd										
75A	Baseline Rd to 1300' n/o Baseline Rd	D	4LU+	0.25	42.9%	39.5%	\$809,300	\$635,878	No	\$0
75A	1300' n/o Baseline Rd to 350' n/o Vineyard	D	4LU+	0.33	100.0%	50.0%	\$0	\$1,907,635	No	\$0
75A	350' n/o Vineyard to Salt River	D	4LU+	0.42	28.6%	39.5%	\$1,734,214	\$693,685	No	\$0
75A	Salt River to Broadway Rd	D	4LU+	0.93	0.0%	0.0%	\$5,376,062	\$0	No	\$0
75A	Broadway Rd to 1325' n/o Broadway Rd	CM	4LD	0.25	100.0%	94.6%	\$0	\$1,642,122	No	\$0
75A	1325' n/o Broadway Rd to 1300' s/o Lower Buckeye Rd	CM	4LD	0.50	100.0%	95.0%	\$0	\$3,284,243	No	\$0
75A	1300' s/o Lower Buckeye Rd to 1060' s/o Lower Buckeye Rd	CM	4LD	0.05	100.0%	95.0%	\$0	\$328,424	No	\$0
75A	1060' s/o Lower Buckeye Rd to Lower Buckeye Rd	CM	4LD	0.20	100.0%	95.0%	\$0	\$1,313,697	No	\$0
75A	Lower Buckeye Rd to 900' n/o Lower Buckeye Rd	D	4LU+	0.17	100.0%	75.0%	\$0	\$982,721	No	\$0
75A	900' n/o Lower Buckeye Rd to 1650' n/o Lower Buckeye Rd	D	4LU+	0.14	100.0%	100.0%	\$0	\$809,300	No	\$0
75A	1650' n/o Lower Buckeye Rd to Durango St	D	4LU+	0.19	100.0%	100.0%	\$0	\$1,098,335	No	\$0
75A	Durango St to Buckeye Rd	D	4LU+	0.48	100.0%	100.0%	\$0	\$2,774,742	No	\$0
75th Ave (75A), Buckeye Rd to Van Buren St, east half (northbound lanes) only										
75A	Buckeye Rd to Van Buren St	CM-1/2	4LD-1/2	1.01	100.0%	95.0%	\$0	\$5,838,519	No	\$0
75th Ave (75A), Van Buren St to I-10										
75A	Van Buren St to Roosevelt St	D	4LU+	0.48	100.0%	100.0%	\$0	\$2,774,742	No	\$0
75A	Roosevelt St to I-10	A	6LD	0.21	100.0%	63.3%	\$0	\$1,816,961	No	\$0
Baseline Rd (BLR), 75th Ave to 7th Ave										
BLR	75th Ave to 71st Ave	B	6LD	0.50	77.8%	66.7%	\$868,931	\$3,080,756	Yes	\$868,931
BLR	71st Ave to 67th Ave	B	6LD	0.50	55.6%	47.5%	\$1,737,862	\$2,211,825	Yes	\$1,737,862
BLR	67th Ave to 63rd Ave	B	6LD	0.44	66.7%	47.5%	\$1,184,906	\$2,290,819	Yes	\$1,184,906
BLR	63rd Ave to 600' w/o Loop 202	B	6LD	0.18	22.2%	31.7%	\$1,105,912	\$315,975	Yes	\$1,105,912
BLR	600' e/o Loop 202 to 59th Ave	B	6LD	0.38	100.0%	100.0%	\$0	\$3,001,762	No	\$0
BLR	59th Ave to 55th Ave	B	6LD	0.49	77.8%	66.7%	\$868,931	\$3,001,762	Yes	\$868,931
BLR	55th Ave to 890' w/o 51st Ave	B	6LD	0.33	77.8%	66.7%	\$552,956	\$2,053,837	No	\$0
BLR	890' w/o 51st Ave to 51st Ave	B	6LD	0.17	77.8%	83.3%	\$315,975	\$1,026,919	No	\$0
BLR	51st Ave to 47th Ave	B	6LD	0.49	77.8%	63.3%	\$868,931	\$3,001,762	No	\$0
BLR	47th Ave to 43rd Ave	B	6LD	0.49	77.8%	63.3%	\$868,931	\$3,001,762	No	\$0
BLR	43rd Ave to 1330' w/o 35th Ave	CM	4LD	0.75	100.0%	100.0%	\$0	\$4,926,365	No	\$0
BLR	1330' w/o 35th Ave to 35th Ave	CM	4LD	0.25	100.0%	100.0%	\$0	\$1,642,122	No	\$0
BLR	35th Ave to 660' w/o 31st Ave	CM	4LD	0.38	100.0%	95.0%	\$0	\$2,496,025	No	\$0
BLR	660' w/o 31st Ave to 125' e/o 29th Dr	CM	4LD	0.38	100.0%	95.0%	\$0	\$2,496,025	No	\$0
BLR	125' e/o 29th Dr to 27th Ave	CM	4LD	0.25	100.0%	95.0%	\$0	\$1,642,122	No	\$0
BLR	27th Ave to 19th Ave	CM	4LD	1.00	100.0%	95.0%	\$0	\$6,568,487	No	\$0
BLR	19th Ave to 7th Ave	CM	4LD	1.00	100.0%	95.0%	\$0	\$6,568,487	No	\$0
Broadway Rd (BWR), 107th Ave to 23rd Ave										
BWR	107th Ave to 300' w/o 103rd Glen	CM	4LD	0.33	71.4%	47.5%	\$591,164	\$1,576,437	Yes	\$591,164
BWR	300' w/o 103rd Glen to 99th Ave	CM	4LD	0.67	100.0%	100.0%	\$0	\$4,400,886	No	\$0
BWR	99th Ave to 91st Ave	CM	4LD	1.00	71.4%	47.5%	\$1,904,861	\$4,663,626	Yes	\$1,904,861
BWR	91st Ave to 83rd Ave	CM	4LD	1.00	28.6%	37.5%	\$4,663,626	\$1,904,861	Yes	\$4,663,626
BWR	83rd Ave to 75th Ave	CM	4LD	1.00	71.4%	47.5%	\$1,904,861	\$4,663,626	No	\$0
BWR	75th Ave to 67th Ave	CM	4LD	1.00	71.4%	47.5%	\$1,904,861	\$4,663,626	Yes	\$1,904,861
BWR	67th Ave to 650' w/o Loop 202	CM	4LD	0.58	28.6%	37.5%	\$2,693,080	\$1,116,643	No	\$0
BWR	650' w/o Loop 202 to 59th Ave	CM	4LD	0.20	100.0%	100.0%	\$0	\$1,313,697	No	\$0

Table 10 - 2025-2034 Major Arterial Street Infrastructure Finance Plan (IFP) - Southwest Service Area (Scenario 1)

Street	Segment	Ultimate City Standard Cross Section, "XSEC _{ULT} "	Ultimate Lane Config., "LCON _{ULT} "	Ultimate Length, "L _{ULT} " (miles)	Percent Physically Complete (pavement & concrete in place)	Percent Functionally Complete (striped number of thru lanes)	Preliminary Estimate of Ultimate Needed Roadway Construction Cost	Value of Existing Roadway	2025-34 IFP Planned Improvement	Roadway Construction Cost Accounted for in 2025-2034 Impact Fee
BWR	59th Ave to 51st Ave	CM	4LD	1.05	71.4%	47.5%	\$1,970,546	\$4,926,365	Yes	\$1,970,546
BWR	51st Ave to 43rd Ave	B	6LD	1.00	100.0%	100.0%	\$0	\$7,899,375	No	\$0
BWR	43rd Ave to 310' w/o 35th Ave	B	6LD	0.98	100.0%	100.0%	\$0	\$7,741,387	No	\$0
BWR	310' w/o 35th Ave to 35th Ave	B	6LD	0.06	100.0%	100.0%	\$0	\$473,962	No	\$0
BWR	35th Ave to 27th Ave	B	6LD	1.00	100.0%	100.0%	\$0	\$7,899,375	No	\$0
BWR	27th Ave to 23rd Ave	B	6LD	1.00	100.0%	100.0%	\$0	\$3,870,694	No	\$0
Buckeye Rd (BR), 107th Ave to 75th Ave, south half (eastbound lanes) only										
BR	107th Ave to 1980' e/o 107th Ave	A-1/2	6LD-1/2	0.37	77.8%	63.3%	\$462,457	\$1,676,406	Yes	\$462,457
BR	1980' e/o 107th Ave to 99th Ave	A-1/2	6LD-1/2	0.63	55.6%	63.3%	\$1,618,599	\$2,023,249	Yes	\$1,618,599
BR	99th Ave to 91st Ave	A-1/2	6LD-1/2	1.00	44.4%	63.3%	\$3,237,199	\$2,543,513	Yes	\$3,237,199
BR	91st Ave to 83rd Ave	A-1/2	6LD-1/2	0.98	88.9%	63.3%	\$635,878	\$5,029,219	Yes	\$635,878
BR	83rd Ave to 1300' e/o 83rd Ave	A-1/2	6LD-1/2	0.25	77.8%	63.3%	\$346,843	\$1,098,335	No	\$0
BR	1300' e/o 83rd Ave to 79th Ave	A-1/2	6LD-1/2	0.25	77.8%	63.3%	\$346,843	\$1,098,335	No	\$0
BR	79th Ave to 75th Ave	A-1/2	6LD-1/2	0.50	77.8%	63.3%	\$635,878	\$2,254,478	No	\$0
Buckeye Rd (BR), 75th Ave to 43rd Ave - Full Street										
BR	75th Ave to 69th Ave	D	4LU+	0.75	100.0%	100.0%	\$0	\$4,335,534	No	\$0
BR	69th Ave to 300' w/o 67th Ave	D	4LU+	0.19	100.0%	100.0%	\$0	\$1,098,335	No	\$0
BR	300' w/o 67th Ave to 67th Ave	D	4LU+	0.06	100.0%	100.0%	\$0	\$346,843	No	\$0
BR	67th Ave to 530' e/o 67th Ave	D	4LU+	0.10	100.0%	100.0%	\$0	\$578,071	No	\$0
BR	530' e/o 67th Ave to 340' w/o 65th Ave	D	4LU+	0.15	57.1%	78.9%	\$346,843	\$520,264	Yes	\$346,843
BR	340' w/o 65th Ave to 63rd Ave	D	4LU+	0.24	85.7%	78.9%	\$173,421	\$1,213,949	Yes	\$173,421
BR	63rd Ave to 1325' w/o 59th Ave	D	4LU+	0.25	85.7%	78.9%	\$231,228	\$1,213,949	Yes	\$231,228
BR	1325' w/o 59th Ave to 600' w/o 59th Ave	D	4LU+	0.14	85.7%	78.9%	\$115,614	\$693,685	Yes	\$115,614
BR	600' e/o 59th Ave to 55th Ave	D	4LU+	0.40	100.0%	100.0%	\$0	\$2,312,285	No	\$0
BR	55th Ave to 51st Ave	D	4LU+	0.50	100.0%	100.0%	\$0	\$2,890,356	No	\$0
BR	51st Ave to 43rd Ave	D	4LU+	1.00	100.0%	100.0%	\$0	\$5,780,712	No	\$0
Lower Buckeye Rd (LBR), 107th Ave to 43rd Ave										
LBR	107th Ave to 880' e/o 107th Ave	CM	4LD	0.17	57.1%	47.5%	\$459,794	\$656,849	No	\$0
LBR	880' e/o 107th Ave to 99th Ave	CM	4LD	0.83	100.0%	100.0%	\$0	\$5,451,844	No	\$0
LBR	99th Ave to 97th Ave	CM	4LD	0.25	100.0%	100.0%	\$0	\$1,642,122	No	\$0
LBR	97th Ave to 91st Ave	CM	4LD	0.75	57.1%	47.5%	\$2,101,916	\$2,824,449	No	\$0
LBR	91st Ave to 83rd Ave	CM	4LD	1.00	100.0%	100.0%	\$0	\$6,568,487	No	\$0
LBR	83rd Ave to 250' w/o 81st Ave	CM	4LD	0.25	71.4%	47.5%	\$459,794	\$1,182,328	No	\$0
LBR	250' w/o 81st Ave to 75th Ave	CM	4LD	0.75	100.0%	100.0%	\$0	\$4,926,365	No	\$0
LBR	75th Ave to 67th Ave	CM	4LD	1.00	100.0%	100.0%	\$0	\$6,568,487	No	\$0
LBR	67th Ave to 63rd Ave	CM	4LD	0.50	100.0%	100.0%	\$0	\$3,284,243	No	\$0
LBR	63rd Ave to 675' w/o Loop 202	CM	4LD	0.38	28.6%	37.5%	\$1,773,491	\$722,534	Yes	\$1,773,491
LBR	59th Ave to 51st Ave	CM	4LD	1.00	100.0%	100.0%	\$0	\$6,568,487	No	\$0
LBR	51st Ave to 43rd Ave	CM	4LD	1.00	100.0%	100.0%	\$0	\$6,568,487	No	\$0
Southern Ave (SOA), 75th Ave to 23rd Ave										
SOA	75th Ave to 67th Ave	CM	4LD	1.00	28.6%	37.5%	\$4,663,626	\$1,904,861	No	\$0
SOA	67th Ave to 600' w/o Loop 202	CM	4LD	0.50	28.6%	37.5%	\$2,364,655	\$919,588	No	\$0
SOA	600' e/o Loop 202 to 59th Ave	CM	4LD	0.27	28.6%	37.5%	\$1,248,012	\$525,479	Yes	\$1,248,012
SOA	59th Ave to 55th Ave	CM	4LD	0.50	71.4%	47.5%	\$919,588	\$2,364,655	No	\$0
SOA	55th Ave to 900' w/o 51st Ave	CM	4LD	0.32	100.0%	100.0%	\$0	\$2,101,916	No	\$0
SOA	900' w/o 51st Ave to 51st Ave	CM	4LD	0.18	71.4%	47.5%	\$328,424	\$853,903	No	\$0
SOA	51st Ave to 1,120' e/o 51st Ave	CM	4LD	0.20	71.4%	47.5%	\$394,109	\$919,588	No	\$0
SOA	1,120' e/o 51st Ave to 47th Ave	CM	4LD	0.30	28.6%	37.5%	\$1,379,382	\$591,164	No	\$0
SOA	47th Ave to 43rd Ave	CM	4LD	0.50	71.4%	47.5%	\$919,588	\$2,364,655	No	\$0
SOA	43rd Ave to 39th Ave	CM	4LD	0.50	57.1%	47.5%	\$1,379,382	\$1,904,861	No	\$0
SOA	39th Ave to 1,250' w/o 35th Ave	CM	4LD	0.27	57.1%	37.5%	\$788,218	\$985,273	No	\$0
SOA	1,250' w/o 35th Ave to 35th Ave	CM	4LD	0.23	100.0%	100.0%	\$0	\$1,510,752	No	\$0
SOA	35th Ave to 27th Ave	D	4LU+	1.00	100.0%	100.0%	\$0	\$5,780,712	No	\$0
SOA	27th Ave to 23rd Ave	D	4LU+	0.50	100.0%	100.0%	\$0	\$2,890,356	No	\$0
Dobbins Rd (DBN), 7th Ave to Carver Rd (W Limit of Fee Area)										
DBN	7th Ave to 135' w/o 10th Dr	C	4LU+	0.25	71.4%	50.0%	\$451,231	\$1,160,308	Yes	\$451,231
DBN	135' w/o 10th Dr to 470' e/o 17th Dr	C	4LU+	0.40	42.9%	39.5%	\$1,482,616	\$1,095,846	Yes	\$1,482,616
DBN	470' e/o 17th Ave to 17th Ave	C	4LU+	0.09	71.4%	50.0%	\$193,385	\$386,769	Yes	\$193,385
DBN	17th Ave to 19th Ave	C	4LU+	0.25	28.6%	39.5%	\$1,160,308	\$451,231	Yes	\$1,160,308
DBN	19th Ave to 27th Ave	C	4LU+	1.00	28.6%	39.5%	\$4,576,770	\$1,869,385	Yes	\$4,576,770
DBN	27th Ave to 33rd Ave	C	4LU+	0.74	28.6%	39.5%	\$3,416,462	\$1,353,693	Yes	\$3,416,462
DBN	33rd Ave to 35th Ave	C	4LU+	0.25	57.1%	50.0%	\$709,077	\$902,462	Yes	\$709,077
DBN	35th Ave to 35th Glen	C	4LU+	0.10	57.1%	50.0%	\$257,846	\$386,769	Yes	\$257,846
DBN	35th Glen to 39th Ave	C	4LU+	0.40	28.6%	39.5%	\$1,869,385	\$709,077	Yes	\$1,869,385
DBN	39th Ave Align to 43rd Ave	C	4LU+	0.50	57.1%	50.0%	\$1,353,693	\$1,869,385	No	\$0
DBN	43rd Ave to 48th Dr	C	4LU+	0.65	57.1%	50.0%	\$1,804,923	\$2,385,077	No	\$0
DBN	48th Dr to 51st Ave	C	4LU+	0.35	71.4%	75.0%	\$644,616	\$1,611,539	No	\$0
DBN	51st Ave to 270' w/o 53rd Ave	C	4LU+	0.31	71.4%	75.0%	\$580,154	\$1,418,154	Yes	\$580,154
DBN	270' w/o 53rd Ave to 360' w/o 56th Glen	C	4LU+	0.48	71.4%	50.0%	\$902,462	\$2,191,693	Yes	\$902,462
DBN	360' w/o 56th Glen to 59th Ave	C	4LU+	0.20	71.4%	39.5%	\$386,769	\$902,462	Yes	\$386,769
DBN	59th Ave to 580' e/o L202	C	4LU+	0.22	28.6%	39.5%	\$1,031,385	\$386,769	Yes	\$1,031,385
DBN	67th Ave to 580' w/o of L202	C	4LU+	0.54	28.6%	39.5%	\$2,514,000	\$966,923	Yes	\$2,514,000
DBN	67th Ave to Carver Rd (W Limit of Fee Area)	C	4LU+	0.29	57.1%	39.5%	\$773,539	\$1,095,846	Yes	\$773,539
Total Southwest Service Area 2020-2029 IFP Costs							\$110,590,695	\$ 327,067,235	-	\$71,284,979

Table 11 - Existing and 2025-2034 IFP Major Arterial Street Culvert Costs - Northern Service Area (Scenario 1)

Street Name	Culvert ID	Length (feet)	Width (feet)	Height (feet)*	Diameter (inches)	Barrels	Total (cf)	Total (lf)	2023 Culvert Construction Cost/Value	2025-2034 IFP Cost/Value	Culvert Status (E, P, F)	Existing Culvert Value	2025-2034 IFP Culvert Cost
39th Ave/Vision Way (39A), Pioneer Rd to Anthem Way													
39th Ave / Vision Way ¹	36+	156	8	6		7	52,416	1,092	\$1,396,231	\$1,594,868	F	\$0	\$0
43rd Ave (43A), Lone Mountain Rd to Carefree Hwy													
43rd Ave ⁵	71	162	10	6		4	38,880	648	\$1,079,309	\$1,232,858	E	\$1,232,858	\$0
43rd Ave ⁵	293	162	8	6		3	23,328	486	\$621,400	\$709,804	F	\$0	\$0
43rd Ave ⁵	294	171	8	6		11	90,288	1,881	\$2,405,047	\$2,747,205	F	\$0	\$0
51st Ave (51A), Inspiration Pkwy (Jomax Rd align.) to SR 303													
51st Ave ⁵	54	183	8	6		1	8,784	183	\$233,984	\$267,272	P	\$0	\$267,272
51st Ave ⁵	55	142	10	6		1	8,520	142	\$236,515	\$270,163	P	\$0	\$270,163
51st Ave ⁵	56	162	6	6		2	11,664	324	\$414,266	\$473,203	P	\$0	\$473,203
51st Ave ⁵	57	149	8	6		1	7,152	149	\$190,511	\$217,615	P	\$0	\$217,615
51st Ave ⁵	58	145	8	6		3	20,880	435	\$556,191	\$635,318	P	\$0	\$635,318
51st Ave ⁵	60	162	6	6		2	11,664	324	\$307,638	\$351,405	P	\$0	\$351,405
51st Ave ⁵	80	145	6	6		1	5,220	145	\$137,678	\$157,264	P	\$0	\$157,264
51st Ave ⁵	81	141	6	6		2	10,152	282	\$267,759	\$305,852	P	\$0	\$305,852
51st Ave ⁵	61	149	6	6		2	10,728	298	\$282,951	\$323,206	P	\$0	\$323,206
51st Ave ⁵	62	198	10	6		11	130,680	2,178	\$3,627,677	\$4,143,774	E	\$4,143,774	\$0
51st Ave ⁵	63	162	8	6		4	31,104	648	\$828,533	\$946,405	P	\$0	\$946,405
51st Ave ⁵	64	198	10	6		8	95,040	1,584	\$2,638,310	\$3,013,654	P	\$0	\$3,013,654
Anthem Way (ANT), Avenue A to I-17													
Anthem Way	78	140	8	6		2	13,440	280	\$358,008	\$408,941	F	\$0	\$0
Anthem Way	79	140	7	6		4	23,520	560	\$716,016	\$817,881	F	\$0	\$0
Anthem Way	80	140	7	6		3	17,640	420	\$537,012	\$613,411	F	\$0	\$0
Anthem Way	81	140	9	6		2	15,120	280	\$466,368	\$532,717	F	\$0	\$0
Anthem Way	83	140	6	6		2	10,080	280	\$265,860	\$303,683	F	\$0	\$0
Anthem Way	84	140	6	6		1	5,040	140	\$132,930	\$151,842	F	\$0	\$0
Anthem Way	86	140	10	6		2	16,800	280	\$466,368	\$532,717	F	\$0	\$0
Anthem Way	88	140	8	6		10	67,200	1,400	\$1,790,040	\$2,044,703	F	\$0	\$0
Anthem Way	89	140	7	6		6	35,280	840	\$1,074,024	\$1,226,822	F	\$0	\$0
Anthem Way	90	140	10	6		4	33,600	560	\$932,736	\$1,065,433	F	\$0	\$0
Anthem Way	197	135			36	2		270	\$87,750	\$100,234	E	\$100,234	\$0
Avenue A (AVA), Desert Hills Dr (@ west limit of fee area) to New River Rd (at north limit of fee area)													
Avenue A	85	140	7	6		3	17,640	420	\$537,012	\$613,411	F	\$0	\$0
Area C2 Connector (C2C), Sweat Canyon Tributary to New River Rd													
Carefree Hwy (CFH), west limit of fee area (@ +/- 73rd Ave align.) to Paloma Pkwy													
Daisy Mountain Dr (DSY), west limit of fee area (@Avenue A) to I-17													
Daisy Mountain Dr	96	140	7	6		2	11,760	280	\$358,008	\$408,941	F	\$0	\$0
Daisy Mountain Dr	97	140	10	6		2	16,800	280	\$466,368	\$532,717	F	\$0	\$0
Daisy Mountain Dr	98	140	8	6		4	26,880	560	\$716,016	\$817,881	F	\$0	\$0
Daisy Mountain Dr	1	140	10	6		6	50,400	840	\$1,399,104	\$1,598,150	F	\$0	\$0
Daisy Mountain Dr	132	140	8	6		5	33,600	700	\$895,020	\$1,022,352	F	\$0	\$0
Daisy Mountain Dr	136	140	8	6		1	6,720	140	\$179,004	\$204,470	F	\$0	\$0
Daisy Mountain Dr	137	140	7	6		1	5,880	140	\$179,004	\$204,470	F	\$0	\$0
Daisy Mountain Dr	143	140	6	6		2	10,080	280	\$265,860	\$303,683	F	\$0	\$0
New River Rd (NRV), Carefree Hwy (SR 74) to I-17 (north of Jenny Lin Rd)													
New River Rd	2	140	10	6		3	25,200	420	\$699,552	\$799,075	F	\$0	\$0
New River Rd	4	140	7	6		4	23,520	560	\$716,016	\$817,881	F	\$0	\$0
New River Rd	5	140	8	6		6	40,320	840	\$1,074,024	\$1,226,822	F	\$0	\$0
New River Rd	9	140	8	6		4	26,880	560	\$716,016	\$817,881	F	\$0	\$0
New River Rd	102	140	9	6		5	37,800	700	\$1,165,920	\$1,331,792	F	\$0	\$0
New River Rd	106	140	8	6		1	6,720	140	\$179,004	\$204,470	F	\$0	\$0
New River Rd	135	140	9	6		4	30,240	560	\$932,736	\$1,065,433	F	\$0	\$0
New River Rd	138	140	9	6		2	15,120	280	\$466,368	\$532,717	F	\$0	\$0
New River Rd	139	140	7	6		2	11,760	280	\$358,008	\$408,941	F	\$0	\$0
New River Rd	144	140	6	6		2	10,080	280	\$265,860	\$303,683	F	\$0	\$0
Dove Valley Rd (DVR), west limit of fee area to Sonoran Desert Dr													
Dove Valley Rd ⁵	83	112	8	6		6	32,256	672	\$859,219	\$981,457	E	\$981,457	\$0
Dove Valley Rd ⁵	84	112	6	6		4	16,128	448	\$425,376	\$485,893	E	\$485,893	\$0
Dove Valley Rd ⁵	85	156	10	6		10	93,600	1,560	\$2,598,336	\$2,967,993	P	\$0	\$2,967,993
Dove Valley Rd ⁵	103	117	6	6		1	4,212	117	\$149,596	\$170,879	E	\$170,879	\$0
Dove Valley Rd ⁵	104	112	8	6		2	10,752	224	\$286,406	\$327,152	E	\$327,152	\$0
Dove Valley Rd ⁵	105	127	10	6		3	22,860	381	\$634,594	\$724,875	E	\$724,875	\$0
Dove Valley Rd ⁵	106	110	10	6		1	6,600	110	\$183,216	\$209,282	E	\$209,282	\$0
Dove Valley Rd ⁵	271	144	8	6		2	13,824	288	\$368,237	\$420,625	E	\$420,625	\$0
Dove Valley Rd ⁵	272	127	8	6		2	12,192	254	\$324,764	\$370,968	E	\$370,968	\$0
Dove Valley Rd ⁵	273	127	8	6		2	12,192	254	\$324,764	\$370,968	E	\$370,968	\$0
Dove Valley Rd ⁵	275	114	10	6		1	6,840	114	\$189,878	\$216,892	E	\$216,892	\$0
Dove Valley Rd ⁵	292	144	10	6		3	25,920	432	\$719,539	\$821,906	E	\$821,906	\$0
Dove Valley Rd ⁵	304	110	6	6		1	3,960	110	\$140,646	\$160,655	E	\$160,655	\$0
Dove Valley Rd ⁵	305	112	4	6		1	2,688	112	\$106,344	\$121,473	E	\$121,473	\$0
North Valley Pkwy (NVP), CAP to Carefree Hwy													
North Valley Pkwy ⁵	306	140	10	6		1	8,400	140	\$233,184	\$266,358	E	\$266,358	\$0
North Valley Pkwy ⁵	3	120	8	4		3	11,520	360	\$389,016	\$444,360	E	\$444,360	\$0
North Valley Pkwy ⁵	1	100	4	4		5	8,000	500	\$474,750	\$542,291	E	\$542,291	\$0
North Valley Pkwy ⁵	4	150			36	5		750	\$243,750	\$278,428	E	\$278,428	\$0
Pioneer Rd (PIO), New River Rd to I-17													
Pioneer Rd	12	140	10	6		3	25,200	420	\$699,552	\$799,075	F	\$0	\$0
Pioneer Rd	13	140	9	6		8	60,480	1,120	\$1,865,472	\$2,130,867	F	\$0	\$0
Pioneer Rd	99	140	9	6		2	15,120	280	\$466,368	\$532,717	F	\$0	\$0

Table 11 - Existing and 2025-2034 IFP Major Arterial Street Culvert Costs - Northern Service Area (Scenario 1)

Street Name	Culvert ID	Length (feet)	Width (feet)	Height (feet)*	Diameter (inches)	Barrels	Total (cf)	Total (lf)	2023 Culvert Construction Cost/Value	2025-2034 IFP Cost/Value	Culvert Status (E, P, F)	Existing Culvert Value	2025-2034 IFP Culvert Cost
39th Ave/Vision Way (39A), Pioneer Rd to Anthem Way													
39th Ave / Vision Way ¹	36+	156	8	6		7	52,416	1,092	\$1,396,231	\$1,594,868	F	\$0	\$0
Pioneer Rd	100	140	7	6		11	64,680	1,540	\$1,969,044	\$2,249,173	F	\$0	\$0
Pioneer Rd	109	140	4	6		1	3,360	140	\$132,930	\$151,842	F	\$0	\$0
Pioneer Rd	125	140	6	6		1	5,040	140	\$132,930	\$151,842	F	\$0	\$0
Dixileta Dr (DXD), CAP (@ +/- 73rd Ave align.) to I-17													
Dixileta Dr ⁵	65	141	10	6		3	25,380	423	\$704,549	\$804,783	F	\$0	\$0
Dixileta Dr ⁵	66	142	8	6		9	61,344	1,278	\$1,634,051	\$1,866,522	F	\$0	\$0
Dixileta Dr ⁵	67	154	6	6		2	11,088	308	\$393,809	\$449,835	F	\$0	\$0
Dixileta Dr ⁵	68	145	10	6		3	26,100	435	\$724,536	\$827,613	F	\$0	\$0
Pyramid Peak Pkwy (PYR), southwest corner of fee area (@ +/-67th Ave & Jomax Rd) to Anthem Wy													
Pyramid Peak Pkwy ¹	143	150	6	6		2	10,800	300	\$284,850	\$325,375	F	\$0	\$0
Pyramid Peak Pkwy ⁵	15	132	4	6		1	3,168	132	\$125,334	\$143,165	F	\$0	\$0
Pyramid Peak Pkwy ⁵	312	130	6	6		1	4,680	130	\$123,435	\$140,996	F	\$0	\$0
Pyramid Peak Pkwy ⁵	18	184	8	6		3	26,496	552	\$705,787	\$806,197	F	\$0	\$0
Pyramid Peak Pkwy ⁵	17	130	6	6		2	9,360	260	\$246,870	\$281,991	F	\$0	\$0
Pyramid Peak Pkwy ⁵	19	130	10	6		4	31,200	520	\$866,112	\$989,331	F	\$0	\$0
Pyramid Peak Pkwy ⁵	310	171	6	6		1	6,156	171	\$162,365	\$185,464	F	\$0	\$0
Pyramid Peak Pkwy ⁵	20	132	8	6		1	6,336	132	\$168,775	\$192,786	F	\$0	\$0
Pyramid Peak Pkwy ⁵	82	170	8	6		6	48,960	1,020	\$1,304,172	\$1,489,712	F	\$0	\$0
Pyramid Peak Pkwy ⁵	21	132	10	6		13	102,960	1,716	\$2,858,170	\$3,264,792	F	\$0	\$0
Sonoran Desert Dr (SDD), I-17 to east limit of fee area (@ +/- 16th St align.)													
Sonoran Desert Dr ⁵	8	150	12	4		6	43,200		\$2,139,750	\$2,444,165	E	\$2,444,165	\$20
Sonoran Desert Dr ⁵	9*+	81	10	6		2	9,720		\$269,827	\$308,215	X	\$308,215	\$308,215
Sonoran Desert Dr ⁵	10*+	162	10	6		2	19,440		\$539,654	\$616,429	P	\$0	\$616,429
Sonoran Desert Dr ^{1,3}	277	175	6	6		6		1,050	\$996,975	\$1,138,811	E	\$1,138,811	\$0
Sonoran Desert Dr ⁵	274	200	12	6		12	172,800		\$5,706,000	\$6,517,774	P	\$0	\$6,517,774
Sonoran Desert Dr ⁵	107+	180	12	6		3	38,880		\$1,283,850	\$1,466,499	P	\$0	\$1,466,499
Sonoran Desert Dr ⁵	108+	160	12	6		2	23,040		\$760,800	\$869,036	P	\$0	\$869,036
7th St (7S), CAP to Happy Valley Rd													
Black Mountain Blvd (BMB), Loop 101 to Cave Creek Rd													
Black Mountain Blvd ²	114	162	10	6		6	58,320		\$1,618,963	\$1,849,288	P	\$0	\$1,849,288
Black Mountain Blvd ²	115	162	6	6		1	5,832		\$153,819	\$175,702	P	\$0	\$175,702
Black Mountain Blvd ²	116	162	8	6		1	7,776		\$207,133	\$236,601	P	\$0	\$236,601
Black Mountain Blvd ²	117	162	8	6		4	31,104		\$828,533	\$946,405	P	\$0	\$946,405
Black Mountain Blvd ²	152	162	6	6		2	11,664		\$307,638	\$351,405	P	\$0	\$351,405
Black Mountain Blvd ²	153	162	6	6		4	23,328		\$615,276	\$702,809	P	\$0	\$702,809
Black Mountain Blvd ²	154	162	6	6		6	34,992		\$922,914	\$1,054,214	P	\$0	\$1,054,214
Black Mountain Blvd ²	158	162	6	6		1	5,832		\$153,819	\$175,702	P	\$0	\$175,702
Black Mountain Blvd ²	203	162	8	6		1	7,776		\$207,133	\$236,601	P	\$0	\$236,601
Black Mountain Blvd ²	204	162	6	6		1	5,832		\$153,819	\$175,702	P	\$0	\$175,702
Black Mountain Blvd ²	240*	235	8	4		2	15,040	470	\$507,882	\$580,137	E	\$580,137	\$0
Cave Creek Rd (CAV), CAP to North City limits													
Cave Creek Rd ⁴	54*	50	10	1		3	1,500		\$209,430	\$239,225	X	\$239,225	\$239,225
Cave Creek Rd ⁴	55*	50	10	4		3	6,000		\$224,280	\$256,188	X	\$256,188	\$256,188
Cave Creek Rd ⁴	56*	50	6	2		10	6,000		\$375,950	\$429,435	X	\$429,435	\$429,435
Cave Creek Rd ⁴	109*	50	10	1		2	1,000		\$139,620	\$159,483	X	\$159,483	\$159,483
Cave Creek Rd ⁴	110*	50	10	2		3	3,000		\$209,430	\$239,225	X	\$239,225	\$239,225
Cave Creek Rd ⁴	111*	50	10	2		3	3,000		\$209,430	\$239,225	X	\$239,225	\$239,225
Cave Creek Rd ⁴	112*	50	10	2		3	3,000		\$209,430	\$239,225	X	\$239,225	\$239,225
Cave Creek Rd ⁴	113*	50	10	1		1	500		\$69,810	\$79,742	X	\$79,742	\$79,742
Cave Creek Rd ⁴	144*	50	12	6		6	21,600		\$713,250	\$814,722	X	\$814,722	\$814,722
Cave Creek Rd ⁴	145*	50			48	1		50	\$21,250	\$24,273	X	\$24,273	\$24,273
Cave Creek Rd ⁴	146*	50	6	1		2	600		\$75,190	\$85,887	X	\$85,887	\$85,887
Carefree Hwy (CFH), 16th St to Black Mountain Blvd, south half (eastbound lanes) only													
Deer Valley RD (DEE), Cave Creek Rd to Scottsdale Rd													
Deer Valley Dr ²	250*	81	25	8		1	16,200		\$192,578	\$219,975	E	\$219,975	\$0
Deer Valley Dr ²	251*	81	25	8		1	16,200		\$192,578	\$219,975	E	\$219,975	\$0
Deer Valley Dr ²	261	162	6	6		1	5,832		\$153,819	\$175,702	P	\$0	\$175,702
Deer Valley Dr ²	262	162	8	6		3	23,328		\$621,400	\$709,804	P	\$0	\$709,804
Deer Valley Dr ²	263	162	10	6		4	38,880		\$1,079,309	\$1,232,858	P	\$0	\$1,232,858
Deer Valley Dr ²	270	162	8	6		4	31,104		\$828,533	\$946,405	P	\$0	\$946,405
Deer Valley Dr ²	271	162	6	6		2	11,664		\$307,638	\$351,405	P	\$0	\$351,405
Deer Valley Dr ²	273	162	6	6		1	5,832		\$153,819	\$175,702	P	\$0	\$175,702
Desert Peak Pkwy (DPK), Happy Valley Rd to Cave Creek Rd													
Happy Valley Rd (HVR), CAP (@ +/- 7th Ave align.) to Desert Peak Pkwy													
Lone Mountain Rd (LNM), Sonoran Desert Dr to Cave Creek Rd													
Pinnacle Peak Rd (PIN), Cave Creek Rd to Scottsdale Rd													
Pinnacle Peak Rd ²	196	162	8	6		1	7,776		\$207,133	\$236,601	P	\$0	\$236,601
Pinnacle Peak Rd ²	197	162	8	6		2	15,552		\$414,266	\$473,203	P	\$0	\$473,203
Pinnacle Peak Rd ²	198	162	6	6		2	11,664		\$307,638	\$351,405	P	\$0	\$351,405
Pinnacle Peak Rd ²	199	162	10	6		9	87,480		\$2,428,445	\$2,773,932	P	\$0	\$2,773,932
Pinnacle Peak Rd ²	200	162	6	6		1	5,832		\$153,819	\$175,702	P	\$0	\$175,702
Pinnacle Peak Rd ²	201	162	8	6		1	7,776		\$207,133	\$236,601	P	\$0	\$236,601
Pinnacle Peak Rd ²	202	162	8	6		5	38,880		\$1,035,666	\$1,183,007	P	\$0	\$1,183,007
Pinnacle Peak Rd ²	205	162	8	6		3	23,328		\$621,400	\$709,804	P	\$0	\$709,804
Pinnacle Peak Rd ²	206	162	8	6		3	23,328		\$621,400	\$709,804	P	\$0	\$709,804
Pinnacle Peak Rd ²	207	162	8	6		2	15,552		\$414,266	\$473,203	P	\$0	\$473,203
Pinnacle Peak Rd ²	208	162	6	6		1	5,832		\$153,819	\$175,702	P	\$0	\$175,702

Table 11 - Existing and 2025-2034 IFP Major Arterial Street Culvert Costs - Northern Service Area (Scenario 1)

Street Name	Culvert ID	Length (feet)	Width (feet)	Height (feet)*	Diameter (inches)	Barrels	Total (cf)	Total (lf)	2023 Culvert Construction Cost/Value	2025-2034 IFP Cost/Value	Culvert Status (E, P, F)	Existing Culvert Value	2025-2034 IFP Culvert Cost
39th Ave/Vision Way (39A), Pioneer Rd to Anthem Way													
39th Ave / Vision Way ¹	36+	156	8	6		7	52,416	1,092	\$1,396,231	\$1,594,868	F	\$0	\$0
Pinnacle Peak Rd ²	209	162	6	6		1	5,832		\$153,819	\$175,702	P	\$0	\$175,702
Pinnacle Peak Rd ²	210	162	6	6		1	5,832		\$153,819	\$175,702	P	\$0	\$175,702
Pinnacle Peak Rd ²	211	162	10	6		2	19,440		\$539,654	\$616,429	P	\$0	\$616,429
Scottsdale Rd (SCO), Bell Rd to Jomax Rd, west half (southbound lanes) only													
Sonoran Desert Drive (SDD), West limit of fee area (16th St align) to Cave Creek Rd													
Sonoran Desert Dr ^{1,3}	14*	99	6	6		2		198	\$188,001	\$214,747	X	\$214,747	\$214,747
Sonoran Desert Dr ^{1,3}	15*	277	6	6		4		1,108	\$1,052,046	\$1,201,717	X	\$1,201,717	\$1,201,717
Sonoran Desert Dr ^{1,3}	16*	81	10	6		3	14,580		\$404,741	\$462,322	X	\$462,322	\$462,322
Sonoran Desert Dr ^{2,3}	17*	81			36	8		648	\$210,600	\$240,561	X	\$240,561	\$240,561
Sonoran Desert Dr ^{2,3}	18*	81			36	8		648	\$210,600	\$240,561	X	\$240,561	\$240,561
Sonoran Desert Dr ^{2,3}	19*	81			30	1		81	\$22,275	\$25,444	X	\$25,444	\$25,444
Sonoran Desert Dr ^{2,3}	19A*	81	10	6		3	14,580		\$404,741	\$462,322	X	\$462,322	\$462,322
Sonoran Desert Dr ^{2,3}	20*	81	8	6		3	11,664		\$310,700	\$354,902	X	\$354,902	\$354,902
Sonoran Desert Dr ^{2,3}	21*	81			36	2		162	\$52,650	\$60,140	X	\$60,140	\$60,140
Sonoran Desert Dr ^{2,3}	104*	81	6	6		1	2,916		\$76,910	\$87,851	X	\$87,851	\$87,851
Sonoran Desert Dr ^{2,3}	105*	81	8	6		3	11,664		\$310,700	\$354,902	X	\$354,902	\$354,902
Sonoran Desert Dr ^{2,3}	106*	81			30	3		243	\$66,825	\$76,332	X	\$76,332	\$76,332
Sonoran Desert Dr ^{2,3}	107*	81			30	2		162	\$44,550	\$50,888	X	\$50,888	\$50,888
Sonoran Desert Dr ^{2,3}	108*	81	10	6		6	29,160		\$809,482	\$924,644	X	\$924,644	\$924,644
Tatum Blvd (TAT), CAP to Lone Mtn Rd													
Tatum s/o Jomax	171	100	10	4		1	4,000		\$149,520	\$170,792	E	\$170,792	\$0
Tatum n/o Pinnacle	213	162	10	6		1	9,720		\$269,827	\$308,215	E	\$308,215	\$0
Pinnacle Peak Rd & Tatum Intersection	212	168	8	6		2	16,128		\$429,610	\$490,729	E	\$490,729	\$0
Happy Valley Rd (HVR), Scottsdale Rd to Cave Creek Rd													
64th St (64S), CAP to Happy Valley Rd													
64th St ²	265	162	8	6		11	85,536		\$2,278,465	\$2,602,615	F	\$0	\$0
Subtotal									\$95,905,785	\$109,549,983	-	\$25,836,304	\$45,234,373
<i>Design (15%)</i>									<i>\$14,385,868</i>	<i>\$16,432,498</i>	-	<i>\$3,875,446</i>	<i>\$6,785,156</i>
<i>COP Administrative Cost (22%)</i>									<i>\$21,099,273</i>	<i>\$24,100,996</i>	-	<i>\$5,683,987</i>	<i>\$9,951,562</i>
Total Northern Service Area Culvert Cost									\$131,390,926	\$150,083,477	-	\$35,395,736	\$61,971,090

1) Culvert details from JE Fuller, *Desert View Arterial Street Drainage Structure Analysis (September 2002)*, City of Phoenix
 2) Culvert details from JE Fuller, *North Gateway Drainage Structure Cost Analysis (May 2005)*, City of Phoenix
 3) Culvert details correlated to ST85100294 design plans, see Culvert ID and Station in comments. Note that this alignment was modified from 2005 report.
 4) Cave Creek extensions based on expansion from 48' pavement half-width to 70' fully built half-width(cross-section B), assumed as 25' per half of roadway.
 5) Sonora Desert Drive Extension, spans North Gateway and Desert View study areas.
 *extension only
 -numbering per IE Fuller, *North Gateway Drainage Structure Cost Analysis (May 2005)*, City of Phoenix

Table 12 - Existing and 2025-2034 IFP Major Arterial Street Bridge Costs - Northern Service Area (Scenario 1)

Existing Bridges Street Name	Cost Based On:	Length (feet)	Width (feet)	Deck (sq ft)	Unit Cost	2023 Cost	2025-2034 IFP Cost			
Carefree Highway (2 structures)	Unit Cost	430	82	35,260	\$388	\$13,679,144	\$15,625,231			
Deer Valley (CAP)	Unit Cost	200	150	30,000	\$388	\$11,638,523	\$13,294,297			
Sonoran Desert Dr (Skunk Creek)	Unit Cost	700	110	77,000	\$388	\$29,872,209	\$34,122,029			
Sonoran Desert Dr (Apache Wash)	Unit Cost	350	68	23,800	\$388	\$9,233,228	\$10,546,809			
Sonoran Desert Dr	Unit Cost	230	68	15,640	\$388	\$6,067,550	\$6,930,760			
Sonoran Desert Dr (Cave Creek Wash)	Unit Cost	450	68	30,600	\$388	\$11,871,294	\$13,560,183			
North Valley Pkwy (CAP)	Unit Cost	450	125	56,250	\$388	\$21,822,231	\$24,926,807			
<i>Subtotal</i>						\$104,184,179	\$119,006,117			
<i>Design (15%)</i>						\$15,627,627	\$17,850,918			
<i>COP Administrative Cost (22%)</i>						\$22,920,519	\$26,181,346			
Total Northern Existing Bridge Value						\$142,732,325	\$163,038,380			
2020-2029 IFP Bridges Street Name	Cost Based On:	Length (feet)	Width (feet)	Deck (sq ft)	Unit Cost	2023 Cost	2025-2034 IFP Cost	2025-34 IFP Planned Improvement	Bridge Construction Cost Accounted for in 2025-2034 Impact Fee	IFP Bridge ID
Tatum Blvd (CAP)	Detailed Estimate	96	22	2,770	\$435	\$1,205,396	\$1,376,884	Yes	\$1,376,884	N-1
Deer Valley Dr (Rawhide Wash)	Detailed Estimate	255	84	21,505	\$416	\$8,950,685	\$10,224,069	Yes	\$10,224,069	N-2
Deer Valley Dr (west of Rawhide Wash)	Detailed Estimate	78	84	6,578	\$617	\$4,055,831	\$4,632,841	Yes	\$4,632,841	N-3
7th St (CAP)	Detailed Estimate	111	22	3,099	\$422	\$1,307,711	\$1,493,755	Yes	\$1,493,755	N-4
64th St (CAP)	Detailed Estimate	265	91	24,115	\$356	\$8,577,733	\$9,798,059	Yes	\$9,798,059	N-5
Sonoran Desert Drive (Apache Wash)	Detailed Estimate	318	68	23,635	\$306	\$7,235,560	\$8,264,939	Yes	\$8,264,939	N-6
Sonoran Desert Drive (Cave Creek Wash - Primary)	Detailed Estimate	430	68	31,242	\$322	\$10,064,693	\$11,496,564	Yes	\$11,496,564	N-7
Sonoran Desert Drive (Cave Creek Wash - Secondary)	Detailed Estimate	206	68	16,030	\$358	\$5,731,881	\$6,547,337	Yes	\$6,547,337	N-8
Cave Creek Road (CAP Canal)	Detailed Estimate	160	28	4,504	\$366	\$1,646,802	\$1,881,087	Yes	\$1,881,087	N-9
Cave Creek Road Ped Bridges (CAP Canal)	Detailed Estimate	362	28	4,948	\$504	\$2,494,036	\$2,848,854	Yes	\$2,848,854	N-10
Sonoran Desert Drive (wash east of Paloma Pkwy)	Detailed Estimate	505	94	50,284	\$255	\$12,803,041	\$14,624,487	Yes	\$14,624,487	N-11
North Valley Parkway (Skunk Creek)	Detailed Estimate	403	123	49,759	\$418	\$20,787,138	\$23,744,455	Yes	\$23,744,455	N-12
North Valley Parkway (Sonoran Wash)	Detailed Estimate	337	123	41,543	\$540	\$22,451,121	\$25,645,168	Yes	\$25,645,168	N-13
Happy Valley Road (Cave Buttes)	Detailed Estimate	302	120	39,963	\$233	\$9,330,240	\$10,657,622	No	\$0	N-14
51st Ave (CAP)	Unit Cost	200	120	24,000	\$388	\$9,310,818	\$10,635,438	Yes	\$10,635,438	N-15
Dove Valley Rd (Deadman Wash)	Unit Cost	405	108	43,740	\$388	\$16,968,967	\$19,383,085	No	\$0	N-16
Happy Valley Rd (CAP)	Unit Cost	111	22	2,442	\$388	\$947,376	\$1,082,156	Yes	\$1,082,156	N-17
Avenue A (Sweat Canyon Tributary)	Unit Cost	100	120	12,000	\$388	\$4,655,409	\$5,317,719	No	\$0	N-18
Area A9 Connector (Sweat Canyon Wash)	Unit Cost	120	60	7,200	\$388	\$2,793,246	\$3,190,631	No	\$0	N-19
Anthem Way (Sweat Canyon Tributary)	Unit Cost	120	120	14,400	\$388	\$5,586,491	\$6,381,263	No	\$0	N-20
Anthem Way (New River)	Unit Cost	400	120	48,000	\$388	\$18,621,637	\$21,270,876	No	\$0	N-21
Avenue A (Sweat Canyon Wash)	Unit Cost	120	120	14,400	\$388	\$5,586,491	\$6,381,263	No	\$0	N-22
Area C2 Connector (Sweat Canyon Tributary)	Unit Cost	120	60	7,200	\$388	\$2,793,246	\$3,190,631	No	\$0	N-23
Daisy Mountain Dr (unnamed wash)	Unit Cost	100	120	12,000	\$388	\$4,655,409	\$5,317,719	No	\$0	N-24
Daisy Mountain Dr (Sweat Canyon Wash)	Unit Cost	250	120	30,000	\$388	\$11,638,523	\$13,294,297	No	\$0	N-25
Daisy Mountain Dr (New River Breakout)	Unit Cost	100	120	12,000	\$388	\$4,655,409	\$5,317,719	No	\$0	N-26
Daisy Mountain Dr (New River)	Unit Cost	400	120	48,000	\$388	\$18,621,637	\$21,270,876	No	\$0	N-27
Pioneer Rd (Deadman Wash)	Unit Cost	150	120	18,000	\$388	\$6,983,114	\$7,976,578	No	\$0	N-28
New River Rd (New River)	Unit Cost	400	60	24,000	\$388	\$9,310,818	\$10,635,438	No	\$0	N-29
<i>Subtotal</i>						\$239,770,459	\$273,881,808		\$134,296,091	
<i>Design (15%)</i>						\$35,965,569	\$41,082,271		\$20,144,414	
<i>COP Administrative Cost (22%)</i>						\$52,749,501	\$60,253,998		\$29,545,140	
Total Northern IIP Bridge Cost						\$328,485,529	\$375,218,077		\$183,985,645	

**Table 13 - Existing and 2025-2034 IFP Major Arterial Street Bridge Costs - Southwest Service Area
(Scenario 1)**

Existing Bridges		Length (feet)	Width (feet)	Deck (sq ft)	Unit Cost	Cost
Street Name	Bridge ID					
51st Avenue	-	1,635	82	134,070	\$388	\$52,012,560
<i>Subtotal</i>						\$52,012,560
<i>Design (15%)</i>						\$7,801,884
<i>COP Administrative Cost (22%)</i>						\$11,442,763
Total Southwest Existing Bridge Value						\$71,257,207
2025-2034 IFP Bridges		Length (feet)	Width (feet)	Deck (sq ft)	Unit Cost	Cost
Street Name	Bridge ID					
<i>Subtotal</i>						\$0
<i>Design (15%)</i>						\$0
<i>COP Administrative Cost (22%)</i>						\$0
Total Southwest IIP Bridge Cost						\$0

Table 14 - Northern Service Area Gross Fee Calculation (Scenario 1)

NORTHERN SERVICE AREA EXISTING		AMOUNT
Existing Major Arterial Roadway Value		\$399,608,158
Existing Major Arterial Culvert Value		\$35,395,736
Existing Major Arterial Bridge Value		\$163,038,380
Total Value - Existing Major Arterial Network		\$598,042,274
NORTHERN SERVICE AREA 2025-2034 PLANNED		AMOUNT
2025-2034 Planned Major Arterial Roadway Cost		\$247,740,973
2025-2034 Planned Major Arterial Culvert Cost		\$61,971,090
2025-2034 Planned Major Arterial Bridge Cost		\$183,985,645
Total Cost - 2025-2034 Planned Major Arterial Network		\$493,697,709
NORTHERN SERVICE AREA GROSS FEE CALCULATION		AMOUNT
Existing & 2025-2034 Planned Major Arterial Network Value		\$1,091,739,983
Adjustment for Pass-Through Traffic		0.73
Major Arterial Network Value, Adjusted for Pass-Through Traffic		\$793,694,968
2034 Northern Area EDU		92,565
Northern Service Area Gross Fee per EDU		\$8,574

1) Adjustment for Pass-Through Traffic factors the cost to only apply to traffic with an origin or destination in the service area. This is calculated as 100% minus the pass-through percentage (i.e., the percentage of traffic in the service area with neither an origin or destination in the service area). A pass-through percentage of 27% in the Northern service area was calculated by Kimley-Horn in October 2023 based on Replica origin-destination data.

Table 15 - Southwest Service Area Gross Fee Calculation (Scenario 1)

SOUTHWEST SERVICE AREA EXISTING		AMOUNT
Existing Major Arterial Roadway Value		\$327,067,235
Existing Major Arterial Bridge Value		\$71,257,207
Total Value - Existing Major Arterial Network		\$398,324,441
SOUTHWEST SERVICE AREA 2025-34 PLANNED		AMOUNT
2025-2034 Planned Major Arterial Roadway Cost		\$71,284,979
2025-2034 Planned Major Arterial Bridge Cost		\$0
Total Cost - 2025-2034 Planned Major Arterial Network		\$71,284,979
SOUTHWEST SERVICE AREA GROSS FEE CALCULATION		AMOUNT
Existing & 2025-2034 Planned Major Arterial Network Value		\$469,609,420
Adjustment for Pass-Through Traffic		0.79
Major Arterial Network Value, Adjusted for Pass-Through Traffic		\$371,461,051
2034 Southwest Area EDU		100,678
Southwest Area Gross Fee per EDU		\$3,690

1) Adjustment for Pass-Through Traffic factors the cost to only apply to traffic with an origin or destination in the service area. This is calculated as 100% minus the pass-through percentage (i.e., the percentage of traffic in the service area with neither an origin or destination in the service area). A pass-through percentage of 21% in the Southwest service area was calculated by Kimley-Horn in October 2023 based on Replica origin-destination data.

Table 16 - Northern Service Area Buildout Gross Fee Calculation (Scenario 1)

NORTHERN SERVICE AREA EXISTING		AMOUNT
Existing Major Arterial Roadway Value		\$399,608,158
Existing Major Arterial Culvert Value		\$35,395,736
Existing Major Arterial Bridge Value		\$163,038,380
Total Value - Existing Major Arterial Network		\$598,042,274
NORTHERN SERVICE AREA 2025-2060 PLANNED		AMOUNT
2025-2060 Planned Major Arterial Roadway Cost		\$785,864,272
2025-2060 Planned Major Arterial Culvert Cost		\$115,665,691
2025-2060 Planned Major Arterial Bridge Cost		\$375,218,077
Total Cost - 2025-2060 Planned Major Arterial Network		\$1,276,748,039
NORTHERN SERVICE AREA GROSS FEE CALCULATION		AMOUNT
Existing & 2025-2060 Planned Major Arterial Network Value		\$1,874,790,314
Adjustment for Pass-Through Traffic		0.73
Major Arterial Network Value, Adjusted for Pass-Through Traffic		\$1,362,972,558
2060 Northern Area EDU		242,546
2060 Northern Service Area Gross Fee per EDU		\$5,619
2035 Northern Service Area Gross Fee per EDU		\$8,574
Equity Adjustment Needed?		Yes
Final 2035 Northern Area Maximum Gross Fee per EDU		\$5,619

Table 17 - Southwest Service Area Buildout Gross Fee Calculation (Scenario 1)

SOUTHWEST SERVICE AREA EXISTING		AMOUNT
Existing Major Arterial Roadway Value		\$327,067,235
Existing Major Arterial Bridge Value		\$71,257,207
Total Value - Existing Major Arterial Network		\$398,324,441
SOUTHWEST SERVICE AREA 2025-60 PLANNED		AMOUNT
2025-2060 Planned Major Arterial Roadway Cost		\$110,590,695
2025-2060 Planned Major Arterial Bridge Cost		\$0
Total Cost - 2025-2060 Planned Major Arterial Network		\$110,590,695
SOUTHWEST SERVICE AREA GROSS FEE CALCULATION		AMOUNT
Existing & 2025-2060 Planned Major Arterial Network Value		\$508,915,136
Adjustment for Pass-Through Traffic		0.79
Major Arterial Network Value, Adjusted for Pass-Through Traffic		\$402,551,873
2060 Southwest Area EDU		113,376
2060 Southwest Area Gross Fee per EDU		\$3,551
2035 Southwest Area Gross Fee per EDU		\$3,690
Equity Adjustment Needed?		Yes
Final 2035 Southwest Area Maximum Gross Fee per EDU		\$3,551

Table 9 - 2025-2034 Major Arterial Street Infrastructure Finance Plan (IFP) - Northern Service Area (Scenario 2)

Street	Segment	Ultimate City Standard Cross Section, "XSEC _{ult} "	Ultimate Lane Config., "LCON _{ult} "	Ultimate Length, "L _{ult} " (miles)	Percent Physically Complete (pavement & concrete in place)	Percent Functionally Complete (striped number of thru lanes)	Preliminary Estimate of Ultimate Needed Roadway Construction Cost	Value of Existing Roadway	2025-34 IFP Planned Improvement	Roadway Construction Cost Accounted for in 2025-2034 Impact Fee
43rd Ave (43A), Dixileta Dr to Carefree Hwy										
43A	Dixileta Dr to SR 303	A	6LD	0.73	0.0%	0.0%	\$6,316,104	\$0	No	\$0
43A	SR 303 to Dove Valley Rd	A	6LD	1.15	100.0%	100.0%	\$0	\$9,950,027	No	\$0
43A	Dove Valley Rd to Carefree Hwy	A	6LD	0.85	0.0%	0.0%	\$7,354,368	\$0	No	\$0
51st Ave (51A), Inspiration Pkwy (Jomax Rd align.) to Carefree Highway										
51A	Jomax Rd to CAP	A	6LD	0.83	77.8%	66.7%	\$1,557,396	\$5,623,928	No	\$0
51A	CAP to Dixileta Dr	A	6LD	1.61	0.0%	0.0%	\$13,930,038	\$0	No	\$0
51A	Dixileta Dr to SR 303	A	6LD	0.61	0.0%	0.0%	\$5,277,840	\$0	Yes	\$5,277,840
51A	SR 303 to Dove Valley Rd	A	6LD	1.00	100.0%	100.0%	\$0	\$8,652,197	No	\$0
51A	Dove Valley Rd to Carefree Hwy	A	6LD	0.85	0.0%	0.0%	\$7,354,368	\$0	No	\$0
Anthem Way (ANT), New River Road to I-17										
ANT	New River Rd (North) to Avenue A	B	6LD	3.63	0.0%	0.0%	\$28,674,730	\$0	No	\$0
ANT	Avenue A to New River Rd (South)	B	6LD	0.88	0.0%	0.0%	\$6,951,450	\$0	No	\$0
ANT	New River Rd (South) to Pyramid Peak Pkwy	B	6LD	1.32	0.0%	0.0%	\$10,427,175	\$0	No	\$0
ANT	Pyramid Peak Pkwy to 43rd Ave	B	6LD	0.50	100.0%	83.3%	\$0	\$3,949,687	No	\$0
ANT	43rd Ave to I-17	B	6LD	0.31	100.0%	100.0%	\$0	\$2,448,806	No	\$0
Avenue A (AVA), Daisy Mountain Road to Anthem Way										
AVA	Daisy Mountain Road to Anthem Way	B	6LD	1.93	0.0%	0.0%	\$15,245,793	\$0	No	\$0
Carefree Hwy (CFH), west limit of fee area (@ +/- 73rd Ave align.) to Paloma Pkwy										
CFH	I-17 to North Valley Pkwy	A	6LD	0.36	77.8%	83.3%	\$692,176	\$2,422,615	No	\$0
CFH	North Valley Pkwy to Paloma Pkwy	A	6LD	1.11	77.8%	83.3%	\$2,163,049	\$7,440,890	No	\$0
Daisy Mountain Dr (DSY), west limit of fee area (@ Avenue A) to I-17										
DSY	City Limit to Avenue A	A	6LD	0.90	0.0%	0.0%	\$7,786,978	\$0	No	\$0
DSY	Avenue A to New River Road	A	6LD	1.26	0.0%	0.0%	\$10,901,769	\$0	No	\$0
DSY	New River Road to Avenue V	A	6LD	0.26	0.0%	0.0%	\$2,249,571	\$0	No	\$0
DSY	Avenue V to Pyramid Peak Pkwy	A	6LD	0.76	0.0%	0.0%	\$6,575,670	\$0	No	\$0
DSY	Pyramid Peak Pkwy to Avenue U	A	6LD-1/2	0.92	0.0%	0.0%	\$7,960,022	\$0	No	\$0
DSY	Avenue U to City Limit	A	6LD-1/2	0.95	0.0%	0.0%	\$8,219,588	\$0	No	\$0
DSY	City Limit to I-17	A	6LD-1/2	0.43	0.0%	0.0%	\$3,720,445	\$0	No	\$0
Dixileta Dr (DXD), CAP (@ +/- 73rd Ave align.) to I-17										
DXD	Pyramid Peak Pkwy to 51st Ave	A	6LD	2.01	0.0%	0.0%	\$17,390,917	\$0	No	\$0
DXD	51st Ave to 43rd Ave	A	6LD	0.93	0.0%	0.0%	\$8,046,544	\$0	No	\$0
DXD	43rd Ave to I-17	A	6LD	1.49	0.0%	0.0%	\$12,891,774	\$0	No	\$0
Dove Valley Rd (DVR), west limit of fee area to Sonoran Desert Dr										
DVR	West Limit of Fee Area to Pyramid Peak Pkwy	A	6LD	1.04	0.0%	0.0%	\$8,998,285	\$0	No	\$0
DVR	Pyramid Peak Pkwy to Deadman Wash	A	6LD	1.01	0.0%	0.0%	\$8,738,719	\$0	No	\$0
DVR	Deadman Wash to 51st Ave	A	6LD	1.06	0.0%	0.0%	\$9,171,329	\$0	No	\$0
DVR	51st Ave to 1,470' w/o 43rd Ave	A	6LD	0.76	33.3%	25.0%	\$4,412,621	\$2,163,049	No	\$0
DVR	1,470' w/o 43rd Ave to 43rd Ave	A	6LD	0.24	100.0%	100.0%	\$0	\$2,076,527	No	\$0
DVR	43rd Ave to I-17	A	6LD	1.13	100.0%	100.0%	\$0	\$9,776,983	No	\$0
DVR	I-17 to North Valley Pkwy	A	6LD	0.86	33.3%	31.7%	\$4,931,753	\$2,509,137	No	\$0
DVR	North Valley Pkwy to 20th Ave	C	4LU+	0.84	100.0%	100.0%	\$0	\$5,414,770	No	\$0
DVR	20th Ave to Sonoran Desert Dr	C	4LU+	3.62	42.9%	50.0%	\$13,343,541	\$9,991,540	Yes	\$13,343,541
New River Rd (NRV), Cloud Rd to I-17 (north of Jenny Lin Rd)										
NRV	Pyramid Peak Pkwy to Pioneer Rd	CM	4LD	1.20	0.0%	0.0%	\$7,882,184	\$0	No	\$0
NRV	Pioneer Rd to Daisy Mountain Dr	CM	4LD	3.53	0.0%	0.0%	\$23,186,758	\$0	No	\$0
NRV	Daisy Mountain Road to Anthem Way (South)	A	4LD	2.13	0.0%	0.0%	\$18,429,181	\$0	No	\$0
NRV	Anthem Way (South) to Anthem Way(North)	A	6LD	2.60	22.2%	25.0%	\$17,477,439	\$5,018,275	No	\$0
NRV	Anthem Way (North) to I-17	A	6LD	0.29	22.2%	25.0%	\$1,990,005	\$519,132	No	\$0
North Valley Pkwy (NVP), CAP to Carefree Hwy										
NVP	Jomax Rd to 500' s/o CAP	A	6LD	0.15	77.8%	63.3%	\$259,566	\$1,038,264	No	\$0
NVP	500' s/o CAP to CAP	A	6LD	0.10	88.9%	83.3%	\$86,522	\$778,698	No	\$0
NVP	CAP to Quail Track Dr	A	6LD	0.12	88.9%	83.3%	\$86,522	\$951,742	No	\$0
NVP	Quail Track Dr to Copperhead Tr	A	6LD	0.58	100.0%	100.0%	\$0	\$5,018,275	No	\$0
NVP	Copperhead Tr to 660' n/o Casino Ave	A	6LD	0.61	77.8%	82.7%	\$1,211,308	\$4,153,055	No	\$0
NVP	660' n/o Casino Ave to Dixileta Dr	A	6LD	0.74	100.0%	83.3%	\$0	\$6,402,626	No	\$0
NVP	Dixileta Dr to 200' s/o Rancho Tierra	A	6LD	0.71	33.3%	31.7%	\$4,066,533	\$2,076,527	Yes	\$4,066,533
NVP	200' s/o Rancho Tierra to Sonoran Desert Dr	A	6LD	0.40	33.3%	66.7%	\$2,336,093	\$1,124,786	No	\$0
NVP	Sonoran Desert Dr to Dove Valley Rd	A	6LD	1.12	77.8%	66.7%	\$2,163,049	\$7,527,412	No	\$0
NVP	Dove Valley Rd to 27th Dr	A	6LD	0.26	100.0%	100.0%	\$0	\$2,249,571	No	\$0
NVP	27th Dr to exist. north end of road	A	6LD	0.41	100.0%	100.0%	\$0	\$3,547,401	No	\$0
NVP	Exist. north end of road to Carefree Hwy	A	6LD	0.59	0.0%	0.0%	\$5,104,796	\$0	No	\$0
Pioneer Rd (PIO), New River Rd to I-17										
PIO	Pyramid Peak Pkwy to Carefree Hwy	B	6LD	1.11	0.0%	0.0%	\$8,768,306	\$0	No	\$0
PIO	Avenue V to Pyramid Peak Pkwy	B	6LD	1.75	0.0%	0.0%	\$13,823,906	\$0	No	\$0
PIO	Pyramid Peak Pkwy to 39th Avenue	B	6LD	1.93	0.0%	0.0%	\$15,245,793	\$0	No	\$0
PIO	39th Ave to I-17	B	6LD	0.33	22.2%	25.0%	\$2,053,837	\$552,956	No	\$0
Pyramid Peak Pkwy (PYR), southwest corner of fee area (@ +/-67th Ave & Jomax Rd) to Anthem Wy										
PYR	SW Limit of fee area to 64th Ave	B	6LD	0.18	77.8%	66.7%	\$315,975	\$1,105,912	No	\$0
PYR	64th Ave to Cavedale Dr	B	6LD	0.13	77.8%	66.7%	\$236,981	\$789,937	No	\$0
PYR	Cavedale Dr to 400' n/o Maya Wy	B	6LD	0.20	66.7%	66.7%	\$552,956	\$1,026,919	No	\$0
PYR	410' North of Maya Wy to 190' s/o of Bent Tree Dr	B	6LD	0.29	66.7%	63.3%	\$789,937	\$1,500,881	No	\$0
PYR	190' s/o Bent Tree Dr to Dynamite Blvd	B	6LD	0.50	77.8%	66.7%	\$868,931	\$3,080,756	No	\$0
PYR	Dynamite Blvd to Brookhart Wy	B	6LD	0.23	77.8%	66.7%	\$394,969	\$1,421,887	No	\$0
PYR	Brookhart Wy to CAP	B	6LD	0.70	100.0%	100.0%	\$0	\$5,529,562	No	\$0
PYR	CAP to Dixileta	B	6LD	0.97	0.0%	0.0%	\$7,662,393	\$0	No	\$0
PYR	Dixileta to SR303	B	6LD	1.07	0.0%	0.0%	\$8,452,331	\$0	No	\$0
PYR	SR 303 to Dove Valley Rd	B	6LD	0.58	0.0%	0.0%	\$4,581,637	\$0	No	\$0

Table 9 - 2025-2034 Major Arterial Street Infrastructure Finance Plan (IFP) - Northern Service Area (Scenario 2)

Street	Segment	Ultimate City Standard Cross Section, "XSEC _{ult} "	Ultimate Lane Config., "LCON _{ult} "	Ultimate Length, "L _{ult} " (miles)	Percent Physically Complete (pavement & concrete in place)	Percent Functionally Complete (striped number of thru lanes)	Preliminary Estimate of Ultimate Needed Roadway Construction Cost	Value of Existing Roadway	2025-34 IFP Planned Improvement	Roadway Construction Cost Accounted for in 2025-2034 Impact Fee
PYR	Dove Valley Rd to Carefree Hwy	B	6LD	0.46	0.0%	0.0%	\$3,633,712	\$0	No	\$0
PYR	Carefree Hwy to Avenue V	B	6LD	1.19	0.0%	0.0%	\$9,400,256	\$0	No	\$0
PYR	Avenue V to Pioneer Rd	B	6LD	0.90	0.0%	0.0%	\$7,109,437	\$0	No	\$0
PYR	Pioneer Rd to Daisy Mountain Dr	B	6LD	1.59	0.0%	0.0%	\$12,560,006	\$0	No	\$0
PYR	Daisy Mountain Dr to Avenue U	B	6LD	1.08	0.0%	0.0%	\$8,531,325	\$0	No	\$0
PYR	Avenue U to Anthem Way	B	6LD	0.86	0.0%	0.0%	\$6,793,462	\$0	No	\$0
Sonoran Desert Dr (SDD), I-17 to east limit of fee area (@ +/- 16th St align.)										
SDD	I-17 to North Valley Pkwy	A	6LD	1.02	100.0%	100.0%	\$0	\$8,825,241	No	\$0
SDD	North Valley Pkwy to 1250' e/o NVP	A	6LD	0.25	44.4%	31.7%	\$1,211,308	\$951,742	Yes	\$1,211,308
SDD	1250' e/o NVP to Paloma Pkwy	A	6LD	0.25	44.4%	31.7%	\$1,211,308	\$951,742	Yes	\$1,211,308
SDD	Paloma Pkwy to Dove Valley Rd.	A	6LD	3.05	0.0%	0.0%	\$26,389,202	\$0	Yes	\$26,389,202
7th St (7S), CAP to Happy Valley Rd										
7S	CAP to Happy Valley Rd	B	6LD	0.51	22.2%	25.0%	\$3,159,750	\$868,931	No	\$0
Black Mountain Blvd (BMB), Loop 101 to Cave Creek Rd										
BMB	1,150' s/o Mayo Blvd to Mayo Blvd	A	4LD	0.22	100.0%	100.0%	\$0	\$1,903,483	No	\$0
BMB	Mayo Blvd to Deer Valley Rd	A	6LD	0.24	100.0%	100.0%	\$0	\$2,076,527	No	\$0
BMB	Deer Valley Rd to Rough Rider Rd	A	6LD	0.50	100.0%	100.0%	\$0	\$4,326,099	No	\$0
BMB	Rough Rider Rd to Pinnacle Peak Rd	A	6LD	0.50	44.4%	31.7%	\$2,422,615	\$1,903,483	Yes	\$2,422,615
BMB	Pinnacle Peak Rd to Happy Valley Rd	A	6LD	1.08	0.0%	0.0%	\$9,344,373	\$0	No	\$0
BMB	Happy Valley Rd to 885' s/o Briles Rd	A	6LD	0.73	0.0%	0.0%	\$6,316,104	\$0	No	\$0
BMB	885' s/o Briles Rd to Jomax Rd	A	6LD	0.42	0.0%	0.0%	\$3,633,923	\$0	No	\$0
BMB	Jomax Rd to Cave Creek Rd (full street)	A	6LD	0.68	0.0%	0.0%	\$5,883,494	\$0	No	\$0
Cave Creek Rd (CAV), CAP to North City limits										
CAV	CAP to Deer Valley Rd	B	6LD	0.48	77.8%	66.7%	\$868,931	\$2,922,769	Yes	\$868,931
CAV	Deer Valley Rd to Cielo Grande Ave	B	6LD	0.50	88.9%	83.3%	\$473,962	\$3,475,725	Yes	\$473,962
CAV	Cielo Grande Ave to 835' n/o Cielo Grande Ave	B	6LD	0.16	88.9%	83.3%	\$157,987	\$1,105,912	Yes	\$157,987
CAV	835' n/o Cielo Grande to 405' s/o Pinnacle Peak	B	6LD	0.14	88.9%	83.3%	\$157,987	\$947,925	Yes	\$157,987
CAV	405' s/o Pinnacle Peak to Pinnacle Peak Rd	B	6LD	0.08	77.8%	83.3%	\$157,987	\$473,962	Yes	\$157,987
CAV	Pinnacle Peak Rd to Happy Valley Rd	B	6LD	1.00	77.8%	83.3%	\$1,737,862	\$6,161,512	No	\$0
CAV	Happy Valley Rd to 2400' s/o Jomax Rd	B	6LD	0.57	77.8%	66.7%	\$1,026,919	\$3,475,725	No	\$0
CAV	2400' s/o of Jomax Rd to Jomax Rd	B	6LD	0.45	55.6%	66.7%	\$1,579,875	\$1,974,844	No	\$0
CAV	Jomax Rd to Black Mtn Pkwy	B	6LD	0.62	55.6%	66.7%	\$2,211,825	\$2,685,787	No	\$0
CAV	Black Mtn Pkwy to Dynamite Blvd	B	6LD	0.51	55.6%	66.7%	\$1,816,856	\$2,211,825	No	\$0
CAV	Dynamite Blvd to 290' n/o Peak View Rd	B	6LD	0.61	55.6%	66.7%	\$2,132,831	\$2,685,787	No	\$0
CAV	290' n/o Peak View Rd to Tatum Blvd	B	6LD	0.53	77.8%	66.7%	\$947,925	\$3,238,744	No	\$0
CAV	Tatum Blvd to Desert Willow Pky	B	6LD	0.85	66.7%	66.7%	\$2,211,825	\$4,502,644	No	\$0
CAV	Desert Willow Pky to Lone Mtn Rd	B	6LD	0.25	66.7%	66.7%	\$631,950	\$1,342,894	No	\$0
CAV	Lone Mtn Rd to 925' n/o Lone Mtn Rd	B	6LD	0.18	100.0%	66.7%	\$0	\$1,421,887	No	\$0
CAV	925' n/o Lone Mtn Rd to Ashler Hills Dr	B	6LD	0.39	55.6%	66.7%	\$1,342,894	\$1,737,862	No	\$0
CAV	Ashler Hills Dr to Ocupado Dr	B	6LD	0.26	55.6%	66.7%	\$947,925	\$1,105,912	No	\$0
CAV	Ocupado Dr to Rancho Paloma	B	6LD	0.18	88.9%	66.7%	\$157,987	\$1,263,900	No	\$0
CAV	Rancho Paloma to 300' s/o Smokehouse Trl	B	6LD	0.40	55.6%	66.7%	\$1,421,887	\$1,737,862	No	\$0
CAV	300' s/o Smokehouse Trl to City Limits	B	6LD	0.21	55.6%	66.7%	\$710,944	\$947,925	No	\$0
Deer Valley Rd (DEE), Cave Creek Rd to Scottsdale Rd										
DEE	CAP to Cave Creek Rd	B	6LD	0.37	100.0%	100.0%	\$0	\$2,922,769	No	\$0
DEE	Cave Creek Rd to 28th St	B	6LD	0.58	100.0%	100.0%	\$0	\$4,581,637	No	\$0
DEE	28th St to Black Mtn Pkwy	B	6LD	1.00	100.0%	100.0%	\$0	\$7,899,375	No	\$0
DEE	Black Mtn Pkwy to 40th St	A	6LD	1.00	100.0%	100.0%	\$0	\$8,652,197	No	\$0
DEE	40th St to Tatum Blvd	A	6LD	0.74	77.8%	50.0%	\$1,384,352	\$5,018,275	No	\$0
DEE	Tatum Blvd to Marriott Dr	A	6LD	0.49	100.0%	66.7%	\$0	\$4,239,577	No	\$0
DEE	Marriott Dr to 56th St	A	6LD	0.54	100.0%	66.7%	\$0	\$4,672,187	No	\$0
DEE	56th St to Wash e/o Superblock 1 South	A	6LD	0.61	100.0%	100.0%	\$0	\$5,277,840	No	\$0
DEE	Wash e/o Superblock 1 South to 64th St	A	6LD	0.56	0.0%	0.0%	\$4,845,231	\$0	No	\$0
DEE	64th St to Scottsdale Rd	A	6LD	1.09	0.0%	0.0%	\$9,430,895	\$0	No	\$0
Desert Peak Pkwy (DPK), Happy Valley Rd to Cave Creek Rd										
DPK	Happy Valley Rd to Cave Creek Rd	A	6LD	0.68	100.0%	100.0%	\$0	\$5,883,494	No	\$0
Happy Valley Rd (HVR), CAP (@ +/- 7th Ave align.) to Desert Peak Pkwy										
HVR	CAP to 7th St	A	6LD	1.00	50.0%	25.0%	\$4,326,099	\$4,326,099	No	\$0
HVR	7th St to 16th St align.	A	6LD	1.00	0.0%	0.0%	\$8,652,197	\$0	No	\$0
HVR	16th St align. to e/o Cave Creek Wash	A	4LD	0.24	0.0%	0.0%	\$2,076,527	\$0	No	\$0
HVR	e/o Cave Creek Wash to Hillstone Way	A	6LD	0.92	77.8%	31.7%	\$1,730,439	\$6,229,582	No	\$0
HVR	Hillstone Way to Cave Creek Rd	A	6LD	0.77	100.0%	100.0%	\$0	\$6,662,192	No	\$0
HVR	Cave Creek Rd to Black Mountain Blvd	CM	4LD	1.27	0.0%	0.0%	\$8,341,978	\$0	No	\$0
HVR	Black Mountain Blvd to Tatum Blvd	CM	4LD	1.29	0.0%	0.0%	\$8,473,348	\$0	No	\$0
HVR	Tatum Blvd to 56th St	CM	4LD	1.17	0.0%	0.0%	\$7,685,130	\$0	No	\$0
HVR	56th St to 64th St	CM	4LD	0.65	0.0%	0.0%	\$4,269,516	\$0	No	\$0
HVR	64th St to Scottsdale Rd	CM	4LD	1.00	0.0%	0.0%	\$6,568,487	\$0	No	\$0
Lone Mountain Rd (LNM), Sonoran Desert Dr to Cave Creek Rd										
LNM	Sonoran Desert Dr to Black Mtn Blvd	A	6LD	1.47	0.0%	0.0%	\$12,718,730	\$0	No	\$0
LNM	Black Mtn Blvd to 705' w/o Cave Creek Rd	A	6LD	0.66	33.3%	25.0%	\$3,806,967	\$1,903,483	No	\$0
LNM	705' w/o Cave Creek Rd to Cave Creek Rd	A	6LD	0.13	77.8%	31.7%	\$259,566	\$865,220	No	\$0
Pinnacle Peak Rd (PIN), Cave Creek Rd to Scottsdale Rd										
PIN	Cave Creek Rd to Black Mtn Blvd	A	6LD	1.18	22.2%	25.0%	\$7,960,022	\$2,249,571	Yes	\$3,980,011
PIN	Black Mtn Blvd to 2500' w/o Cashman Dr	A	6LD	0.25	22.2%	25.0%	\$1,643,918	\$519,132	No	\$0
PIN	2500' w/o Cashman Dr to 1140' w/o Cashman	A	6LD	0.27	22.2%	25.0%	\$1,816,961	\$519,132	No	\$0
PIN	1140' w/o Cashman Dr to 40th St	A	6LD	0.80	33.3%	25.0%	\$4,585,665	\$2,336,093	No	\$0
PIN	40th St to Tatum Blvd	A	6LD	0.81	33.3%	25.0%	\$4,672,187	\$2,336,093	No	\$0
PIN	Tatum Blvd to 56th St	A	6LD	1.00	33.3%	25.0%	\$5,796,972	\$2,855,225	No	\$0
PIN	56th St to 64th St	A	6LD	0.50	33.3%	25.0%	\$2,855,225	\$1,470,874	No	\$0

Table 9 - 2025-2034 Major Arterial Street Infrastructure Finance Plan (IFP) - Northern Service Area (Scenario 2)

Street	Segment	Ultimate City Standard Cross Section, "XSEC _{ult} "	Ultimate Lane Config., "LCON _{ult} "	Ultimate Length, "L _{ult} " (miles)	Percent Physically Complete (pavement & concrete in place)	Percent Functionally Complete (striped number of thru lanes)	Preliminary Estimate of Ultimate Needed Roadway Construction Cost	Value of Existing Roadway	2025-34 IFP Planned Improvement	Roadway Construction Cost Accounted for in 2025-2034 Impact Fee
PIN	64th St to Scottsdale Rd	A	6LD	1.00	22.2%	25.0%	\$6,748,714	\$1,903,483	No	\$0
Sonoran Desert Drive (SDD), Dove Valley Rd to Cave Creek Rd										
SDD	Dove Valley Rd to Lone Mtn Rd	A	6LD	1.80	33.3%	31.7%	\$10,382,637	\$5,191,318	Yes	\$10,382,637
SDD	Lone Mtn Rd to 1.16 mi w/o Cave Creek Rd	A	6LD	0.90	33.3%	31.7%	\$5,191,318	\$2,595,659	Yes	\$5,191,318
SDD	1.16 mi w/o Cave Creek Rd to Cave Creek Rd	A	6LD	1.16	33.3%	35.6%	\$6,662,192	\$3,374,357	Yes	\$6,662,192
Tatum Blvd (TAT), CAP to Lone Mtn Rd										
TAT	CAP to Acacia Dr	A	6LD	0.67	55.6%	66.7%	\$2,595,659	\$3,201,313	Yes	\$2,595,659
TAT	Acacia Dr to Mayo Blvd	A	6LD	0.21	55.6%	66.7%	\$778,698	\$1,038,264	Yes	\$778,698
TAT	Mayo Blvd to 420' s/o Loop 101	A	6LD	0.22	55.6%	63.3%	\$865,220	\$1,038,264	No	\$0
TAT	420' s/o Loop 101 to 360' n/o Loop 101	A	6LD	0.15	100.0%	100.0%	\$0	\$1,297,830	No	\$0
TAT	360' n/o Loop 101 to Deer Valley Rd	A	6LD	0.45	100.0%	100.0%	\$0	\$3,893,489	No	\$0
TAT	Deer Valley Rd to Abraham Dr	A	6LD	0.16	88.9%	83.3%	\$173,044	\$1,211,308	Yes	\$173,044
TAT	Abraham Dr to 510' n/o Ranger Dr	A	6LD	1.02	77.8%	66.7%	\$1,990,005	\$6,835,236	Yes	\$1,990,005
TAT	510' N/O Ranger Dr to Pinnacle Peak Rd	A	6LD	0.18	77.8%	66.7%	\$346,088	\$1,211,308	Yes	\$346,088
TAT	Pinnacle Peak Rd to 40th St	A	6LD	0.55	44.4%	66.7%	\$2,682,181	\$2,076,527	No	\$0
TAT	40th St to Happy Valley Rd	A	6LD	0.35	44.4%	66.7%	\$1,643,918	\$1,384,352	No	\$0
TAT	Happy Valley Rd to 280' S/O Prickly Pear Trl	A	6LD	0.71	44.4%	66.7%	\$3,374,357	\$2,768,703	No	\$0
TAT	280' S/O Prickly Pear Trl to Jomax Rd	A	6LD	0.42	77.8%	83.3%	\$778,698	\$2,855,225	No	\$0
TAT	Jomax Rd to Dynamite Blvd	A	6LD	1.00	44.4%	66.7%	\$4,845,231	\$3,806,967	No	\$0
TAT	Dynamite Blvd to Dixileta Dr	A	6LD	0.63	77.8%	66.7%	\$1,211,308	\$4,239,577	No	\$0
TAT	Dixileta Dr to Cave Creek Rd	A	6LD	0.76	77.8%	66.7%	\$1,470,874	\$5,104,796	No	\$0
TAT	Cave Creek Rd to Black Mtn Pkwy	B	6LD	0.32	77.8%	66.7%	\$552,956	\$1,974,844	No	\$0
TAT	Black Mtn Pkwy to Lone Mtn Rd	A	6LD	0.92	0.0%	0.0%	\$7,960,022	\$0	No	\$0
56th St (56S), CAP to Rancho Paloma Dr										
56S	CAP to Mayo Blvd	CM	4LD	0.92	100.0%	100.0%	\$0	\$6,043,008	No	\$0
56S	Mayo Blvd to 500' s/o Loop 101	A	6LD	0.20	77.8%	66.7%	\$346,088	\$1,384,352	No	\$0
56S	500' s/o Loop 101 to Deer Valley Rd	A	6LD	0.66	100.0%	100.0%	\$0	\$5,710,450	No	\$0
56S	Deer Valley Rd to 860' n/o Ranger Rd	CM	4LD	1.03	100.0%	100.0%	\$0	\$6,765,541	No	\$0
56S	860' n/o Ranger Rd to Pinnacle Peak Rd	CM	4LD	0.69	28.6%	37.5%	\$3,218,559	\$1,313,697	No	\$0
56S	Pinnacle Peak Rd to Happy Valley Rd	CM	4LD	0.98	0.0%	0.0%	\$6,437,117	\$0	No	\$0
56S	Happy Valley Rd to Jomax Rd	CM	4LD	1.00	0.0%	0.0%	\$6,568,487	\$0	No	\$0
56S	Jomax Rd to Pinnacle Vista Dr	CM	4LD	0.52	0.0%	0.0%	\$3,415,613	\$0	No	\$0
56S	Pinnacle Vista Dr to Dynamite Blvd	CM	4LD	0.50	28.6%	37.5%	\$2,364,655	\$919,588	No	\$0
56S	Dynamite Blvd to Dixileta Dr	CM	4LD	1.00	28.6%	37.5%	\$4,663,626	\$1,904,861	No	\$0
56S	Dixileta Dr to Lone Mountain Rd	CM	4LD	1.00	28.6%	37.5%	\$4,663,626	\$1,904,861	No	\$0
56S	Lone Mountain Rd to Rancho Paloma Dr	CM	4LD	0.65	100.0%	100.0%	\$0	\$4,269,516	No	\$0
64th St (64S), CAP to Happy Valley Rd										
64S	CAP to 2,500' s/o Mayo Blvd	D	4LU+	0.53	0.0%	0.0%	\$3,063,777	\$0	Yes	\$3,063,777
64S	2,500' s/o Mayo Blvd to Mayo Blvd	D	4LU+	0.47	0.0%	0.0%	\$2,716,935	\$0	No	\$0
64S	Mayo Blvd to 385' n/o Loop 101	A	6LD	0.43	100.0%	66.7%	\$0	\$3,720,445	No	\$0
64S	385' n/o Loop 101 to Deer Valley Rd	A	6LD	0.47	0.0%	0.0%	\$4,066,533	\$0	No	\$0
64S	Deer Valley Rd to N. boundary of SB 1S	A	6LD	1.50	0.0%	0.0%	\$12,978,296	\$0	No	\$0
64S	N. boundary of SB 1S to Pinnacle Peak Rd	A	6LD	0.50	0.0%	0.0%	\$4,326,099	\$0	No	\$0
64S	Pinnacle Peak Rd to Happy Valley Rd	CM	4LD	0.99	0.0%	0.0%	\$6,502,802	\$0	No	\$0
Jomax Rd (JMX), Cave Creek Rd to Scottsdale Rd										
JMX	Cave Creek Rd to Black Mountain Blvd	CM	4LD	0.68	28.6%	37.5%	\$3,218,559	\$1,248,012	No	\$0
JMX	Black Mountain Blvd to Tatum Blvd	CM	4LD	1.00	100.0%	100.0%	\$0	\$6,568,487	No	\$0
JMX	Tatum Blvd to 52nd St	CM	4LD	0.50	28.6%	37.5%	\$2,364,655	\$919,588	No	\$0
JMX	52nd St to 56th St	CM	4LD	0.58	0.0%	0.0%	\$3,809,722	\$0	No	\$0
JMX	56th St to 62nd St	CM	4LD	0.48	28.6%	37.5%	\$2,233,286	\$919,588	No	\$0
JMX	62nd St to Scottsdale Rd	CM	4LD	1.28	28.6%	37.5%	\$5,977,323	\$2,430,340	No	\$0
40th St (40S), Mayo Blvd to Tatum Blvd										
40S	Mayo Blvd to Deer Valley Rd	CM	4LD	0.67	85.7%	100.0%	\$656,849	\$3,744,037	No	\$0
40S	Deer Valley Rd to Pinnacle Peak Rd	CM	4LD	1.03	100.0%	100.0%	\$0	\$6,765,541	No	\$0
40S	Pinnacle Peak Rd to Tatum Blvd	CM	4LD	0.96	0.0%	0.0%	\$6,305,747	\$0	No	\$0
Rancho Paloma Dr (RPD), Black Mountain Pkwy to 56th St										
RPD	Black Mountain Pkwy to Cave Creek Rd	CM	4LD	0.98	71.4%	47.5%	\$1,839,176	\$4,597,941	No	\$0
RPD	Cave Creek Rd to 56th St	CM	4LD	0.76	100.0%	100.0%	\$0	\$4,992,050	No	\$0
Area A9 Connector (A9C), Sweet Canyon Wash to Avenue A										
A9C	Sweet Canyon Wash to Avenue A	CM	4LD	0.18	0.0%	0.0%	\$1,182,328	\$0	No	\$0
Area C2 Connector (C2C), Sweet Canyon Tributary to New River Rd										
C2C	Sweet Canyon Tributary to New River Rd	CM	4LD	0.18	0.0%	0.0%	\$1,182,328	\$0	No	\$0
Total Northern Service Area 2020-2029 IFP Costs							\$785,864,272	\$ 399,608,158	-	\$90,902,633

Table 10 - 2025-2034 Major Arterial Street Infrastructure Finance Plan (IFP) - Southwest Service Area (Scenario 2)

Street	Segment	Ultimate City Standard Cross Section, "XSEC _{ULT} "	Ultimate Lane Config., "LCON _{ULT} "	Ultimate Length, "L _{ULT} " (miles)	Percent Physically Complete (pavement & concrete in place)	Percent Functionally Complete (striped number of thru lanes)	Preliminary Estimate of Roadway Construction Cost	Value of Existing Roadway	2025-34 IFP Planned Improvement	Roadway Construction Cost Accounted for in 2025-2034 Impact Fee
19th Ave (19A), Baseline Rd to Southern Ave										
19A	Dobbins Rd to Baseline Rd	D	4LU+	1.00	28.6%	39.5%	\$4,104,305	\$1,676,406	No	\$0
19A	Baseline Rd to Fremont Rd	D	4LU+	0.25	100.0%	39.5%	\$0	\$1,445,178	No	\$0
19A	Fremont Rd to Vineyard Rd	D	4LU+	0.25	100.0%	39.5%	\$0	\$1,445,178	No	\$0
19A	Vineyard Rd to Alta Vista Rd	D	4LU+	0.25	100.0%	39.5%	\$0	\$1,445,178	No	\$0
19A	Alta Vista Rd to 170' s/o Lynne	D	4LU+	0.14	100.0%	39.5%	\$0	\$809,300	No	\$0
19A	170' s/o Lynne Ln to Lynne Ln	D	4LU+	0.03	100.0%	39.5%	\$0	\$173,421	No	\$0
19A	Lynne Ln to Southern Ave	D	4LU+	0.08	100.0%	100.0%	\$0	\$462,457	No	\$0
51st Ave (51A), City Limits to I-10										
51A	City Limits to Estrella Dr	CM	4LD	0.60	28.6%	37.5%	\$2,824,449	\$1,116,643	No	\$0
51A	Estrella Dr to Elliot Rd	CM	4LD	1.00	71.4%	37.5%	\$1,904,861	\$4,663,626	No	\$0
51A	Elliot Rd to Dobbins Rd	CM	4LD	1.00	28.6%	37.5%	\$4,663,626	\$1,904,861	No	\$0
51A	Dobbins Rd to South Mountain Ave	CM	4LD	0.50	100.0%	100.0%	\$0	\$3,284,243	No	\$0
51A	South Mountain Ave to 130' s/o Beverly Rd	CM	4LD	0.24	100.0%	100.0%	\$0	\$1,576,437	No	\$0
51A	130' s/o Beverly Rd to Beverly Rd	CM	4LD	0.03	100.0%	125.0%	\$0	\$197,055	No	\$0
51A	Beverly Rd to Baseline Rd	CM	6LD	0.24	100.0%	100.0%	\$0	\$1,576,437	No	\$0
51A	Baseline Rd to 905' n/o Baseline Rd	CM	6LD	0.17	100.0%	83.3%	\$0	\$1,116,643	No	\$0
51A	905' n/o Baseline Rd to Burgess Ln	CM	4LD	0.66	100.0%	100.0%	\$0	\$4,335,201	No	\$0
51A	Burgess Ln to Southern Ave	CM	6LD	0.17	100.0%	100.0%	\$0	\$1,116,643	No	\$0
51A	Southern Ave to Broadway Rd	CM	4LD	0.78	100.0%	100.0%	\$0	\$5,123,420	No	\$0
51A	Broadway Rd to Salt River Bridge	CM	4LD	0.12	100.0%	95.0%	\$0	\$788,218	No	\$0
51A	Salt River Bridge to Broadway Rd	CM	4LD	0.45	100.0%	95.0%	\$0	\$2,955,819	No	\$0
51A	Broadway Rd to Lower Buckeye Rd	CM	4LD	0.74	100.0%	95.0%	\$0	\$4,860,680	No	\$0
51A	Lower Buckeye Rd to N. Limit of Fee Area	D	4LU+	0.50	100.0%	100.0%	\$0	\$2,890,356	No	\$0
51A	S. Limit of Fee Area to Buckeye Rd	D	4LU+	0.44	100.0%	100.0%	\$0	\$2,543,513	No	\$0
51A	Buckeye Rd to Van Buren St	D	4LU+	1.00	100.0%	100.0%	\$0	\$5,780,712	No	\$0
51A	Van Buren St to I-10	D	5LU+	0.79	100.0%	100.0%	\$0	\$4,566,762	No	\$0
59th Ave (59A), Elliot Rd to Southern Ave										
59A	Elliot Rd to Sunrise Dr	CM	4LD	0.25	28.6%	37.5%	\$1,182,328	\$459,794	No	\$0
59A	Sunrise Dr to Olney Ave	CM	4LD	0.25	57.1%	47.5%	\$722,534	\$919,588	No	\$0
59A	Olney Ave to Dobbins Rd	CM	4LD	0.50	28.6%	37.5%	\$2,364,655	\$919,588	No	\$0
59A	Dobbins Rd to Siesta Way	CM	4LD	0.14	28.6%	37.5%	\$656,849	\$262,739	No	\$0
59A	Siesta Way to 730' s/o Baseline Rd	CM	4LD	0.79	57.1%	47.5%	\$2,233,286	\$2,955,819	No	\$0
59A	730' s/o Baseline Rd	CM	4LD	0.14	100.0%	100.0%	\$0	\$919,588	No	\$0
59A	Baseline Rd to Southern Ave	CM	4LD	1.00	0.0%	0.0%	\$6,568,487	\$0	No	\$0
75th Ave (75A), Baseline Rd to Buckeye Rd										
75A	Baseline Rd to 1300' n/o Baseline Rd	D	4LU+	0.25	42.9%	39.5%	\$809,300	\$635,878	No	\$0
75A	1300' n/o Baseline Rd to 350' n/o Vineyard	D	4LU+	0.33	100.0%	50.0%	\$0	\$1,907,635	No	\$0
75A	350' n/o Vineyard to Salt River	D	4LU+	0.42	28.6%	39.5%	\$1,734,214	\$693,685	No	\$0
75A	Salt River to Broadway Rd	D	4LU+	0.03	0.0%	0.0%	\$5,376,062	\$0	No	\$0
75A	Broadway Rd to 1325' n/o Broadway Rd	CM	4LD	0.25	100.0%	94.6%	\$0	\$1,642,122	No	\$0
75A	1325' n/o Broadway Rd to 1300' s/o Lower Buckeye Rd	CM	4LD	0.50	100.0%	95.0%	\$0	\$3,284,243	No	\$0
75A	1300' s/o Lower Buckeye Rd to 1060' s/o Lower Buckeye Rd	CM	4LD	0.05	100.0%	95.0%	\$0	\$328,424	No	\$0
75A	1060' s/o Lower Buckeye Rd to Lower Buckeye Rd	CM	4LD	0.20	100.0%	95.0%	\$0	\$1,313,697	No	\$0
75A	Lower Buckeye Rd to 900' n/o Lower Buckeye Rd	D	4LU+	0.17	100.0%	75.0%	\$0	\$982,721	No	\$0
75A	900' n/o Lower Buckeye Rd to 1650' n/o Lower Buckeye Rd	D	4LU+	0.14	100.0%	100.0%	\$0	\$809,300	No	\$0
75A	1650' n/o Lower Buckeye Rd to Durango St	D	4LU+	0.19	100.0%	100.0%	\$0	\$1,098,335	No	\$0
75A	Durango St to Buckeye Rd	D	4LU+	0.48	100.0%	100.0%	\$0	\$2,774,742	No	\$0
75th Ave (75A), Buckeye Rd to Van Buren St, east half (northbound lanes) only										
75A	Buckeye Rd to Van Buren St	CM-1/2	4LD-1/2	1.01	100.0%	95.0%	\$0	\$5,838,519	No	\$0
75th Ave (75A), Van Buren St to I-10										
75A	Van Buren St to Roosevelt St	D	4LU+	0.48	100.0%	100.0%	\$0	\$2,774,742	No	\$0
75A	Roosevelt St to I-10	A	6LD	0.21	100.0%	63.3%	\$0	\$1,816,961	No	\$0
Baseline Rd (BLR), 75th Ave to 7th Ave										
BLR	75th Ave to 71st Ave	B	6LD	0.50	77.8%	66.7%	\$868,931	\$3,080,756	No	\$0
BLR	71st Ave to 67th Ave	B	6LD	0.50	55.6%	47.5%	\$1,737,862	\$2,211,825	No	\$0
BLR	67th Ave to 63rd Ave	B	6LD	0.44	66.7%	47.5%	\$1,184,906	\$2,290,819	No	\$0
BLR	63rd Ave to 600' w/o Loop 202	B	6LD	0.18	22.2%	31.7%	\$1,105,912	\$315,975	No	\$0
BLR	600' e/o Loop 202 to 59th Ave	B	6LD	0.38	100.0%	100.0%	\$0	\$3,001,762	No	\$0
BLR	59th Ave to 55th Ave	B	6LD	0.49	77.8%	66.7%	\$868,931	\$3,001,762	No	\$0
BLR	55th Ave to 890' w/o 51st Ave	B	6LD	0.33	77.8%	66.7%	\$552,956	\$2,053,837	No	\$0
BLR	890' w/o 51st Ave to 51st Ave	B	6LD	0.17	77.8%	83.3%	\$315,975	\$1,026,919	No	\$0
BLR	51st Ave to 47th Ave	B	6LD	0.49	77.8%	63.3%	\$868,931	\$3,001,762	No	\$0
BLR	47th Ave to 43rd Ave	B	6LD	0.49	77.8%	63.3%	\$868,931	\$3,001,762	No	\$0
BLR	43rd Ave to 1330' w/o 35th Ave	CM	4LD	0.75	100.0%	100.0%	\$0	\$4,926,365	No	\$0
BLR	1330' w/o 35th Ave to 35th Ave	CM	4LD	0.25	100.0%	100.0%	\$0	\$1,642,122	No	\$0
BLR	35th Ave to 660' w/o 31st Ave	CM	4LD	0.38	100.0%	95.0%	\$0	\$2,496,025	No	\$0
BLR	660' w/o 31st Ave to 125' e/o 29th Dr	CM	4LD	0.38	100.0%	95.0%	\$0	\$2,496,025	No	\$0
BLR	125' e/o 29th Dr to 27th Ave	CM	4LD	0.25	100.0%	95.0%	\$0	\$1,642,122	No	\$0
BLR	27th Ave to 19th Ave	CM	4LD	1.00	100.0%	95.0%	\$0	\$6,568,487	No	\$0
BLR	19th Ave to 7th Ave	CM	4LD	1.00	100.0%	95.0%	\$0	\$6,568,487	No	\$0
Broadway Rd (BWR), 107th Ave to 23rd Ave										
BWR	107th Ave to 300' w/o 103rd Glen	CM	4LD	0.33	71.4%	47.5%	\$591,164	\$1,576,437	No	\$0
BWR	300' w/o 103rd Glen to 99th Ave	CM	4LD	0.67	100.0%	100.0%	\$0	\$4,400,886	No	\$0
BWR	99th Ave to 91st Ave	CM	4LD	1.00	71.4%	47.5%	\$1,904,861	\$4,663,626	No	\$0
BWR	91st Ave to 83rd Ave	CM	4LD	1.00	28.6%	37.5%	\$4,663,626	\$1,904,861	No	\$0
BWR	83rd Ave to 75th Ave	CM	4LD	1.00	71.4%	47.5%	\$1,904,861	\$4,663,626	No	\$0
BWR	75th Ave to 67th Ave	CM	4LD	1.00	71.4%	47.5%	\$1,904,861	\$4,663,626	No	\$0
BWR	67th Ave to 650' w/o Loop 202	CM	4LD	0.58	28.6%	37.5%	\$2,693,080	\$1,116,643	No	\$0
BWR	650' w/o Loop 202 to 59th Ave	CM	4LD	0.20	100.0%	100.0%	\$0	\$1,313,697	No	\$0

Table 10 - 2025-2034 Major Arterial Street Infrastructure Finance Plan (IFP) - Southwest Service Area (Scenario 2)

Street	Segment	Ultimate City Standard Cross Section, "XSEC _{ULT} "	Ultimate Lane Config., "LCON _{ULT} "	Ultimate Length, "L _{ULT} " (miles)	Percent Physically Complete (pavement & concrete in place)	Percent Functionally Complete (striped number of thru lanes)	Preliminary Estimate of Roadway Construction Cost	Value of Existing Roadway	2025-34 IFP Planned Improvement	Roadway Construction Cost Accounted for in 2025-2034 Impact Fee
BWR	59th Ave to 51st Ave	CM	4LD	1.05	71.4%	47.5%	\$1,970,546	\$4,926,365	No	\$0
BWR	51st Ave to 43rd Ave	B	6LD	1.00	100.0%	100.0%	\$0	\$7,899,375	No	\$0
BWR	43rd Ave to 310' w/o 35th Ave	B	6LD	0.98	100.0%	100.0%	\$0	\$7,741,387	No	\$0
BWR	310' w/o 35th Ave to 35th Ave	B	6LD	0.06	100.0%	100.0%	\$0	\$473,962	No	\$0
BWR	35th Ave to 27th Ave	B	6LD	1.00	100.0%	100.0%	\$0	\$7,899,375	No	\$0
BWR	27th Ave to 23rd Ave	B	6LD	0.49	100.0%	100.0%	\$0	\$3,870,694	No	\$0
Buckeye Rd (BR), 107th Ave to 75th Ave, south half (eastbound lanes) only										
BR	107th Ave to 1980' e/o 107th Ave	A-1/2	6LD-1/2	0.37	77.8%	63.3%	\$462,457	\$1,676,406	No	\$0
BR	1980' e/o 107th Ave to 99th Ave	A-1/2	6LD-1/2	0.63	55.6%	63.3%	\$1,618,599	\$2,023,249	No	\$0
BR	99th Ave to 91st Ave	A-1/2	6LD-1/2	1.00	44.4%	63.3%	\$3,237,199	\$2,543,513	No	\$0
BR	91st Ave to 83rd Ave	A-1/2	6LD-1/2	0.98	88.9%	63.3%	\$635,878	\$5,029,219	No	\$0
BR	83rd Ave to 1300' e/o 83rd Ave	A-1/2	6LD-1/2	0.25	77.8%	63.3%	\$346,843	\$1,098,335	No	\$0
BR	1300' e/o 83rd Ave to 79th Ave	A-1/2	6LD-1/2	0.25	77.8%	63.3%	\$346,843	\$1,098,335	No	\$0
BR	79th Ave to 75th Ave	A-1/2	6LD-1/2	0.50	77.8%	63.3%	\$635,878	\$2,254,478	No	\$0
Buckeye Rd (BR), 75th Ave to 43rd Ave - Full Street										
BR	75th Ave to 69th Ave	D	4LU+	0.75	100.0%	100.0%	\$0	\$4,335,534	No	\$0
BR	69th Ave to 300' w/o 67th Ave	D	4LU+	0.19	100.0%	100.0%	\$0	\$1,098,335	No	\$0
BR	300' w/o 67th Ave to 67th Ave	D	4LU+	0.06	100.0%	100.0%	\$0	\$346,843	No	\$0
BR	67th Ave to 530' e/o 67th Ave	D	4LU+	0.10	100.0%	100.0%	\$0	\$578,071	No	\$0
BR	530' e/o 67th Ave to 340' w/o 65th Ave	D	4LU+	0.15	57.1%	78.9%	\$346,843	\$520,264	No	\$0
BR	340' w/o 65th Ave to 63rd Ave	D	4LU+	0.24	85.7%	78.9%	\$173,421	\$1,213,949	No	\$0
BR	63rd Ave to 1325' w/o 59th Ave	D	4LU+	0.25	85.7%	78.9%	\$231,228	\$1,213,949	No	\$0
BR	1325' w/o 59th Ave to 600' w/o 59th Ave	D	4LU+	0.14	85.7%	78.9%	\$115,614	\$693,685	No	\$0
BR	600' e/o 59th Ave to 55th Ave	D	4LU+	0.40	100.0%	100.0%	\$0	\$2,312,285	No	\$0
BR	55th Ave to 51st Ave	D	4LU+	0.50	100.0%	100.0%	\$0	\$2,890,356	No	\$0
BR	51st Ave to 43rd Ave	D	4LU+	1.00	100.0%	100.0%	\$0	\$5,780,712	No	\$0
Lower Buckeye Rd (LBR), 107th Ave to 43rd Ave										
LBR	107th Ave to 880' e/o 107th Ave	CM	4LD	0.17	57.1%	47.5%	\$459,794	\$656,849	No	\$0
LBR	880' e/o 107th Ave to 99th Ave	CM	4LD	0.83	100.0%	100.0%	\$0	\$5,451,844	No	\$0
LBR	99th Ave to 97th Ave	CM	4LD	0.25	100.0%	100.0%	\$0	\$1,642,122	No	\$0
LBR	97th Ave to 91st Ave	CM	4LD	0.75	57.1%	47.5%	\$2,101,916	\$2,824,449	No	\$0
LBR	91st Ave to 83rd Ave	CM	4LD	1.00	100.0%	100.0%	\$0	\$6,568,487	No	\$0
LBR	83rd Ave to 250' w/o 81st Ave	CM	4LD	0.25	71.4%	47.5%	\$459,794	\$1,182,328	No	\$0
LBR	250' w/o 81st Ave to 75th Ave	CM	4LD	0.75	100.0%	100.0%	\$0	\$4,926,365	No	\$0
LBR	75th Ave to 67th Ave	CM	4LD	1.00	100.0%	100.0%	\$0	\$6,568,487	No	\$0
LBR	67th Ave to 63rd Ave	CM	4LD	0.50	100.0%	100.0%	\$0	\$3,284,243	No	\$0
LBR	63rd Ave to 675' w/o Loop 202	CM	4LD	0.38	28.6%	37.5%	\$1,773,491	\$722,534	No	\$0
LBR	59th Ave to 51st Ave	CM	4LD	1.00	100.0%	100.0%	\$0	\$6,568,487	No	\$0
LBR	51st Ave to 43rd Ave	CM	4LD	1.00	100.0%	100.0%	\$0	\$6,568,487	No	\$0
Southern Ave (SOA), 75th Ave to 23rd Ave										
SOA	75th Ave to 67th Ave	CM	4LD	1.00	28.6%	37.5%	\$4,663,626	\$1,904,861	No	\$0
SOA	67th Ave to 600' w/o Loop 202	CM	4LD	0.50	28.6%	37.5%	\$2,364,655	\$919,588	No	\$0
SOA	600' e/o Loop 202 to 59th Ave	CM	4LD	0.27	28.6%	37.5%	\$1,248,012	\$525,479	No	\$0
SOA	59th Ave to 55th Ave	CM	4LD	0.50	71.4%	47.5%	\$919,588	\$2,364,655	No	\$0
SOA	55th Ave to 900' w/o 51st Ave	CM	4LD	0.32	100.0%	100.0%	\$0	\$2,101,916	No	\$0
SOA	900' w/o 51st Ave to 51st Ave	CM	4LD	0.18	71.4%	47.5%	\$328,424	\$853,903	No	\$0
SOA	51st Ave to 1,120' e/o 51st Ave	CM	4LD	0.20	71.4%	47.5%	\$394,109	\$919,588	No	\$0
SOA	1,120' e/o 51st Ave to 47th Ave	CM	4LD	0.30	28.6%	37.5%	\$1,379,382	\$591,164	No	\$0
SOA	47th Ave to 43rd Ave	CM	4LD	0.50	71.4%	47.5%	\$919,588	\$2,364,655	No	\$0
SOA	43rd Ave to 39th Ave	CM	4LD	0.50	57.1%	47.5%	\$1,379,382	\$1,904,861	No	\$0
SOA	39th Ave to 1,250' w/o 35th Ave	CM	4LD	0.27	57.1%	37.5%	\$788,218	\$985,273	No	\$0
SOA	1,250' w/o 35th Ave to 35th Ave	CM	4LD	0.23	100.0%	100.0%	\$0	\$1,510,752	No	\$0
SOA	35th Ave to 27th Ave	D	4LU+	1.00	100.0%	100.0%	\$0	\$5,780,712	No	\$0
SOA	27th Ave to 23rd Ave	D	4LU+	0.50	100.0%	100.0%	\$0	\$2,890,356	No	\$0
Dobbins Rd (DBN), 7th Ave to Carver Rd (W Limit of Fee Area)										
DBN	7th Ave to 135' w/o 10th Dr	C	4LU+	0.25	71.4%	50.0%	\$451,231	\$1,160,308	Yes	\$451,231
DBN	135' w/o 10th Dr to 470' e/o 17th Dr	C	4LU+	0.40	42.9%	39.5%	\$1,482,616	\$1,095,846	Yes	\$1,482,616
DBN	470' e/o 17th Ave to 17th Ave	C	4LU+	0.09	71.4%	50.0%	\$193,385	\$386,769	Yes	\$193,385
DBN	17th Ave to 19th Ave	C	4LU+	0.25	28.6%	39.5%	\$1,160,308	\$451,231	Yes	\$1,160,308
DBN	19th Ave to 27th Ave	C	4LU+	1.00	28.6%	39.5%	\$4,576,770	\$1,869,385	Yes	\$4,576,770
DBN	27th Ave to 33rd Ave	C	4LU+	0.74	28.6%	39.5%	\$3,416,462	\$1,353,693	Yes	\$3,416,462
DBN	33rd Ave to 35th Ave	C	4LU+	0.25	57.1%	50.0%	\$709,077	\$902,462	Yes	\$709,077
DBN	35th Ave to 35th Glen	C	4LU+	0.10	57.1%	50.0%	\$257,846	\$386,769	Yes	\$257,846
DBN	35th Glen to 39th Ave	C	4LU+	0.40	28.6%	39.5%	\$1,869,385	\$709,077	Yes	\$1,869,385
DBN	39th Ave Align to 43rd Ave	C	4LU+	0.50	57.1%	50.0%	\$1,353,693	\$1,869,385	Yes	\$1,353,693
DBN	43rd Ave to 48th Dr	C	4LU+	0.65	57.1%	50.0%	\$1,804,923	\$2,385,077	Yes	\$1,804,923
DBN	48th Dr to 51st Ave	C	4LU+	0.35	71.4%	75.0%	\$644,616	\$1,611,539	Yes	\$644,616
DBN	51st Ave to 270' w/o 53rd Ave	C	4LU+	0.31	71.4%	75.0%	\$580,154	\$1,418,154	Yes	\$580,154
DBN	270' w/o 53rd Ave to 360' w/o 56th Glen	C	4LU+	0.48	71.4%	50.0%	\$902,462	\$2,191,693	Yes	\$902,462
DBN	360' w/o 56th Glen to 59th Ave	C	4LU+	0.20	71.4%	39.5%	\$386,769	\$902,462	Yes	\$386,769
DBN	59th Ave to 580' e/o L202	C	4LU+	0.22	28.6%	39.5%	\$1,031,385	\$386,769	Yes	\$1,031,385
DBN	67th Ave to 580' w/o of L202	C	4LU+	0.54	28.6%	39.5%	\$2,514,000	\$966,923	No	\$0
DBN	67th Ave to Carver Rd (W Limit of Fee Area)	C	4LU+	0.29	57.1%	39.5%	\$773,539	\$1,095,846	No	\$0
Total Southwest Service Area 2020-2029 IFP Costs							\$110,590,695	\$ 327,067,235	-	\$20,821,081

Table 11 - Existing and 2025-2034 IFP Major Arterial Street Culvert Costs - Northern Service Area (Scenario 2)

Street Name	Culvert ID	Length (feet)	Width (feet)	Height (feet)*	Diameter (inches)	Barrels	Total (cf)	Total (lf)	2023 Culvert Construction Cost/Value	2025-2034 IFP Cost/Value	Culvert Status (E, P, F)	Existing Culvert Value	2025-2034 IFP Culvert Cost
39th Ave/Vision Way (39A), Pioneer Rd to Anthem Way													
39th Ave / Vision Way ¹	36+	156	8	6		7	52,416	1,092	\$1,396,231	\$1,594,868		\$0	\$0
43rd Ave (43A), Lone Mountain Rd to Carefree Hwy													
43rd Ave ⁵	71	162	10	6		4	38,880	648	\$1,079,309	\$1,232,858	E	\$1,232,858	\$0
43rd Ave ⁵	293	162	8	6		3	23,328	486	\$621,400	\$709,804		\$0	\$0
43rd Ave ⁵	294	171	8	6		11	90,288	1,881	\$2,405,047	\$2,747,205		\$0	\$0
51st Ave (51A), Inspiration Pkwy (Jomax Rd align.) to SR 303													
51st Ave ⁵	54	183	8	6		1	8,784	183	\$233,984	\$267,272		\$0	\$0
51st Ave ⁵	55	142	10	6		1	8,520	142	\$236,515	\$270,163		\$0	\$0
51st Ave ⁵	56	162	6	6		2	11,664	324	\$414,266	\$473,203		\$0	\$0
51st Ave ⁵	57	149	8	6		1	7,152	149	\$190,511	\$217,615		\$0	\$0
51st Ave ⁵	58	145	8	6		3	20,880	435	\$556,191	\$635,318		\$0	\$0
51st Ave ⁵	60	162	6	6		2	11,664	324	\$307,638	\$351,405	P	\$0	\$351,405
51st Ave ⁵	80	145	6	6		1	5,220	145	\$137,678	\$157,264	P	\$0	\$157,264
51st Ave ⁵	81	141	6	6		2	10,152	282	\$267,759	\$305,852	P	\$0	\$305,852
51st Ave ⁵	61	149	6	6		2	10,728	298	\$282,951	\$323,206	P	\$0	\$323,206
51st Ave ⁵	62	198	10	6		11	130,680	2,178	\$3,627,677	\$4,143,774	E	\$4,143,774	\$0
51st Ave ⁵	63	162	8	6		4	31,104	648	\$828,533	\$946,405		\$0	\$0
51st Ave ⁵	64	198	10	6		8	95,040	1,584	\$2,638,310	\$3,013,654		\$0	\$0
Anthem Way (ANT), Avenue A to I-17													
Anthem Way	78	140	8	6		2	13,440	280	\$358,008	\$408,941		\$0	\$0
Anthem Way	79	140	7	6		4	23,520	560	\$716,016	\$817,881		\$0	\$0
Anthem Way	80	140	7	6		3	17,640	420	\$537,012	\$613,411		\$0	\$0
Anthem Way	81	140	9	6		2	15,120	280	\$466,368	\$532,717		\$0	\$0
Anthem Way	83	140	6	6		2	10,080	280	\$265,860	\$303,683		\$0	\$0
Anthem Way	84	140	6	6		1	5,040	140	\$132,930	\$151,842		\$0	\$0
Anthem Way	86	140	10	6		2	16,800	280	\$466,368	\$532,717		\$0	\$0
Anthem Way	88	140	8	6		10	67,200	1,400	\$1,790,040	\$2,044,703		\$0	\$0
Anthem Way	89	140	7	6		6	35,280	840	\$1,074,024	\$1,226,822		\$0	\$0
Anthem Way	90	140	10	6		4	33,600	560	\$932,736	\$1,065,433		\$0	\$0
Anthem Way	197	135			36	2		270	\$87,750	\$100,234	E	\$100,234	\$0
Avenue A (AVA), Desert Hills Dr (@ west limit of fee area) to New River Rd (at north limit of fee area)													
Avenue A	85	140	7	6		3	17,640	420	\$537,012	\$613,411		\$0	\$0
Area C2 Connector (C2C), Sweat Canyon Tributary to New River Rd													
Carefree Hwy (CFH), west limit of fee area (@ +/- 73rd Ave align.) to Paloma Pkwy													
Daisy Mountain Dr (DSY), west limit of fee area (@Avenue A) to I-17													
Daisy Mountain Dr	96	140	7	6		2	11,760	280	\$358,008	\$408,941		\$0	\$0
Daisy Mountain Dr	97	140	10	6		2	16,800	280	\$466,368	\$532,717		\$0	\$0
Daisy Mountain Dr	98	140	8	6		4	26,880	560	\$716,016	\$817,881		\$0	\$0
Daisy Mountain Dr	1	140	10	6		6	50,400	840	\$1,399,104	\$1,598,150		\$0	\$0
Daisy Mountain Dr	132	140	8	6		5	33,600	700	\$895,020	\$1,022,352		\$0	\$0
Daisy Mountain Dr	136	140	8	6		1	6,720	140	\$179,004	\$204,470		\$0	\$0
Daisy Mountain Dr	137	140	7	6		1	5,880	140	\$179,004	\$204,470		\$0	\$0
Daisy Mountain Dr	143	140	6	6		2	10,080	280	\$265,860	\$303,683		\$0	\$0
New River Rd (NRV), Carefree Hwy (SR 74) to I-17 (north of Jenny Lin Rd)													
New River Rd	2	140	10	6		3	25,200	420	\$699,552	\$799,075		\$0	\$0
New River Rd	4	140	7	6		4	23,520	560	\$716,016	\$817,881		\$0	\$0
New River Rd	5	140	8	6		6	40,320	840	\$1,074,024	\$1,226,822		\$0	\$0
New River Rd	9	140	8	6		4	26,880	560	\$716,016	\$817,881		\$0	\$0
New River Rd	102	140	9	6		5	37,800	700	\$1,165,920	\$1,331,792		\$0	\$0
New River Rd	106	140	8	6		1	6,720	140	\$179,004	\$204,470		\$0	\$0
New River Rd	135	140	9	6		4	30,240	560	\$932,736	\$1,065,433		\$0	\$0
New River Rd	138	140	9	6		2	15,120	280	\$466,368	\$532,717		\$0	\$0
New River Rd	139	140	7	6		2	11,760	280	\$358,008	\$408,941		\$0	\$0
New River Rd	144	140	6	6		2	10,080	280	\$265,860	\$303,683		\$0	\$0
Dove Valley Rd (DVR), west limit of fee area to Sonoran Desert Dr													
Dove Valley Rd ⁵	83	112	8	6		6	32,256	672	\$859,219	\$981,457	E	\$981,457	\$0
Dove Valley Rd ⁵	84	112	6	6		4	16,128	448	\$425,376	\$485,893	E	\$485,893	\$0
Dove Valley Rd ⁵	85	156	10	6		10	93,600	1,560	\$2,598,336	\$2,967,993		\$0	\$0
Dove Valley Rd ⁵	103	117	6	6		1	4,212	117	\$149,596	\$170,879	E	\$170,879	\$0
Dove Valley Rd ⁵	104	112	8	6		2	10,752	224	\$286,406	\$327,152	E	\$327,152	\$0
Dove Valley Rd ⁵	105	127	10	6		3	22,860	381	\$634,594	\$724,875	E	\$724,875	\$0
Dove Valley Rd ⁵	106	110	10	6		1	6,600	110	\$183,216	\$209,282	E	\$209,282	\$0
Dove Valley Rd ⁵	271	144	8	6		2	13,824	288	\$368,237	\$420,625	E	\$420,625	\$0
Dove Valley Rd ⁵	272	127	8	6		2	12,192	254	\$324,764	\$370,968	E	\$370,968	\$0
Dove Valley Rd ⁵	273	127	8	6		2	12,192	254	\$324,764	\$370,968	E	\$370,968	\$0
Dove Valley Rd ⁵	275	114	10	6		1	6,840	114	\$189,878	\$216,892	E	\$216,892	\$0
Dove Valley Rd ⁵	292	144	10	6		3	25,920	432	\$719,539	\$821,906	E	\$821,906	\$0
Dove Valley Rd ⁵	304	110	6	6		1	3,960	110	\$140,646	\$160,655	E	\$160,655	\$0
Dove Valley Rd ⁵	305	112	4	6		1	2,688	112	\$106,344	\$121,473	E	\$121,473	\$0
North Valley Pkwy (NVP), CAP to Carefree Hwy													
North Valley Pkwy ⁵	306	140	10	6		1	8,400	140	\$233,184	\$266,358	E	\$266,358	\$0
North Valley Pkwy ⁵	3	120	8	4		3	11,520	360	\$389,016	\$444,360	E	\$444,360	\$0
North Valley Pkwy ⁵	1	100	4	4		5	8,000	500	\$474,750	\$542,291	E	\$542,291	\$0
North Valley Pkwy ⁵	4	150			36	5		750	\$243,750	\$278,428	E	\$278,428	\$0
Pioneer Rd (PIO), New River Rd to I-17													
Pioneer Rd	12	140	10	6		3	25,200	420	\$699,552	\$799,075		\$0	\$0
Pioneer Rd	13	140	9	6		8	60,480	1,120	\$1,865,472	\$2,130,867		\$0	\$0
Pioneer Rd	99	140	9	6		2	15,120	280	\$466,368	\$532,717		\$0	\$0

Table 11 - Existing and 2025-2034 IFP Major Arterial Street Culvert Costs - Northern Service Area (Scenario 2)

Street Name	Culvert ID	Length (feet)	Width (feet)	Height (feet)*	Diameter (inches)	Barrels	Total (cf)	Total (lf)	2023 Culvert Construction Cost/Value	2025-2034 IFP Cost/Value	Culvert Status (E, P, F)	Existing Culvert Value	2025-2034 IFP Culvert Cost
39th Ave/Vision Way (39A), Pioneer Rd to Anthem Way													
39th Ave / Vision Way ¹	36+	156	8	6		7	52,416	1,092	\$1,396,231	\$1,594,868		\$0	\$0
Pioneer Rd	100	140	7	6		11	64,680	1,540	\$1,969,044	\$2,249,173		\$0	\$0
Pioneer Rd	109	140	4	6		1	3,360	140	\$132,930	\$151,842		\$0	\$0
Pioneer Rd	125	140	6	6		1	5,040	140	\$132,930	\$151,842		\$0	\$0
Dixileta Dr (DXD), CAP (@ +/- 73rd Ave align.) to I-17													
Dixileta Dr ⁵	65	141	10	6		3	25,380	423	\$704,549	\$804,783		\$0	\$0
Dixileta Dr ⁵	66	142	8	6		9	61,344	1,278	\$1,634,051	\$1,866,522		\$0	\$0
Dixileta Dr ⁵	67	154	6	6		2	11,088	308	\$393,809	\$449,835		\$0	\$0
Dixileta Dr ⁵	68	145	10	6		3	26,100	435	\$724,536	\$827,613		\$0	\$0
Pyramid Peak Pkwy (PYR), southwest corner of fee area (@ +/-67th Ave & Jomax Rd) to Anthem Wy													
Pyramid Peak Pkwy ¹	143	150	6	6		2	10,800	300	\$284,850	\$325,375		\$0	\$0
Pyramid Peak Pkwy ⁵	15	132	4	6		1	3,168	132	\$125,334	\$143,165		\$0	\$0
Pyramid Peak Pkwy ⁵	312	130	6	6		1	4,680	130	\$123,435	\$140,996		\$0	\$0
Pyramid Peak Pkwy ⁵	18	184	8	6		3	26,496	552	\$705,787	\$806,197		\$0	\$0
Pyramid Peak Pkwy ⁵	17	130	6	6		2	9,360	260	\$246,870	\$281,991		\$0	\$0
Pyramid Peak Pkwy ⁵	19	130	10	6		4	31,200	520	\$866,112	\$989,331		\$0	\$0
Pyramid Peak Pkwy ⁵	310	171	6	6		1	6,156	171	\$162,365	\$185,464		\$0	\$0
Pyramid Peak Pkwy ⁵	20	132	8	6		1	6,336	132	\$168,775	\$192,786		\$0	\$0
Pyramid Peak Pkwy ⁵	82	170	8	6		6	48,960	1,020	\$1,304,172	\$1,489,712		\$0	\$0
Pyramid Peak Pkwy ⁵	21	132	10	6		13	102,960	1,716	\$2,858,170	\$3,264,792		\$0	\$0
Sonoran Desert Dr (SDD), I-17 to east limit of fee area (@ +/- 16th St align.)													
Sonoran Desert Dr ⁵	8	150	12	4		6	43,200		\$2,139,750	\$2,444,165	E	\$2,444,165	\$0
Sonoran Desert Dr ⁵	9*+	81	10	6		2	9,720		\$269,827	\$308,215	X	\$308,215	\$308,215
Sonoran Desert Dr ⁵	10*+	162	10	6		2	19,440		\$539,654	\$616,429	P	\$0	\$616,429
Sonoran Desert Dr ^{1,3}	277	175	6	6		6		1,050	\$996,975	\$1,138,811	E	\$1,138,811	\$0
Sonoran Desert Dr ⁵	274	200	12	6		12	172,800		\$5,706,000	\$6,517,774	P	\$0	\$6,517,774
Sonoran Desert Dr ⁵	107+	180	12	6		3	38,880		\$1,283,850	\$1,466,499	P	\$0	\$1,466,499
Sonoran Desert Dr ⁵	108+	160	12	6		2	23,040		\$760,800	\$869,036	P	\$0	\$869,036
7th St (7S), CAP to Happy Valley Rd													
Black Mountain Blvd (BMB), Loop 101 to Cave Creek Rd													
Black Mountain Blvd ²	114	162	10	6		6	58,320		\$1,618,963	\$1,849,288		\$0	\$0
Black Mountain Blvd ²	115	162	6	6		1	5,832		\$153,819	\$175,702		\$0	\$0
Black Mountain Blvd ²	116	162	8	6		1	7,776		\$207,133	\$236,601		\$0	\$0
Black Mountain Blvd ²	117	162	8	6		4	31,104		\$828,533	\$946,405		\$0	\$0
Black Mountain Blvd ²	152	162	6	6		2	11,664		\$307,638	\$351,405		\$0	\$0
Black Mountain Blvd ²	153	162	6	6		4	23,328		\$615,276	\$702,809		\$0	\$0
Black Mountain Blvd ²	154	162	6	6		6	34,992		\$922,914	\$1,054,214		\$0	\$0
Black Mountain Blvd ²	158	162	6	6		1	5,832		\$153,819	\$175,702		\$0	\$0
Black Mountain Blvd ²	203	162	8	6		1	7,776		\$207,133	\$236,601		\$0	\$0
Black Mountain Blvd ²	204	162	6	6		1	5,832		\$153,819	\$175,702		\$0	\$0
Black Mountain Blvd ²	240*	235	8	4		2	15,040	470	\$507,882	\$580,137	E	\$580,137	\$0
Cave Creek Rd (CAV), CAP to North City limits													
Cave Creek Rd ⁴	54*	50	10	1		3	1,500		\$209,430	\$239,225		\$0	\$0
Cave Creek Rd ⁴	55*	50	10	4		3	6,000		\$224,280	\$256,188		\$0	\$0
Cave Creek Rd ⁴	56*	50	6	2		10	6,000		\$375,950	\$429,435		\$0	\$0
Cave Creek Rd ⁴	109*	50	10	1		2	1,000		\$139,620	\$159,483		\$0	\$0
Cave Creek Rd ⁴	110*	50	10	2		3	3,000		\$209,430	\$239,225		\$0	\$0
Cave Creek Rd ⁴	111*	50	10	2		3	3,000		\$209,430	\$239,225		\$0	\$0
Cave Creek Rd ⁴	112*	50	10	2		3	3,000		\$209,430	\$239,225		\$0	\$0
Cave Creek Rd ⁴	113*	50	10	1		1	500		\$69,810	\$79,742		\$0	\$0
Cave Creek Rd ⁴	144*	50	12	6		6	21,600		\$713,250	\$814,722		\$0	\$0
Cave Creek Rd ⁴	145*	50			48	1		50	\$21,250	\$24,273		\$0	\$0
Cave Creek Rd ⁴	146*	50	6	1		2	600		\$75,190	\$85,887		\$0	\$0
Carefree Hwy (CFH), 16th St to Black Mountain Blvd, south half (eastbound lanes) only													
Deer Valley RD (DEE), Cave Creek Rd to Scottsdale Rd													
Deer Valley Dr ²	250*	81	25	8		1	16,200		\$192,578	\$219,975	E	\$219,975	\$0
Deer Valley Dr ²	251*	81	25	8		1	16,200		\$192,578	\$219,975	E	\$219,975	\$0
Deer Valley Dr ²	261	162	6	6		1	5,832		\$153,819	\$175,702		\$0	\$0
Deer Valley Dr ²	262	162	8	6		3	23,328		\$621,400	\$709,804		\$0	\$0
Deer Valley Dr ²	263	162	10	6		4	38,880		\$1,079,309	\$1,232,858		\$0	\$0
Deer Valley Dr ²	270	162	8	6		4	31,104		\$828,533	\$946,405		\$0	\$0
Deer Valley Dr ²	271	162	6	6		2	11,664		\$307,638	\$351,405		\$0	\$0
Deer Valley Dr ²	273	162	6	6		1	5,832		\$153,819	\$175,702		\$0	\$0
Desert Peak Pkwy (DPK), Happy Valley Rd to Cave Creek Rd													
Happy Valley Rd (HVR), CAP (@ +/- 7th Ave align.) to Desert Peak Pkwy													
Lone Mountain Rd (LNM), Sonoran Desert Dr to Cave Creek Rd													
Pinnacle Peak Rd (PIN), Cave Creek Rd to Scottsdale Rd													
Pinnacle Peak Rd ²	196	162	8	6		1	7,776		\$207,133	\$236,601		\$0	\$0
Pinnacle Peak Rd ²	197	162	8	6		2	15,552		\$414,266	\$473,203		\$0	\$0
Pinnacle Peak Rd ²	198	162	6	6		2	11,664		\$307,638	\$351,405		\$0	\$0
Pinnacle Peak Rd ²	199	162	10	6		9	87,480		\$2,428,445	\$2,773,932		\$0	\$0
Pinnacle Peak Rd ²	200	162	6	6		1	5,832		\$153,819	\$175,702		\$0	\$0
Pinnacle Peak Rd ²	201	162	8	6		1	7,776		\$207,133	\$236,601		\$0	\$0
Pinnacle Peak Rd ²	202	162	8	6		5	38,880		\$1,035,666	\$1,183,007		\$0	\$0
Pinnacle Peak Rd ²	205	162	8	6		3	23,328		\$621,400	\$709,804		\$0	\$0
Pinnacle Peak Rd ²	206	162	8	6		3	23,328		\$621,400	\$709,804		\$0	\$0
Pinnacle Peak Rd ²	207	162	8	6		2	15,552		\$414,266	\$473,203		\$0	\$0
Pinnacle Peak Rd ²	208	162	6	6		1	5,832		\$153,819	\$175,702		\$0	\$0

Table 11 - Existing and 2025-2034 IFP Major Arterial Street Culvert Costs - Northern Service Area (Scenario 2)

Street Name	Culvert ID	Length (feet)	Width (feet)	Height (feet)*	Diameter (inches)	Barrels	Total (cf)	Total (lf)	2023 Culvert Construction Cost/Value	2025-2034 IFP Cost/Value	Culvert Status (E, P, F)	Existing Culvert Value	2025-2034 IFP Culvert Cost
39th Ave/Vision Way (39A), Pioneer Rd to Anthem Way													
39th Ave / Vision Way ¹	36+	156	8	6		7	52,416	1,092	\$1,396,231	\$1,594,868		\$0	\$0
Pinnacle Peak Rd ²	209	162	6	6		1	5,832		\$153,819	\$175,702		\$0	\$0
Pinnacle Peak Rd ²	210	162	6	6		1	5,832		\$153,819	\$175,702		\$0	\$0
Pinnacle Peak Rd ²	211	162	10	6		2	19,440		\$539,654	\$616,429		\$0	\$0
Scottsdale Rd (SCO), Bell Rd to Jomax Rd, west half (southbound lanes) only													
Sonoran Desert Drive (SDD), West limit of fee area (16th St align) to Cave Creek Rd													
Sonoran Desert Dr ^{1,3}	14*	99	6	6		2		198	\$188,001	\$214,747	X	\$214,747	\$214,747
Sonoran Desert Dr ^{1,3}	15*	277	6	6		4		1,108	\$1,052,046	\$1,201,717	X	\$1,201,717	\$1,201,717
Sonoran Desert Dr ^{1,3}	16*	81	10	6		3	14,580		\$404,741	\$462,322	X	\$462,322	\$462,322
Sonoran Desert Dr ^{2,3}	17*	81			36	8		648	\$210,600	\$240,561	X	\$240,561	\$240,561
Sonoran Desert Dr ^{2,3}	18*	81			36	8		648	\$210,600	\$240,561	X	\$240,561	\$240,561
Sonoran Desert Dr ^{2,3}	19*	81			30	1		81	\$22,275	\$25,444	X	\$25,444	\$25,444
Sonoran Desert Dr ^{2,3}	19A*	81	10	6		3	14,580		\$404,741	\$462,322	X	\$462,322	\$462,322
Sonoran Desert Dr ^{2,3}	20*	81	8	6		3	11,664		\$310,700	\$354,902	X	\$354,902	\$354,902
Sonoran Desert Dr ^{2,3}	21*	81			36	2		162	\$52,650	\$60,140	X	\$60,140	\$60,140
Sonoran Desert Dr ^{2,3}	104*	81	6	6		1	2,916		\$76,910	\$87,851	X	\$87,851	\$87,851
Sonoran Desert Dr ^{2,3}	105*	81	8	6		3	11,664		\$310,700	\$354,902	X	\$354,902	\$354,902
Sonoran Desert Dr ^{2,3}	106*	81			30	3		243	\$66,825	\$76,332	X	\$76,332	\$76,332
Sonoran Desert Dr ^{2,3}	107*	81			30	2		162	\$44,550	\$50,888	X	\$50,888	\$50,888
Sonoran Desert Dr ^{2,3}	108*	81	10	6		6	29,160		\$809,482	\$924,644	X	\$924,644	\$924,644
Tatum Blvd (TAT), CAP to Lone Mtn Rd													
Tatum s/o Jomax	171	100	10	4		1	4,000		\$149,520	\$170,792	E	\$170,792	\$0
Tatum n/o Pinnacle	213	162	10	6		1	9,720		\$269,827	\$308,215	E	\$308,215	\$0
Pinnacle Peak Rd & Tatum Intersection	212	168	8	6		2	16,128		\$429,610	\$490,729	E	\$490,729	\$0
Happy Valley Rd (HVR), Scottsdale Rd to Cave Creek Rd													
64th St (64S), CAP to Happy Valley Rd													
64th St ²	265	162	8	6		11	85,536		\$2,278,465	\$2,602,615		\$0	\$0
Subtotal									\$95,905,785	\$109,549,983	-	\$23,029,674	\$15,673,014
<i>Design (15%)</i>									<i>\$14,385,868</i>	<i>\$16,432,498</i>	-	<i>\$3,454,451</i>	<i>\$2,350,952</i>
<i>COP Administrative Cost (22%)</i>									<i>\$21,099,273</i>	<i>\$24,100,996</i>	-	<i>\$5,066,528</i>	<i>\$3,448,063</i>
Total Northern Service Area Culvert Cost									\$131,390,926	\$150,083,477	-	\$31,550,654	\$21,472,030

1) Culvert details from JE Fuller, *Desert View Arterial Street Drainage Structure Analysis (September 2002)*, City of Phoenix
 2) Culvert details from JE Fuller, *North Gateway Drainage Structure Cost Analysis (May 2005)*, City of Phoenix
 3) Culvert details correlated to ST85100294 design plans, see Culvert ID and Station in comments. Note that this alignment was modified from 2005 report.
 4) Cave Creek extensions based on expansion from 48' pavement half-width to 70' fully built half-width(cross-section B), assumed as 25' per half of roadway.
 5) Sonora Desert Drive Extension, spans North Gateway and Desert View study areas.
 *extension only
 -numbering per IE Fuller, *North Gateway Drainage Structure Cost Analysis (May 2005)*, City of Phoenix

Table 12 - Existing and 2020-2029 IFP Major Arterial Street Bridge Costs - Northern Service Area (Scenario 2)

Existing Bridges Street Name	Cost Based On:	Length (feet)	Width (feet)	Deck (sq ft)	Unit Cost	2023 Cost	2025-2034 IFP Cost						
Carefree Highway (2 structures)	Unit Cost	430	82	35,260	\$388	\$13,679,144	\$15,625,231						
Deer Valley (CAP)	Unit Cost	200	150	30,000	\$388	\$11,638,523	\$13,294,297						
Sonoran Desert Dr (Skunk Creek)	Unit Cost	700	110	77,000	\$388	\$29,872,209	\$34,122,029						
Sonoran Desert Dr (Apache Wash)	Unit Cost	350	68	23,800	\$388	\$9,233,228	\$10,546,809						
Sonoran Desert Dr	Unit Cost	230	68	15,640	\$388	\$6,067,550	\$6,930,760						
Sonoran Desert Dr (Cave Creek Wash)	Unit Cost	450	68	30,600	\$388	\$11,871,294	\$13,560,183						
North Valley Pkwy (CAP)	Unit Cost	450	125	56,250	\$388	\$21,822,231	\$24,926,807						
<i>Subtotal</i>						\$104,184,179	\$119,006,117						
<i>Design (15%)</i>						\$15,627,627	\$17,850,918						
<i>COP Administrative Cost (22%)</i>						\$22,920,519	\$26,181,346						
Total Northern Existing Bridge Value						\$142,732,325	\$163,038,380						
2020-2029 IFP Bridges Street Name	Cost Based On:	Length (feet)	Width (feet)	Deck (sq ft)	Unit Cost	2023 Cost	2025-2034 IFP Cost	2025-2034 IFP Planned Capacity	1/4 Mile Roadway Improvement Cost	2025-34 IFP Planned Improvement	Bridge Construction Cost Accounted for in 2025-2034 Impact Fee	Future Construction Cost for Bridges beyond 2034	IFP Bridge ID
Tatum Blvd (CAP)	Detailed Estimate	96	22	2,770	\$435	\$1,205,396	\$1,376,884	0	\$0	Yes	\$1,376,884	\$0	N-1
Deer Valley Dr (Rawhide Wash)	Detailed Estimate	255	84	21,505	\$416	\$8,950,685	\$10,224,069	2,656	\$4,326,099	Yes	\$14,550,168	\$0	N-2
Deer Valley Dr (west of Rawhide Wash)	Detailed Estimate	78	84	6,578	\$617	\$4,055,831	\$4,632,841	813	\$2,163,049	Yes	\$6,795,890	\$0	N-3
7th St (CAP)	Detailed Estimate	111	22	3,099	\$422	\$1,307,711	\$1,493,755	866	\$3,097,794	Yes	\$4,591,549	\$0	N-4
64th St (CAP)	Detailed Estimate	265	91	24,115	\$356	\$8,577,733	\$9,798,059	1,748	\$1,445,178	Yes	\$11,243,237	\$0	N-5
Sonoran Desert Drive (Apache Wash)	Detailed Estimate	318	68	23,635	\$306	\$7,235,560	\$8,264,939	0	\$0	Yes	\$8,264,939	\$0	N-6
Sonoran Desert Drive (Cave Creek Wash - Primary)	Detailed Estimate	430	68	31,242	\$322	\$10,064,693	\$11,496,564	0	\$0	Yes	\$11,496,564	\$0	N-7
Sonoran Desert Drive (Cave Creek Wash - Secondary)	Detailed Estimate	206	68	16,030	\$358	\$5,731,881	\$6,547,337	0	\$0	Yes	\$6,547,337	\$0	N-8
Cave Creek Road (CAP Canal)	Detailed Estimate	160	28	4,504	\$366	\$1,646,802	\$1,881,087	0	\$0	Yes	\$1,881,087	\$0	N-9
Cave Creek Road Ped Bridges (CAP Canal)	Detailed Estimate	362	28	4,948	\$504	\$2,494,036	\$2,848,854	0	\$0	Yes	\$2,848,854	\$0	N-10
Sonoran Desert Drive (wash east of Paloma Pkwy)	Detailed Estimate	505	94	50,284	\$255	\$12,803,041	\$14,624,487	0	\$0	Yes	\$14,624,487	\$0	N-11
North Valley Parkway (Skunk Creek)	Detailed Estimate	403	123	49,759	\$418	\$20,787,138	\$23,744,455	4,198	\$4,361,380	Yes	\$28,105,835	\$0	N-12
North Valley Parkway (Sonoran Wash)	Detailed Estimate	337	123	41,543	\$540	\$22,451,121	\$25,645,168	0	\$0	Yes	\$25,645,168	\$0	N-13
Happy Valley Road (Cave Buttes)	Detailed Estimate	302	120	39,963	\$233	\$9,330,240	\$10,657,622	0	\$4,326,099	No	\$0	\$14,983,721	N-14
51st Ave (CAP)	Unit Cost	200	120	24,000	\$388	\$9,310,818	\$10,635,438	2,083	\$2,632,144	Yes	\$13,267,582	\$0	N-15
Dove Valley Rd (Deadman Wash)	Unit Cost	405	108	43,740	\$388	\$16,968,967	\$19,383,085	0	\$4,326,099	No	\$0	\$23,709,184	N-16
Happy Valley Rd (CAP)	Unit Cost	111	22	2,442	\$388	\$947,376	\$1,082,156	1,156	\$2,163,049	Yes	\$3,245,205	\$0	N-17
Avenue A (Sweat Canyon Tributary)	Unit Cost	100	120	12,000	\$388	\$4,655,409	\$5,317,719	0	\$3,949,687	No	\$0	\$9,267,406	N-18
Area A9 Connector (Sweat Canyon Wash)	Unit Cost	120	60	7,200	\$388	\$2,793,246	\$3,190,631	0	\$3,284,243	No	\$0	\$6,474,875	N-19
Anthem Way (Sweat Canyon Tributary)	Unit Cost	120	120	14,400	\$388	\$5,586,491	\$6,381,263	0	\$3,949,687	No	\$0	\$10,330,950	N-20
Anthem Way (New River)	Unit Cost	400	120	48,000	\$388	\$18,621,637	\$21,270,876	0	\$3,949,687	No	\$0	\$25,220,563	N-21
Avenue A (Sweat Canyon Wash)	Unit Cost	120	120	14,400	\$388	\$5,586,491	\$6,381,263	0	\$3,949,687	No	\$0	\$10,330,950	N-22
Area C2 Connector (Sweat Canyon Tributary)	Unit Cost	120	60	7,200	\$388	\$2,793,246	\$3,190,631	0	\$3,284,243	No	\$0	\$6,474,875	N-23
Daisy Mountain Dr (unnamed wash)	Unit Cost	100	120	12,000	\$388	\$4,655,409	\$5,317,719	0	\$4,326,099	No	\$0	\$9,643,818	N-24
Daisy Mountain Dr (Sweat Canyon Wash)	Unit Cost	250	120	30,000	\$388	\$11,638,523	\$13,294,297	0	\$4,326,099	No	\$0	\$17,620,396	N-25
Daisy Mountain Dr (New River Breakout)	Unit Cost	100	120	12,000	\$388	\$4,655,409	\$5,317,719	0	\$4,326,099	No	\$0	\$9,643,818	N-26
Daisy Mountain Dr (New River)	Unit Cost	400	120	48,000	\$388	\$18,621,637	\$21,270,876	0	\$4,326,099	No	\$0	\$25,596,974	N-27
Pioneer Rd (Deadman Wash)	Unit Cost	150	120	18,000	\$388	\$6,983,114	\$7,976,578	0	\$3,949,687	No	\$0	\$11,926,266	N-28
New River Rd (New River)	Unit Cost	400	60	24,000	\$388	\$9,310,818	\$10,635,438	0	\$3,284,243	No	\$0	\$13,919,681	N-29
<i>Subtotal</i>						\$239,770,459	\$273,881,808		\$75,746,452		\$154,484,785	\$195,143,476	
<i>Design (15%)</i>						\$35,965,569	\$41,082,271		\$11,361,968		\$23,172,718	\$29,271,521	
<i>COP Administrative Cost (22%)</i>						\$52,749,501	\$60,253,998		\$16,664,220		\$33,986,653	\$42,931,565	
Total Northern IIP Bridge Cost						\$328,485,529	\$375,218,077		\$103,772,640		\$211,644,155	\$267,346,562	

**Table 13 - Existing and 2025-2034 IFP Major Arterial Street Bridge Costs - Southwest Service Area
(Scenario 2)**

Existing Bridges		Bridge ID	Length (feet)	Width (feet)	Deck (sq ft)	Unit Cost	Cost
Street Name							
51st Avenue		-	1,635	82	134,070	\$388	\$52,012,560
<i>Subtotal</i>							\$52,012,560
<i>Design (15%)</i>							\$7,801,884
<i>COP Administrative Cost (22%)</i>							\$11,442,763
Total Southwest Existing Bridge Value							\$71,257,207
2025-2034 IFP Bridges		Bridge ID	Length (feet)	Width (feet)	Deck (sq ft)	Unit Cost	Cost
Street Name							
<i>Subtotal</i>							\$0
<i>Design (15%)</i>							\$0
<i>COP Administrative Cost (22%)</i>							\$0
Total Southwest IIP Bridge Cost							\$0

Table 14 - Northern Service Area Gross Fee Calculation (Scenario 2)

NORTHERN SERVICE AREA 2025-2034 PLANNED		AMOUNT
2025-2034 Planned Major Arterial Roadway Cost		\$90,902,633
2025-2034 Planned Major Arterial Culvert Cost		\$21,472,030
2025-2034 Planned Major Arterial Bridge Cost		\$211,644,155
Total Cost - 2025-2034 Planned Major Arterial Network		\$324,018,817
NORTHERN SERVICE AREA GROSS FEE CALCULATION		AMOUNT
Existing & 2025-2034 Planned Major Arterial Network Value		\$324,018,817
Adjustment for Pass-Through Traffic		0.73
Major Arterial Network Value, Adjusted for Pass-Through Traffic		\$235,561,680
2034 Northern Area EDU		32,659
Northern Service Area Gross Fee per EDU		\$7,213

1) Adjustment for Pass-Through Traffic factors the cost to only apply to traffic with an origin or destination in the service area. This is calculated as 100% minus the pass-through percentage (i.e., the percentage of traffic in the service area with neither an origin or destination in the service area). A pass-through percentage of 27% in the Northern service area was calculated by Kimley-Horn in October 2023 based on Replica origin-destination data.

Table 15 - Southwest Service Area Gross Fee Calculation (Scenario 2)

SOUTHWEST SERVICE AREA 2025-34 PLANNED		AMOUNT
2025-2034 Planned Major Arterial Roadway Cost		\$20,821,081
2025-2034 Planned Major Arterial Bridge Cost		\$0
Total Cost - 2025-2034 Planned Major Arterial Network		\$20,821,081
SOUTHWEST SERVICE AREA GROSS FEE CALCULATION		AMOUNT
Existing & 2025-2034 Planned Major Arterial Network Value		\$20,821,081
Adjustment for Pass-Through Traffic		0.79
Major Arterial Network Value, Adjusted for Pass-Through Traffic		\$16,469,475
2034 Southwest Area EDU		19,462
Southwest Area Gross Fee per EDU		\$846

1) Adjustment for Pass-Through Traffic factors the cost to only apply to traffic with an origin or destination in the service area. This is calculated as 100% minus the pass-through percentage (i.e., the percentage of traffic in the service area with neither an origin or destination in the service area). A pass-through percentage of 21% in the Southwest service area was calculated by Kimley-Horn in October 2023 based on Replica origin-destination data.

Table 16 - Northern Service Area Buildout Gross Fee Calculation (Scenario 2)

NORTHERN SERVICE AREA 2025-2060 PLANNED		AMOUNT
2025-2060 Planned Major Arterial Roadway Cost		\$101,631,358
2025-2060 Planned Major Arterial Culvert Cost		\$21,472,030
2025-2060 Planned Major Arterial Bridge Cost		\$478,990,717
Total Cost - 2025-2060 Planned Major Arterial Network		\$602,094,104
NORTHERN SERVICE AREA GROSS FEE CALCULATION		AMOUNT
Existing & 2025-2060 Planned Major Arterial Network Value		\$602,094,104
Adjustment for Pass-Through Traffic		0.73
Major Arterial Network Value, Adjusted for Pass-Through Traffic		\$437,722,413
2060 Northern Area EDU		182,647
2060 Northern Service Area Gross Fee per EDU		\$2,397
2035 Northern Service Area Gross Fee per EDU		\$7,213
Equity Adjustment Needed?		Yes
Final 2035 Northern Area Maximum Gross Fee per EDU		\$2,397

Table 17 - Southwest Service Area Buildout Gross Fee Calculation (Scenario 2)

SOUTHWEST SERVICE AREA 2025-60 PLANNED		AMOUNT
2025-2060 Planned Major Arterial Roadway Cost		\$110,590,695
2025-2060 Planned Major Arterial Bridge Cost		\$0
Total Cost - 2025-2060 Planned Major Arterial Network		\$110,590,695
SOUTHWEST SERVICE AREA GROSS FEE CALCULATION		AMOUNT
Existing & 2025-2060 Planned Major Arterial Network Value		\$110,590,695
Adjustment for Pass-Through Traffic		0.79
Major Arterial Network Value, Adjusted for Pass-Through Traffic		\$87,477,240
2060 Southwest Area EDU		113,369
2060 Southwest Area Gross Fee per EDU		\$772
2035 Southwest Area Gross Fee per EDU		\$846
Equity Adjustment Needed?		Yes
Final 2035 Southwest Area Maximum Gross Fee per EDU		\$772